



## **BUILDING, ZONING, & REVITALIZATION COMMITTEE**

**October 19<sup>th</sup>, 2015**

**7:30 p.m.**

### **AGENDA**

#### **Call to Order**

#### **Public Comment**

#### **Featured Items for Discussion**

- 101 York Road – Land Development
- 2035 Comprehensive plan update
- Public Session - October 29<sup>th</sup> 6:00 PM to 8:00 PM Jenkintown School
- Short and long term plans for parking solutions
- Lindy Parking Agreements (Finalized / Signage being placed)

#### **Items for Information**

- 2016 Paving Schedule
- Jenkintown Planning Commission Report
- 2015 Paving Project – Required Concrete Repairs Spreadsheet / Progress Report

#### **Ongoing Items**

- Update of zoning code
- 204 Wyncote Road (ongoing repairs/compliant), 108 Walnut Street (auction sale), 206 Township Line Road (court upheld citations /under agreement of sale) and 148 Walnut Street
- Lindy's Recyclable Dumpster
- Banner over York Road for Town Square Parking

#### **Other issues**

#### **Adjournment**



**MONTGOMERY COUNTY  
BOARD OF COMMISSIONERS**

JOSH SHAPIRO, CHAIR

VALERIE A. ARKOOSH, MD, MPH, VICE CHAIR

BRUCE L. CASTOR, JR., COMMISSIONER



**MONTGOMERY COUNTY  
PLANNING COMMISSION**

MONTGOMERY COUNTY COURTHOUSE • PO Box 311

NORRISTOWN, PA 19404-0311

610-278-3722

FAX: 610-278-3941 • TDD: 610-631-1211

WWW.MONTCOPA.ORG

JODY L. HOLTON, AICP

EXECUTIVE DIRECTOR

October 15, 2015

Mr. George Locke, Manager  
Borough of Jenkintown  
700 Summit Avenue  
Jenkintown, PA 19046

Re: MCPC # 15-0214-001

Plan Name: Glanzmann Subaru – 101 Old York Road  
(1 lot/4,510 sq. ft. comprising approximately 0.70 acres)

Situate: Washington Lane (W); south of Harper Avenue  
Borough of Jenkintown

Applicant's Name and Address

101 OYR Holdings, LP

95 Old York Road

Jenkintown, PA 19046

Contact: D. Alexander Tweedie

Phone: 610-265-8323

Dear Mr. Locke:

We have reviewed the above-referenced preliminary land development plan in accordance with Section 502 of Act 247, "The Pennsylvania Municipalities Planning Code," as you requested on September 4, 2015. We forward this letter as a report of our review and recommendations.

**BACKGROUND**

The applicant, 101 OYR Holdings, LP, proposes to demolish an existing gas station located at 101 Old York Road and construct a 4,510 square foot car service center to complement their existing Glanzmann Subaru dealership and service center located at 95 Old York Road. The proposed building would be set back approximately 20 feet from Old York Road and is surrounded on all sides by parking and internal driveways. The current plans show a total of 30 parking spaces. The applicant is proposing to maintain the three existing access points. The property is located in the Borough's Gateway Commercial (GC) zoning district which encourages existing commercial properties to be appropriately redeveloped. Additional site improvements proposed at this time include stormwater management facilities and buffer landscaping. The applicant was granted the following variances by the Zoning Hearing Board of Jenkintown Borough with a decision dated March 10, 2015. Several of the ZHB variances included detailed conditions that we have summarized here for your reference.

- 1) A variance from §181-57 relating to "Permitted Uses" to permit the proposed service customer reception and waiting areas, service area, and customer drop off and pick up area. Building area is





not to exceed 15% of the net lot area; any service area portion of the building must be sound-proofed; and hours of operation are limited as stated.

- 2) A variance from §181-59.A. (1) to permit the existing lot size which does not meet the minimum lot area requirement of the GC district.
- 3) A variance from §181-59.A. (4) to permit a total impervious coverage limit of 78% of the net lot area, which exceeds the permitted maximum of 70%.
- 4) A variance from §181-59.A. (10) to reduce the parking area setback from non-residential properties.
- 5) A variance from §181-61.C. as it relates to landscaping requirements for parking lots. Instead, the applicant must "develop landscape plans [...] for the Washington Lane and Old York Road frontage that is consistent with the intent of the Gateway zoning and is consistent with similar gateways to the Borough such as Greenwood Avenue near the railroad. This landscape plan is to be submitted as part of the land development plan [...]." In addition, the "applicant's perimeter planting [must] include buffering plants along three sides of the property and a reasonable hardscape treatment in one location at York Road and Washington Lane to be either (1) a "Welcome to Jenkintown" decorative hardscape wall or (2) a hardscape treatment as reasonably agreed to by the Borough and Glanzmann."
- 6) A variance from §181-61.C. (9) relating to driveway requirements to permit the use of the three existing access points. Only one access point is permitted for a property with less than 600 feet of frontage. The site has 262 linear feet of frontage along Washington Lane and Old York Road.
- 7) Variances from §181-61.C. (7) and §181-69.G. to not require interconnected driveways.
- 8) A variance from §181-69.F. to allow parking spaces with a dimension of 8'6" wide x 18' long. The required minimum parking space size is 9' wide x 18' long.
- 9) A variance from §181-69.H. to permit aisle widths not less than 21 feet, however, there shall be no parking permitted in the aisles. The required minimum aisle width is 24 feet.
- 10) A variance from §181-73 to allow the number of parking spaces to potentially exceed the 120% maximum parking requirement, however, no vehicle storage is permitted on the site.

## RECOMMENDATION

The Montgomery County Planning Commission (MCP) generally supports the applicant's proposal to redevelop an underutilized commercial parcel in Jenkintown's Gateway Commercial district. However, in the course of our review we have identified a number of key issues that we believe should be resolved prior to moving forward. We offer the following comments and recommendations that we feel could help to improve the design of the proposed redevelopment.

