

Jenkintown Borough Planning Commission meeting minutes for July 16, 2024

Location: Virtual via Zoom and streamed on Facebook

Commissioners Attending: Eric Horowitz, Jon McCandlish, Peter Van Do, Shari Neidich,

Not present: Phil Zimmerman, Lucinda Bartley

Also present: George Locke (Jenkintown Borough Manager and Zoning Officer), Marley Bice (MCPC)

Others in attendance: Steve Spindler, Joanne Bruno, Alex Khalil, Deborra Sines Pancoe, Jean Thompson and others, also streamed on Facebook.

The following minutes may use individuals' initials as abbreviations throughout.

The meeting was called to order at 6:35 p.m. Jon McCandlish chairing.

Public Comment

There was no public comment for those using Zoom.

No comments from Facebook.

Reports/Actions:

PC Meeting Minutes Approval -Minutes were not available for review and will be available next month

New Business / Business for Discussion

Greenwood Avenue (Former Cedar Street/Glanzmann) Properties – Borough Parking Lot Rentals, Future Land Use Discussion

The Jenkintown Planning Commission discussed potential development options for four parcels of land at Greenwood Avenue and Cedar Street, formerly owned by Glanzmann Subaru. The focus was on the Cedar Street Garage building and the surrounding parcels, previously used for overflow parking and auto storage. The current owner is willing to hold the property temporarily to allow for thorough consideration by the borough and potential partnering with nonprofits or for-profits.

EH made a presentation based on recent permission to enter the building. He described the parcels having had an interesting history to the identity of Jenkintown. The corner parcel east of Cedar Street, was formerly the first home to Stutz Candies, with the candy factory's history dating back to the 1930s. It was sold in 1964 to a new Stutz owner who operated at this location until 2009. The Cedar Street Garage was previously used to manufacture baby walkers for the Jenkintown company that invented them. It was sold again to a developer who wanted to build in multifamily units. Around 2010, a municipal negotiation about sewer flow limits halted new development due to inadequate Equivalent Development Units (EDUs). This resulted in the parcels being used for overflow parking for Glanzmann Subaru instead. This change, coupled with the demolition of buildings, led to increased parking lot density in the area.

EH generated scaled drawings of the parcels, the existing building, the parking lots and the parking stalls. The focus was to analyze what is there. A measured drawing of the building and its interior was also prepared to get a better idea for potential development.

It was determined the larger of the two parking lots could be re-designed to meet most Borough zoning requirements for parking based on square feet of the existing building. The existing building and the adjacent parking lots can feasibly be used for most commercial activities with a new entrance connecting them. Some recommendations were made including a parking design. (see APPENDIX "A). The north lot can hold 13 to 15 cars with adequate setbacks and green areas. In the attached study it was determined the parking lot across the street is not needed for the building to have adequate parking. It was also determined that the same lot is too small and irregular in shape for a standalone commercial space with accessory parking. That lot could also be re-designed for parking 8 cars and meet borough land development setbacks and green areas, although not desirable.

Since the lot is not needed for the building and a commercial use would be infeasible a closer look was made. A standalone parking lot at a residential intersection is in principle considered poor planning and the suggestion was to make this corner lot residential to match surrounding buildings.

It was noted all the buildings on the block between Cedar and Walnut Streets and between Willow and Greenwood Avenue are residential with the exception of this parcel. Images from 2012 were shown where the character of the street was seemingly more comfortable by having buildings on at least one side. Currently the only residential use permitted is multi-family for lots of this size in the TC District. To get a better understanding of what sort of complications or issues might come up, two designs were prepared to show what potential residential could be built if demolishing the existing building. Parking for new residents was also considered.

Current residents would like to see the stand alone parking lot returned to its previous life of having a detached home. They also suggested having residential at the existing building and corner lots.

As part of the analyses the 1962 Comprehensive Plan was looked at. In it Cedar Street was rezoned to commercial use along that block. The Comp Plan anticipated "replacement of older... obsolete residences with new residences throughout the borough are expected..." It appears that around this time a dominant housing type was written out of the zoning code. It does not appear possible to build a rowhome anywhere in the borough by current zoning. Most existing row homes are located in the C-1, C and TC districts. Wording appears to perhaps exclude row houses by limiting the lot size, prescribing lot widths exceeding current lot sizes, and the requirement of a side yard and 25 foot minimum rear yard. The only residential use permitted in the TC district is multi-family with commercial on the first floor. One could conceivably build rowhome-like condominiums with a corner store and those would comply. It is not clear what the 1962 Planning Commission was considering at that time nor why rowhomes were excluded and multi-family were prescribed.

