



LOCATION MAP

	SITE IS LOCATED IN THE BUTLER AVENUE CORRIDOR OVERLAY DISTRICT PROPOSED USE: J7 — DRIVE—IN AND OTHER EATING PLACE (PERMITTED)(1)					
)	MIN. LOT AREA MIN. LOT WIDTH	REQUIRED 1 AC. 150 FT.(250 FT FOR A LOT WITH A DRIVEWAY ENTERING ONTO AN ARTERIAL STREET)(3)	EXSITING 0.65 AC. ⁽²⁾ 150 FT. ⁽²⁾	PROPOSED 0.65 AC. ⁽²⁾ 150 FT. ⁽²⁾		
	MAX. BLDG. COVERAGE MAX. IMPERV. COVERAGE (SITE) MAX. IMPERV. COVERAGE (LOT) MIN. YARDS	40% 70% 75%	12% 75% ⁽²⁾ 75%	11% 83% ⁽⁵⁾ 83% ⁽⁵⁾		
	FRONT SIDE REAR	40 FT. 15 FT. 30 FT.	61 FT. 10 FT. ⁽²⁾ N/A	41 FT. 30 FT. N/A		

BUTLER AVENUE CORRIDOR OVERLAY REQUIREMENTS:

-	MIN. BLDG SEIBACK FROM STREETS	50 FT.	61 FT.	41 FT. ALONG BUILER AVE
	MIN. PARKING AND DRIVEWAY			
	SETBACK FROM BUTLER AVE	25 FT.	20 FT. ⁽²⁾	15 FT. ⁽⁴⁾
	MAX. BLDG. COVERAGE	40%	12%	11%
		~ - ~	~ (2)	a = ~ (1)

SITE IMPERVIOUS SURFACE CALCULATIONS:

0.39 AC. 0.49 AC.

0.07 AC.

0.04 AC.

0.43 AC. 0.54 AC.

PERMITTED: 70% 0.65 AC. x 0.70 = 0.46 AC.

0.49 AC./0.65 AC. = 75%

 $0.54 \text{ AC.}/0.65 \text{ AC.} = 83\%^{(5)}$

EXISTING: BUILDING

PROPOSED:

BUILDING

PARKING

SIDEWALKS

SIDEWALKS

(1)UP TO TWO OUTDOOR MENU BOARDS MAY BE PROVIDED WITH A MAXIMUM SIGN AREA EACH OF 20 SQUARE FEET AND NO PRINTING LARGER THAN 10 INCHES HIGH (IN ADDITION TO THE SIGNS NORMALLY PERMITTED) IF DRIVE-UP SERVICE IS PROVIDED TO CUSTOMERS IN THEIR VEHICLES.

(3)BOTH COUNTY LINE ROAD AND BUTLER AVENUE ARE ARTERIAL STREETS.

(6)IT IS ANTICIPATED THAT THERE WILL BE A TOTAL OF 6-8 EMPLOYEES DURING THE LARGEST SHIFT AND THERE WILL NOT BE CUSTOMER SEATING AVAILABLE

-1202.b. PERMITTING A MAXIMUM SITE IMPERVIOUS SURFACE RATIO OF 70% AND MAXIMUM LOT IMPERVIOUS SURFACE RATIO OF 75%. AN IMPERVIOUS SURFACE RATIO OF 83% IS PROPOSED. 2. §27-2901. REQUIRING 57 PARKING SPACES.

\$22-722.4.C.(1)(b) REQUIRING A PARKING SETBACK FROM BUTLER AVENUE OF

REQUIRING A BUILDING SETBACK FROM COUNTY LINE ROAD

REQUIRING A MAXIMUM IMPERVIOUS SURFACE RATIO OF 65%.

THIS MAP REPRESENTS A BOUNDARY SURVEY COMPLETED BY VCEA IN DECEMBER 2022. THE REPRESENTATION OF THE TRACT BOUNDARY HEREON IS BASED ON PA STATE PLANE COORDINATE SYSTEM (NAD 83). THE COURSES AND DISTANCES SHOWN IN (PARENTHESES) ARE DERIVED FROM THE DEED OF RECORD.

THE TOPOGRAPHIC SURVEY WAS PERFORMED BY VCEA IN DECEMBER 2022. THE VERTICAL DATUM IS NAVD 88 BASED ON RTK OBSERVATIONS DERIVED THROUGH THE KEYNETGPS TRIMBLE

THE SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY THE SURVEYOR. ALL INFORMATION REGARDING EASEMENTS AND OTHER DOCUMENTS THAT MAY AFFECT THE QUALITY OF TITLE FOR THE SUBJECT PROPERTY WAS OBTAINED FROM ORDER NUMBER: 10370987, FILE # PHI220891 PREPARED BY COMMONWEALTH LAND TITLE INSURANCE COMPANY FOR RAO GROUP, INC.,

THIS SITE IS SITUATED IN FLOOD ZONE X, BEING DEFINED AS AREAS DETERMINED TO BE OUTSIDE 500—YEAR FLOODPLAIN ON THE FLOOD INSURANCE RATE MAP (FIRM) PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), MAP NUMBER 42017C0288K, HAVING

5. SOILS TAKEN FROM NRCS WEBSITE. PER NRCS MAPPING, THE ENTIRE SITE IS COMPRISED OF

PURSUANT TO NATIONAL WETLANDS INVENTORY MAPPING, THIS SITE DOES NOT CONTAIN WETLANDS. ALSO, PURSUANT TO THE NRCS SOIL SURVEY, THE SITE DOES NOT CONTAIN

SERIAL NO. 20223183581						
۷	DESCRIPTION	AUTH	DAT			

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GRAPHIC SCALE

1 INCH = 10 FT

PLAN NOTATION ONLY THOSE PLANS WHICH CONTAIN A DIGITAL ONLY THOSE PLANS WHICH CONTAIN A DIGITAL, IMPRESSED, OR COLORIZED INK SEAL OF THE RESPONSIBLE PROFESSIONAL SHALL BE CONSIDERED VALID. THIS PLAN HAS BEEN SPECIFICALLY PREPARED FOR THE OWNER DESIGNATED HEREON. ANY MODIFICATION, REVISION, DUPLICATION OR USE WITHOUT THE WRITTEN CONSENT OF VAN CLEEF ENGINEERING ASSOCIATES IS PROHIBITED. RELIANCE ON THIS PLAN FOR ANY PURPOSE OTHER THAN THAT WHICH IS INTENDED SHALL BE AT THE SOLE DISCRETION AND LABILITY OF THE AT THE SOLE DISCRETION AND LIABILITY OF APPLICABLE PARTY.

501 NORTH MAIN STREET, DOYLESTOWN, PA 18901 WEB: WWW.VANCLEEFENGINEERING.COM PHONE (215) 345-1876

SKETCH PLAN OF DUNKIN **DONUTS/PAPA** JOHŃ'S

RAO GROUP

DESIGNED BY: DRAWN BY: CHECKED BY: 22-03-NBR **OB NUMBER**

TMP: 26-006-101-001

NEW BRITAIN TOWNSHIP BUCKS COUNTY, PENNSYLVANIA

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