## REVIEW COMMENTS

The intent of the Gateway Commercial (GC) zoning district in Jenkintown Borough is to permit the broadest range of commercial uses while discouraging strip-style commercial development which requires



incongruous architectural styles, excessive paved areas, and numerous curb cuts. We would consider the applicant's proposed use of a service center drop-off/pick-up and reception area to be an auto-oriented use that could negatively impact the community's desire for a more walkable Old York Road corridor. While the applicant has received several variances from the zoning requirements of this section, we have identified some zoning issues, in particular having to do with pedestrian circulation, landscaping, and building design, that need to be resolved prior to moving forward. In addition, we have provided some suggestions for how the layout and general design of the site could be improved within the context of the existing site constraints and proposed use.

#### ZONING ORDINANCE

In the table below we have summarized the zoning ordinance requirements of the Gateway Commercial (GC) zoning district that the current plans either do not comply with or that there was not enough information provided on the current plans to determine compliance.

Section Number	Requirement	Non-compliant	More Information Needed
§181-60.C.	Signs shall meet the requirements of Article XXI.		No information about the proposed signage has been provided.
§181-61.A(4)	Principal buildings shall have clearly defined, highly visible customer entrances.	The customer entrances to the proposed building should be visible from the public street and incorporate features such as canopies, porticos, arches, or integral planters that incorporate landscaped areas and/or areas for sitting.	
§181-61.A(5)(a)	Buildings with less than 15,000 square feet shall have pitched roofs covering at least 80 percent of the building with a minimum slope.		No building elevations or information about the slope of the roof has been provided.
§181-61.B. (entire)	§181-60.D. requires that all developments comply with the Common Use Area standards, subject to approval by the Design Review Board.	The applicant must provide a common use area equal in area to at least 5% of the gross floor area of the building. Standards for location and design of the common use area apply.	
§181-61.D. (entire)	Pedestrian circulation standards including internal pedestrian pathways and crosswalks.	<ol style="list-style-type: none"> <li>(1) Grade-separated pedestrian connections between all parking areas and all buildings.</li> <li>(2) Continuous internal pedestrian walkways (min. 5 ft wide) between public sidewalk and principal customer entrances.</li> <li>(3) Unobstructed sidewalks (min. 6 ft wide) along full length of building façades featuring a customer entrance or abutting public parking areas.</li> <li>(4) Internal pedestrian walkways and crosswalks shall be distinguished from driving surfaces (e.g., pavers).</li> </ol>	More information is needed to determine if the proposed building and sidewalks are handicapped accessible.





§181-61.G.	Loading docks, utility meters, HVAC equipment, trash dumpsters and other service functions shall be incorporated into the overall design theme of the building.		More information regarding the location and design of the service functions is needed to determine if they are properly screened.
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## TRANSPORTATION

The redevelopment of this critical site represents an opportunity for the borough and applicant to make a positive impact on the safety and walkability of this section of Old York Road, especially as it serves as the southern gateway into Jenkintown's town center.

### A. Traffic Safety.

The property at 101 Old York Road fronts onto a wide intersection between Old York Road/Route 611 (a State road) and Washington Lane (a Jenkintown Borough road) with challenging geometry due to the acute angle with which the two roads intersect. Two of the applicant's driveways are located in the middle of this intersection. These conditions create possible pedestrian and vehicular conflicts. We suggest that the applicant and the Borough consult with PennDOT District 6-0's traffic or highway occupancy permit units on whether there are any changes that can be made to the proposed internal or external circulation of the site that could help to improve the situation.

### B. Traffic Impact Study.

Based on traffic count data collected by the Delaware Valley Regional Planning Commission (DVRPC) in 2010, a total of 25,000 vehicles pass through this intersection, both northbound and southbound, on an average day. The large volume of traffic observed combined with the challenging geometry of the intersection suggests that a traffic impact study may be helpful in determining the appropriate number and location of driveways on the site. For example, the applicant may wish to explore partnering with the property owner of the driveway located along the rear property line to provide shared access in order to eliminate one or more of the driveways on Old York Road. In addition, due to the fact that a large amount of the car service repair work will still take place at Glanzmann Subaru's current service facilities at 95 Old York Road<sup>1</sup>, a traffic impact study could also evaluate the circulation of vehicles between the two sites that will be necessary in the daily operations of the business.

### C. Public Transit Connections.

One of the goals of the borough's Gateway Commercial zoning district is to "encourage the location of commercial buildings so that they are accessible by public transportation." A SEPTA Route 55 bus stop is located directly adjacent to the parcel. Enhanced pedestrian connections from the proposed building to the public sidewalk along Old York Road will improve access to the nearby bus stops. Making public transit connections convenient and comfortable may be beneficial to the applicant as their customers may enjoy the option to take transit to work or errands while their car is being serviced.

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<sup>1</sup> "The proposed use of the new facilities would be to transfer the existing customer reception and vehicle drop off areas, as well as customer waiting areas from the existing location at the Glanzmann Subaru to the Premises. Most service would continue to be done at Glanzmann Subaru." Zoning Hearing Board of Jenkintown Borough, Application No. 374.



## SITE LAYOUT & BUILDING DESIGN

The proposed site layout shows the construction of a new, 4,510 square foot service center to be used by Glanzmann Subaru to expand and improve upon their car service operations. We offer the following suggestions to improve the aesthetics and safety of the site. A more pedestrian-friendly, landscaped site design may better reflect the applicant's position as a major employer and business within the Jenkintown community.