The residential area that was newly designated commercial in 1962 has remained residential in use up until the present. Most of the buildings still remain. The home at 526 Greenwood was demolished and turned into a parking lot and purchased for Stutz candies prior to the family selling the business in 1964. Since then Stutz Candies was demolished and also turned into a parking lot.

Jenkintown has experienced urban decay as a result of the 1960's planning revisions and zoning map, and the more recent demolition of the former Stutz Candy.

In Philadelphia the rowhome is a traditional building form represented often as RSA-5 construction. Marley Bice from the MCPC said she could assist in looking at this.

Discussion followed the presentation and at the conclusion some next steps were outlined.

- 1) Meet with the property owner and discuss possibilities.
- 2) It was agreed an RFP is desired and Marley could step in and there would be a need to reach out to the Redevelopment Authority.
- 3) There would be a need for an RFP with public input for its development.
- 4) A date should be set for a charrette. A location for the charette was considered and the borough hall could be a possibility or the public space at Grace.
- 5) Some wanted to know if there is a benefit to having so many apartments and would like to see zoning to allow for more townhouses or twins. GL suggested polling the committee or council members to re-write ordinances. Flourtown, Ambler and Wyndmoor are building townhouses, and the suggestion was we should look at their zoning.

Approved Plant List, Sign Ordinance

Short term rentals -No report this evening

Bike and Pedestrian Safety (Sub-Committee update)

Jon, Steve and Eric met and reviewed the need for a Traffic Safety Plan. We would want to determine general attitudes in Jenkintown to support this, find people who would take on the next steps. The goal would be a Safe Streets Plan with overlays, pathways, and strategies that the borough would fit into to generate Traffic Studies. It could be to make Hillside car free or have more one-way streets. Strategies would be considered to achieve an end. It was noted that bike racks in Jenkintown are very few. People need to realize the cost of traffic lights. The one at Walnut and Runnymede was a half million dollars. Determine the desire to reduce the traffic speed in Jenkintown to 20 mph. There is a need for more ped oriented traffic studies. We would like to have another meeting with PennDOT, the same as was done one year ago, and bring in Cheltenham and Abington for potential cross municipal partnerships.

Zoning Review Update (Various House Keeping / Language Corrections)

This ongoing topic was not reviewed this evening due to time constraints and the need for the solicitor review for recommendations.

Other Business

None presented

Adjournment

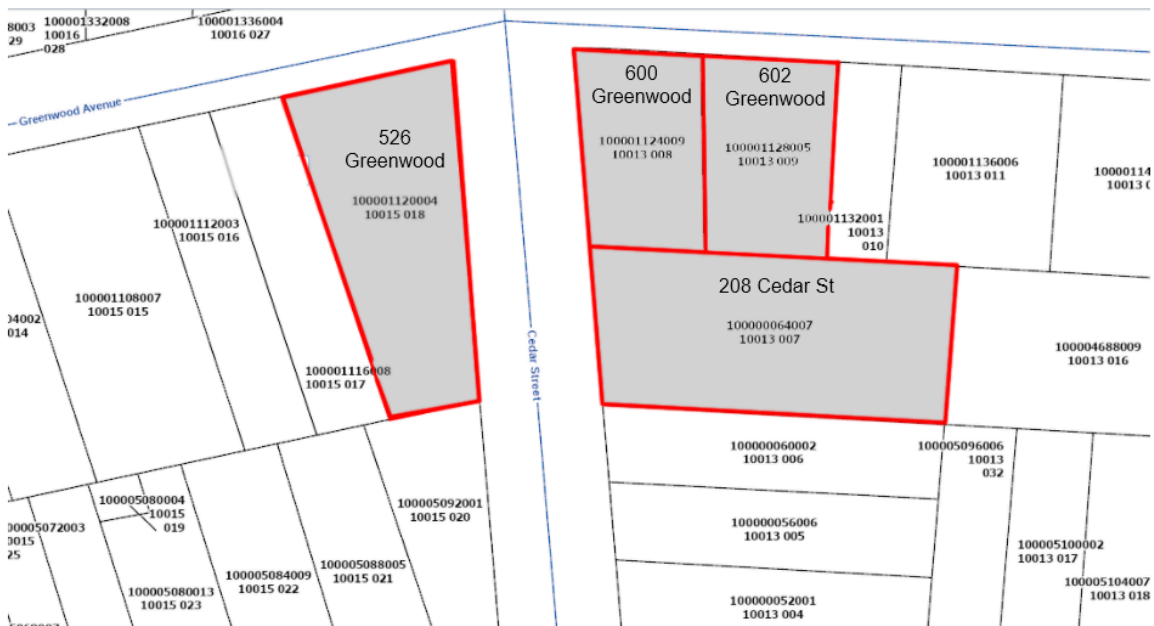
Meeting adjourned at 8:30. JM (SL)

Appendix “A” (Not yet approved for inclusion with minutes for July 2024)

A presentation of images with no text was made at the July 16, 2024 Jenkintown Planning Commission meeting to frame a discussion. It was presented by the committee reviewing Cedar Street Garage related parcels. The following is a summary of points raised with those images.