### A. Pedestrian Connections.

The proposed building is shown built up to the minimum front yard setback; however, a 12 foot-wide driveway separates the building from the existing sidewalk along Old York Road. As required by §181-61.D. (2), the applicant must provide a continuous pedestrian walkway, at least 5 feet in width, from the public sidewalk to the principal customer entrance(s). We suggest that the applicant look at closing the internal vehicular drive shown between Old York Road and the proposed front façade of the building. This space could then be used to attractively landscape the site, provide a safer pedestrian connection between the building and public sidewalk, and space for other amenities that could add value to the customer's experience on the site, such as outdoor seating. Alternatively, the internal drive located in the front yard setback could be paved with a distinctive paver or brick material that could signal to drivers that pedestrians may be crossing.

Overall, providing an attractive, walkable site design will better integrate the site with the rest of Jenkintown's walkable business community. We have observed several examples of car dealerships that are successfully designed to fit into walkable town centers and therefore benefit from the opportunity for complimentary businesses. For example, customers may wish to stroll up to the local bakery or bagel shop while their cars are being serviced.

### B. Landscaping.

#### 1. Gateway Design.

Although the applicant received a variance from the parking lot landscaping requirements from the Zoning Hearing Board, the ZHB decision stated that the applicant must still develop landscape plans for the Washington Lane and Old York Road frontages of their property that is consistent with the intent of the Gateway zoning and consistent with similar gateways in the Borough, such as Greenwood Avenue near the railroad (see photos in Attachment D).

Additionally, the ZHB decision required that the applicant incorporate a hardscape treatment in one location at the intersection of Old York Road and Washington Lane to serve as a landmark gateway into Jenkintown Borough. The ZHB decision states that a "Welcome to Jenkintown" decorative hardscape wall or hardscape treatment would be acceptable. Not enough information was provided with the current plan submission to sufficiently evaluate the design of the gateway installation within the parameters set forth in the ZHB decision. However, we feel that the redevelopment of this strategic site within the Borough presents the opportunity to create a distinctive, high-quality gateway. We encourage the applicant to continue working with the Borough on the design of the "gateway" space to ensure it complements with the existing streetscape and community character. We have included several photos of gateway wall installations that have been constructed around the County for your reference.

#### 2. Buffer Landscaping.

The proposed "buffer" landscaping along the rear and side property lines appears to be designed so that the plants would be planted in strict linear lines with as many as 17 of the same plant in a row.





The County recommends that the landscaping be diversified and multi-layered for a more naturalistic and attractive appearance. A mixture of shade trees, ornamental trees, and evergreen shrubs can create visual interest year-round while providing the necessary visual screening from adjacent properties.

3. *Rain Garden Design.*

The Stormwater Management BMP Seeding Specifications on Sheet 6 indicate that the rain garden will be seeded with a seed mix. Based on our observations of other naturalized basins and rain gardens, we recommend that the rain garden be treated as a landscaped feature and planted with hardy plants, rather than a seed mixture. This will allow the rain garden to look more intentional and be easier to maintain. Tall grasses, especially on such a small site, can often be perceived as a neglected maintenance issue rather than a planned landscape feature.

C. Parking Lot Layout.

Although the applicant received several variances from the ZHB that allowed them to increase the number of parking spaces on the site, some of the parking spaces are configured so that conflicts between vehicles may arise. In particular, the two, semi-perpendicular rows of parking in the southwestern corner of the property are placed very closely together and at an odd angle. We feel that there is not enough space for vehicles in this corner to safely maneuver the parking spaces. We recommend that the row of parking spaces closest to the alley be straightened and that the last parking space in the row of spaces along the southern property line be eliminated in order to improve the parking lot circulation. This recommendation is illustrated in Attachment B.

Overall, more information is needed to understand the internal circulation proposed on the site, including any access controls at the three proposed driveways. A pavement markings plan would be helpful in evaluating the site's internal circulation.

D. Lighting Design.

Sheet 6 provides information about the proposed light fixture locations and lighting levels across the site. It is noted that no light fixtures are proposed on the northern side of the building. We feel that more evenly distributed lighting levels should be provided across all public walkways, parking areas, and building entrances to improve the safety of the site.

E. Design Review Board.

Section §181-62 of the Borough Zoning Ordinance requires that any new building construction be reviewed by the Design Review Board.

## RELATIONSHIP TO JENKINTOWN BOROUGH PLANS

Jenkintown Borough has undertaken several recent planning efforts focused on improving the Old York Road corridor. The studies have consistently recognized that the roadway contributes to several undesirable features of the Borough including increased vehicular traffic and decreased pedestrian activity due to reduced pedestrian safety and connectivity. Multiple studies have identified the intersection at Old York Road and Washington Avenue in particular for its unique challenges and have attempted to re-imagine and improve the safety levels there with the inclusion of streetscape elements and traffic calming measures. Because Old York Road (Route 611) is a state-owned road, final decisions about lane configurations and other improvements within the right-of-way would have to be approved by PennDOT.





The 2002 *Jenkintown Revitalization Master Plan* identified the intersection at Washington Lane and Old York Road as having both challenging geometrics and incomplete sidewalks, contributing to the safety concerns for both pedestrians and drivers. The geometric challenges include large curb radii and other difficulties posed by oblique-angle intersections. The *Revitalization Master Plan* also recommended that this intersection be improved with traffic calming including installing gateway treatments and vertical streetscape elements and tightening the curb radii. The angles of this intersection make safe ingress and egress into this particular property challenging due to the location of the driveways.

A *Traffic Calming Report* prepared by Pennoni Associates, Inc. in 2007 and a DVRPC Routes 611 & 263 Corridor Study both reinforced the identification of the need to calm traffic along Old York Road at the Washington Lane intersection and recommended a road diet that would result in a lane reduction to three lanes. A three-lane configuration would allow for the creation of a dedicated left turn lane. Currently, vehicles waiting to make left turns create many conflicts along Old York Road. Vehicles making left turns to enter the property at 101 Old York Road will likely contribute to these conflicts.

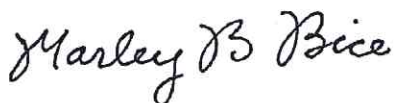
## CONCLUSION

We wish to reiterate that MCPC generally supports the proposed land development; however we feel that improved landscaping, circulation patterns, and pedestrian amenities could greatly improve the site and help to achieve the intent of the Borough's Gateway Commercial zoning district. As always, we are available to answer any questions about our review comments and recommendations.

Please note that the review comments and recommendations contained in this report are advisory to the municipality and final disposition for the approval of any proposal will be made by the municipality.

Should the governing body approve a final plat of this proposal; the applicant must present the plan to our office for seal and signature prior to recording with the Recorder of Deeds office. A paper copy bearing the municipal seal and signature of approval must be supplied for our files.

Sincerely,



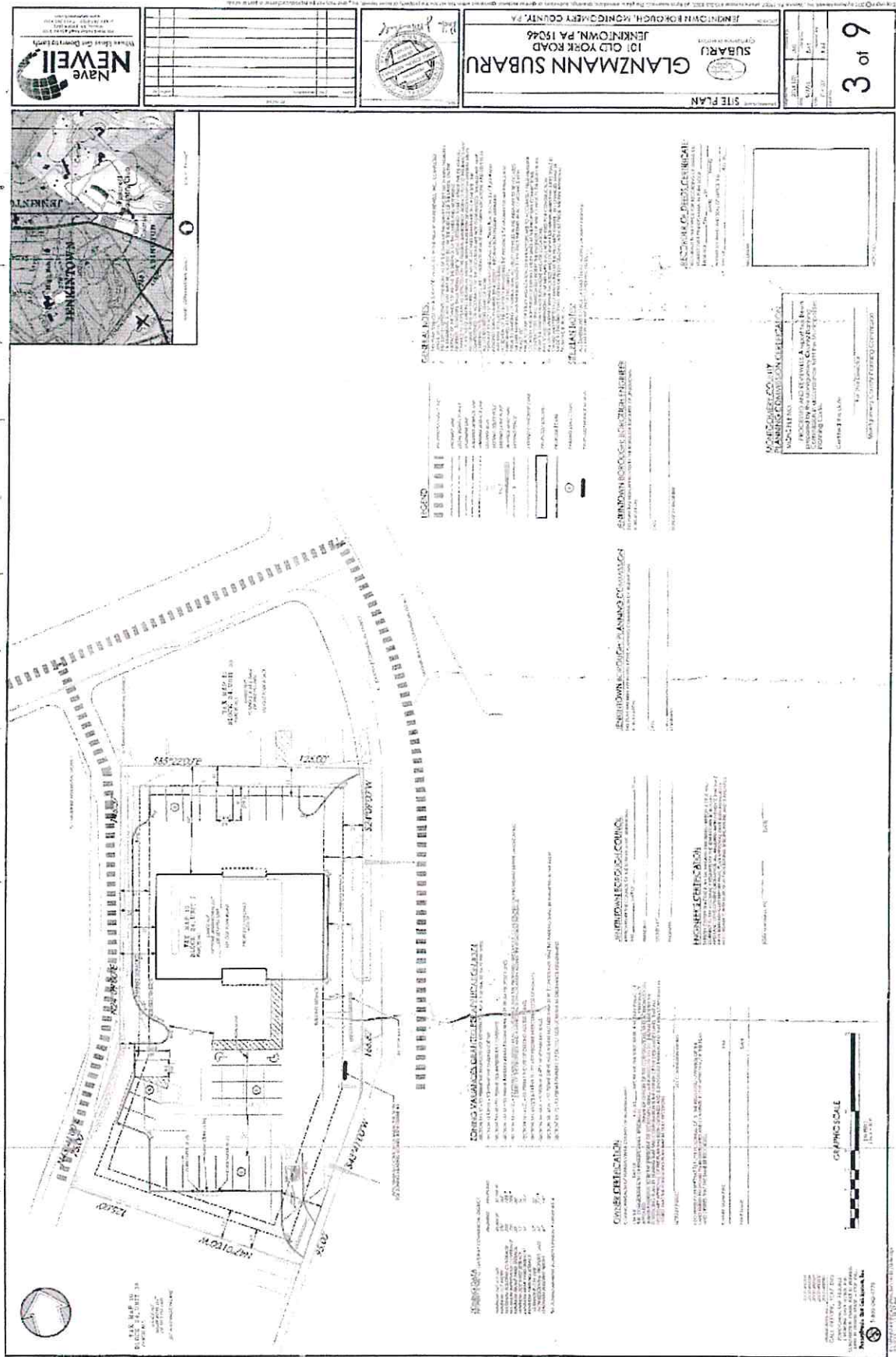
Marley Bice, AICP, Senior Planner  
610-278-3740 – [mbice@montcopa.org](mailto:mbice@montcopa.org)

c: 101 OYR Holdings, LP, Applicant  
Nave Newell, Applicant's Engineer  
James Rose, Chrm., Borough Planning Commission  
Paul Hughes, P.E., Borough Engineer  
Sean Kilkenny, Borough Solicitor

## ATTACHMENTS

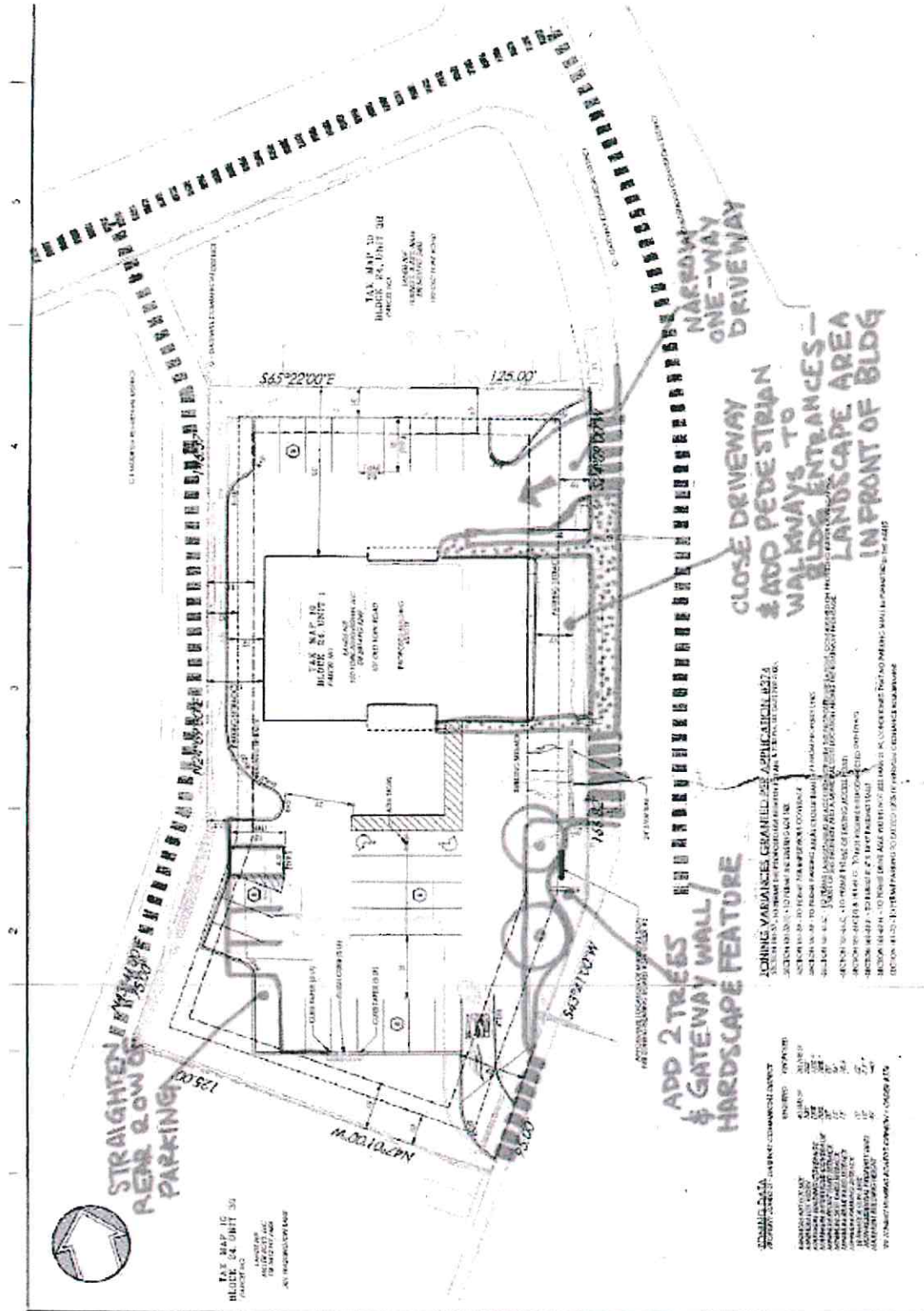
Attachment A: Reduced Copy of Applicant's Plan  
Attachment B: MCPC Comments on Applicant's Plan  
Attachment C: Aerial Photograph of Existing Site  
Attachment D: Sample Photographs









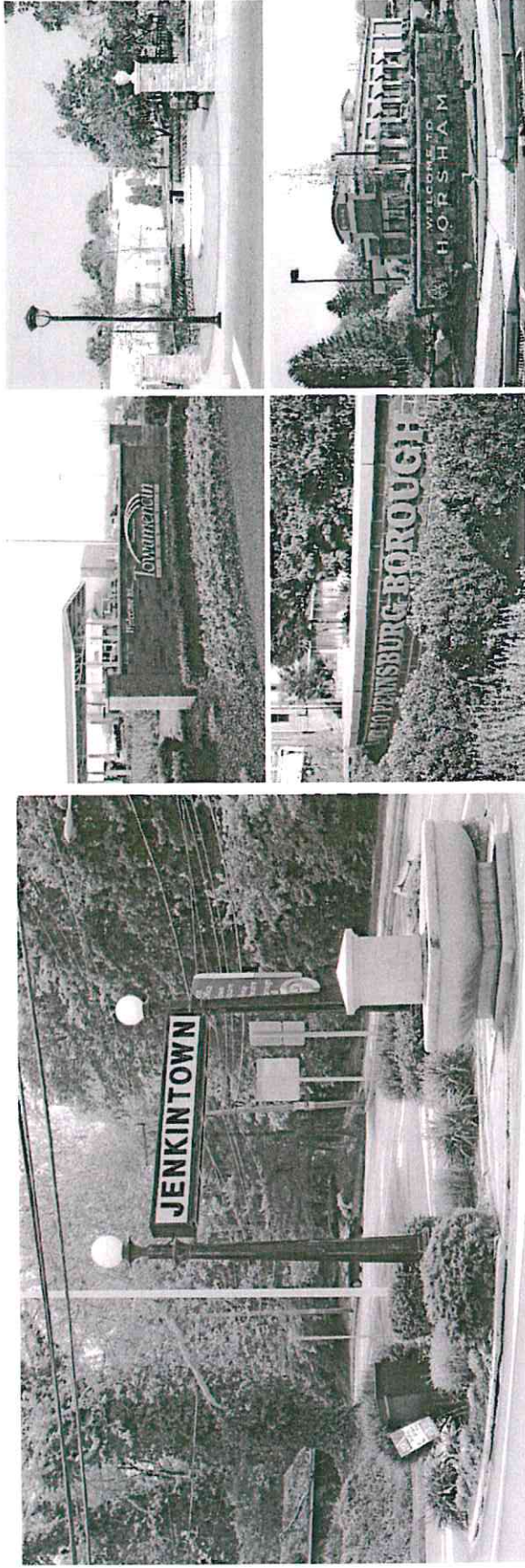












The current gateway at Greenwood Avenue (left) near the railroad provides a distinctive entrance to the Borough through a combination of signage, landscaping, and a fountain structure. There are many examples (right) of attractive local gateways incorporating seating, hardscape materials, and landscaping that have been developed locally through public-private partnerships. (Source: MCPG)



The BMW of the Main Line currently under construction on Bala Avenue in Lower Merion Township incorporates a public parklet, street trees, and clear pedestrian connections to the main entrances of the building. The building is built-up to the sidewalk and additional amenities for customers, such as outdoor seating, are provided. (Source: BMW of the Main Line)





September 2, 2015

VIA HAND DELIVERY (215) 885-0700

George Locke, Borough Manager  
Jenkintown Borough  
700 Summit Avenue  
Jenkintown, PA 19046

**Reference: Glanzmann Subaru – 101 Old York Road  
Preliminary Land Development  
Jenkintown Borough, Montgomery County, Pennsylvania  
Nave Newell No. 2014-103.00**

Dear Mr. Locke:

On behalf of our Client, 101 OYR Holdings, L.P., please find the following items attached as part of the Preliminary Land Development submission for the Glanzmann Subaru in Jenkintown Borough, Montgomery County, Pennsylvania (quantities enclosed are listed after each item):

1. Preliminary Land Development Plan Set dated September 1, 2015, (20 copies);
2. Stormwater Management Report and Site Drainage Calculations, dated September 1, 2015 (2 copies);
3. Borough of Jenkintown Subdivision/Land Development Application (1 original);
4. MCPC Act 247 Municipal Request for Review (1 original);
5. Check No. 195 – Borough Application Fee in the amount of \$1,000.00 payable to the Borough of Jenkintown (1 original); and,
6. Check No. 194 – MCPC Act 247 fee in the amount of \$654.00 payable to the Montgomery County Treasurer (1 original).

If you should have any comments or questions, please do not hesitate to contact me at either (610) 265-8323 or at [atweedie@navenewell.net](mailto:atweedie@navenewell.net).

Respectfully submitted,



D. Alexander Tweedie, PE

DAT/jih  
Enclosures

cc via email: Howard Lebold, AIA, LEED AP - MAI.Design  
James P. Clearkin - James J. Clearkin, Inc.

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**RECEIVED**

SEP 02 2015

**Jenkintown Borough**



BOROUGH OF JENKINTOWN

SUBDIVISION/LAND DEVELOPMENT APPLICATION

Date Submitted 8/21/15

Name of Development Glanzmann Subaru  
Address/Location 101 York Road

Name, Address & Phone No. of:

Applicant 101 OYR Holdings, LP, 95 Old York Road, Jenkintown, PA 19046 / 215-885-8282

Land Owner 101 OYR Holdings, LP, 95 Old York Road, Jenkintown, PA 19046 / 215-885-8282

Equitable Land Owner n/a

Title of Plan Submitted Glanzmann Subaru - 101 York Road

Plan Type: Land Development ☒ Minor Land Development \_\_\_\_\_ Subdivision \_\_\_\_\_

Plan Status: Sketch \_\_\_\_\_ Preliminary ☒ Final \_\_\_\_\_

Plan Dated 8/21/15

Name, Address & Phone No. of:

Engineer D. Alexander Tweedie, P.E., Nave Newell, Inc., 900 West Valley Rd, Suite 1100, Wayne, PA 19087 / 610-265-8323

Architect Howard V. Lebold, AIA, LEED AP, McGillin Architecture, Inc., Two Bala Plaza, Suite 502, Bala Cynwyd, PA 19004 / 610-664-6577

Attorney David Comer, Esq., Fox Rothschild, LLP, 10 Sentry Parkway, Suite 200, P.O. Box 3001, Blue Bell, PA 19422 / 610-397-7963

Zoning District (s) G - Gateway Block & Unit No. Block 24, Unit 1  
Commercial

Tract Area in Acres 0.69 ac. No. of Proposed Lots/Bldgs. 1

Give brief narrative of proposed use of land/buildings. Commercial applications include building square footage and specific uses; residential applications include number of lots and amount of dwelling unit types:

Demolition of existing gasoline sales and "mini" market. Construction of a vehicle service area with associated reception areas and covered drop-off/pick-up areas. Parking area expansion is also proposed.

Tenure: Sale ☒ Rent \_\_\_\_\_ Condominium \_\_\_\_\_ Unknown \_\_\_\_\_

State any requirements of the Zoning Code and Subdivision and Land Development regulations that are not complied with and reason for noncompliance: \_\_\_\_\_

Previous zoning relief granted. ZHB Application 374.

The undersigned hereby makes application for approval of plan type indicated above, under provisions of the Code of The Borough of Jenkintown, Chapter 160, and any supplements and amendments thereto.

  
(Signature of Applicant)

OVER

  
(Signature of Land Owner)

RECEIVED

SEP 02 2015

Jenkintown Borough



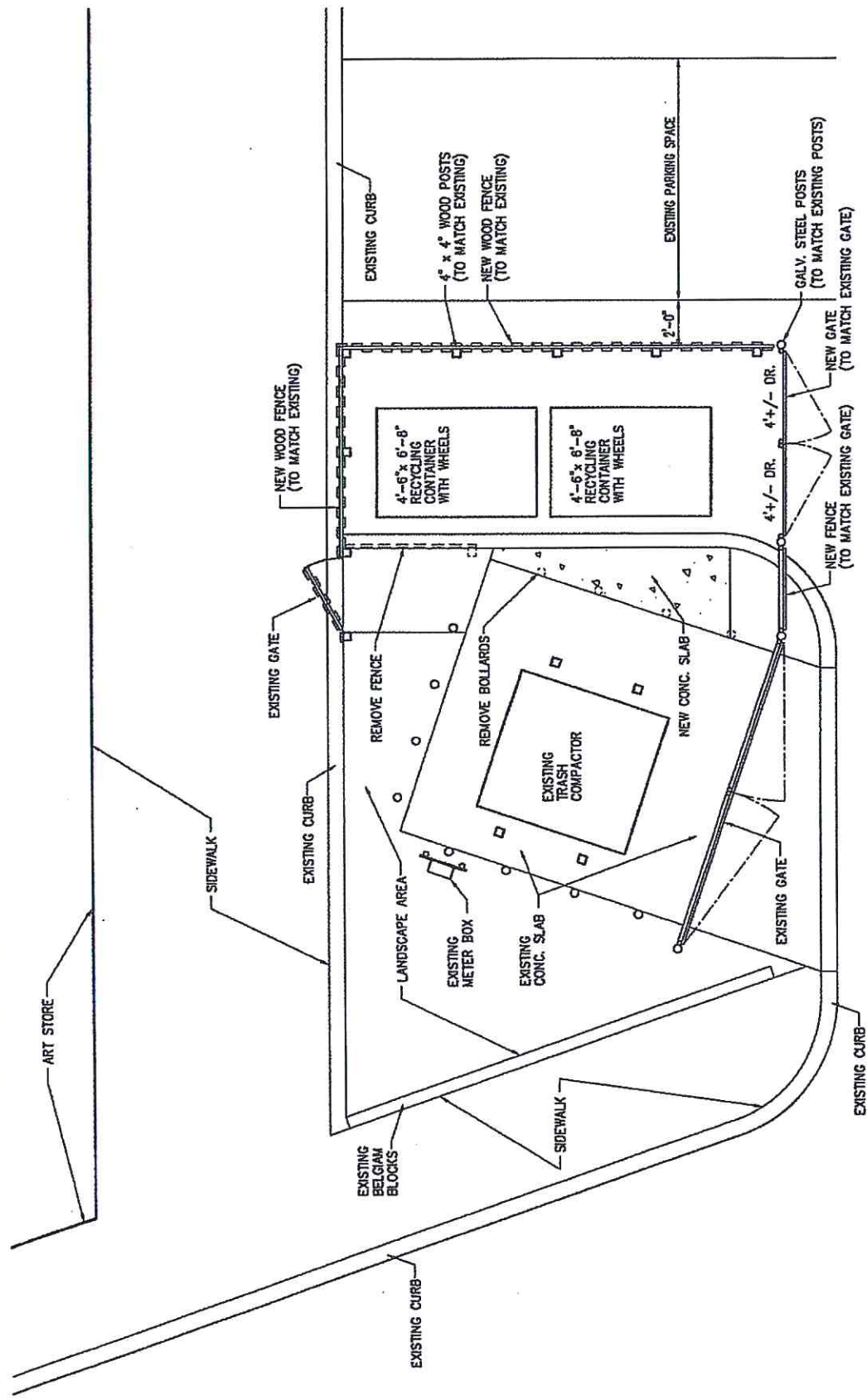


Application is complete and accepted by \_\_\_\_\_ Date \_\_\_\_\_  
FEE \_\_\_\_\_ Receipt # \_\_\_\_\_

Twenty (20) copies of the Plan must be submitted with this application. Additional copies may be needed if major revisions are required. Plan size should be no larger than 24" x 36".

NOTE: FAILURE TO FULLY COMPLETE THE APPLICATION COULD BE CAUSE FOR ITS REJECTION.





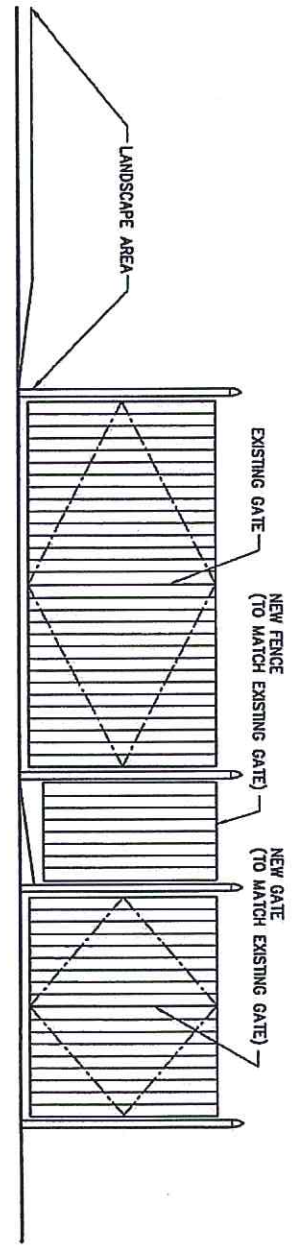
FLOOR PLAN SCALE : 1/4" = 1'-0"

TRASH ENCLOSURE AT PLAZZA  
LEEDOM STREET, JENKINTOWN, PA, 19046

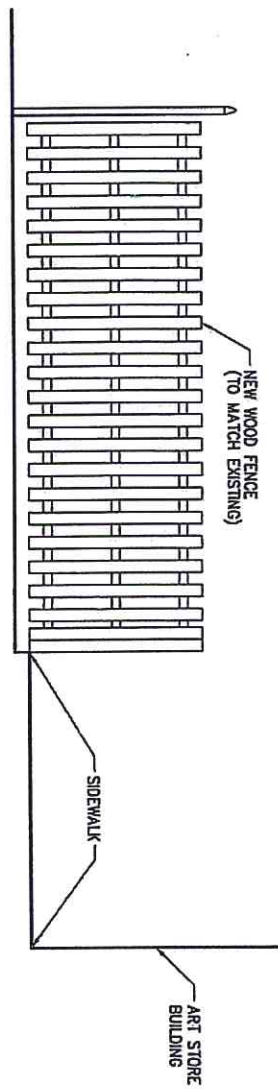
WARREN BELTZ ARCHITECT  
826 WEST AVENUE JENKINTOWN, PA 9-18-15



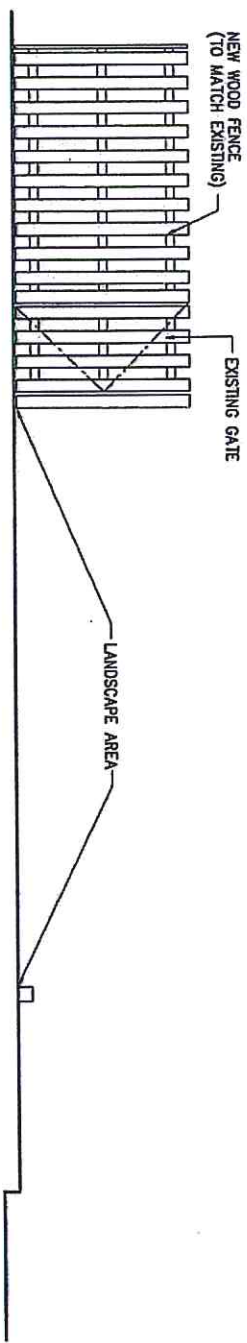




FRONT ELEVATION SCALE : 1/4" = 1'-0"



RIGHT SIDE ELEVATION SCALE : 1/4" = 1'-0"



REAR ELEVATION SCALE : 1/4" = 1'-0"











# REPORT ON PERMITS ISSUED 2015

REPORT PERIOD		9/1/15-9/30/15								
PERMIT TYPES	# of PERMITS THIS PERIOD	FEES THIS PERIOD	PERMITS PRIOR	FEES PRIOR	# of PERMITS YEAR TO DATE	FEES YEAR TO DATE	2014 Fees YTD	Difference YTD	% Difference YEAR TO DATE	
COMMERCIAL	14	\$ 27,798.00	141	\$ 20,503.00	155	\$ 48,301.00	\$59,488.00	(11,187.00)	-18.81%	
Building	7	\$ 26,778.00	32	\$ 19,991.00	39	\$ 46,769.00	\$ 15,587.00	\$ 31,182.00		
Demolition	0	\$ -	5	\$ 50.00	5	\$ 50.00	\$ 912.00	\$(862.00)		
Electrical	1	\$ 54.00	9	\$ 486.00	10	\$ 540.00	\$ 702.00	\$(162.00)		
Fire Sprinkler	2	\$ 208.00	2	\$ 283.00	4	\$ 491.00	\$ 154.00	\$ 337.00		
Fire Prevention	0	\$ -	5	\$ 1,066.00	5	\$ 1,066.00	\$ 1,716.00	\$(650.00)		
Highway R.O.W.	0	\$ -	12	\$ 3,264.00	12	\$ 3,264.00	\$ 29,645.00	\$ (26,381.00)		
Mechanical	1	\$ 204.00	11	\$ 4,761.00	12	\$ 4,965.00	\$ 2,511.00	2,454.00		
Plumbing	1	\$ 504.00	5	\$ 1,495.00	6	\$ 1,999.00	\$ 2,036.00	\$ (37.00)		
Dumpster	0	\$ -	9	\$ 200.00	9	\$ 200.00	\$ -	\$ 200.00		
Town Square	1	\$ -	18	\$ -	19	\$ -	\$ 40.00	\$(40.00)		
Annual Fire Inspection	0	\$ -	0	\$ -	0	\$ -	\$ 4,300.00	\$(4,300.00)		
Zoning	1	\$ 50.00	36	\$ 1,644.00	37	\$ 1,694.00	\$ 1,885.00	\$(191.00)		
RESIDENTIAL	44	\$ 3,794.00	290	\$ 22,649.00	334	\$ 26,443.00	19,000.00	7,443.00	39.17%	
Building	13	\$ 1,917.00	38	\$ 18,153.00	51	\$ 20,070.00	\$ 13,491.00	6,579.00		
Demolition	0	\$ -	2	\$ 44.00	2	\$ 44.00	\$ 64.00	\$(20.00)		
Dumpster	2	\$ -	39	\$ 200.00	41	\$ 200.00	\$ 100.00	\$ 100.00		
Electrical	9	\$ 261.00	19	\$ 551.00	28	\$ 812.00	\$ 510.00	\$ 302.00		
Fire Sprinkler	0	\$ -	0	\$ -	0	\$ -	\$ -	\$ -		
Fire Prevention	0	\$ -	0	\$ -	0	\$ -	\$ -	\$ -		
Highway R.O.W.	12	\$ 933.00	171	\$ 5,030.00	183	\$ 5,963.00	\$ 2,290.00	\$ 3,673.00		
Mechanical	2	\$ 208.00	8	\$ 1,630.00	10	\$ 1,838.00	\$ 1,135.00	\$ 703.00		
Plumbing	5	\$ 440.00	20	\$ 2,508.00	25	\$ 2,948.00	\$ 681.00	\$ 2,267.00		
Tree	0	\$ -	0	\$ -	0	\$ -	\$ 75.00	\$ (75.00)		
Zoning	1	\$ 35.00	11	\$ 400.00	12	\$ 435.00	\$ 654.00	\$ (219.00)		
This Period Totals	58	\$ 31,592.00								
Prior Totals			431	\$ 43,152.00						
Year To Date Totals					489	\$ 74,744.00	\$78,488.00	\$(3,744.00)	95.23%	