Introduction

Four parcels are under consideration for purchase and development which make up the former Glanzmann Subaru owned lots at Greenwood Avenue and Cedar Street. The current owner will hold the property for a short period of time to allow the borough and developers to consider directions. One of these parcels is locally known as the former Cedar Street Garage. This is the only remaining building on the parcels. The other three parcels were most recently used as overflow parking and auto storage for Glanzmann Subaru. Two of the parcels are on corner lots with parking and are opposite each other separated by Cedar Street.



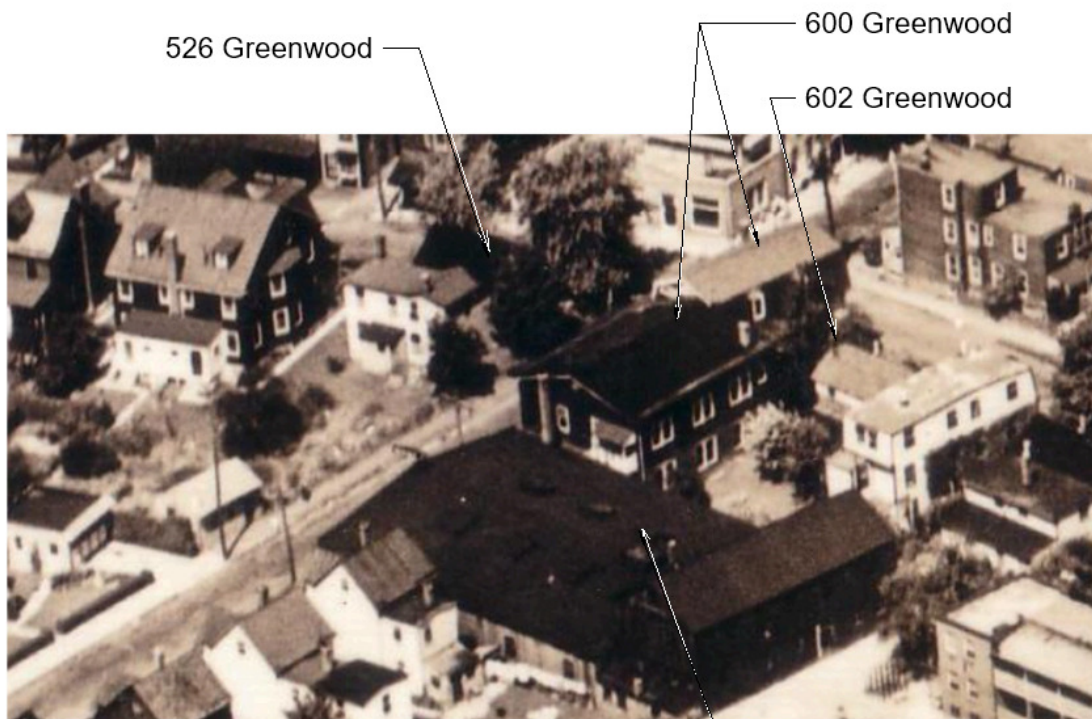
Address	Parcel ID	Lot Size	County	TAXES			
				MCCC	Municipality	School	Total
208 Cedar St	10-00-00064-00-7	9,108	\$877	\$71	\$2,077	\$8,734	\$11,759
602 Greenwood Ave.	10-00-01128-00-5	3,250	\$184	\$15	\$437	\$1,837	\$2,473
600 Greenwood Ave.	10-00-01124-00-9	3,296	\$181	\$15	\$430	\$1,806	\$2,432
526 Greenwood Ave.	10-00-01120-00-4	6,208	\$331	\$27	\$784	\$3,297	\$4,439
		21,862 SF	\$1,573	\$128	\$3,728	\$15,674	\$21,103

Source: propertyrecords.montcopa.org

Historical context

The corner parcel to the east of Cedar Street is the location of the former Stutz Candies which was a house in its earlier life. Mr and Mrs. Stutz baked candies across the street in the garage behind their home at the corner lot of Cedar and Willow Streets in the early 1930's. By 1938 they purchased the building at Greenwood Avenue which became Stutz Candies. They sold the business in 1964 to Dairy Maid and this location continued to operate until 2009 when the building was sold. When the candy store closed it was going to be developed for multi-family use.

Notice in the image below is a detached home at 526 Greenwood and houses up the street all along Greenwood Avenue. This is before the Stutz's purchased the buildings. The rear of the Cedar Garage is showing a two story structure that is now one-story high.



1929 Aerial Photo

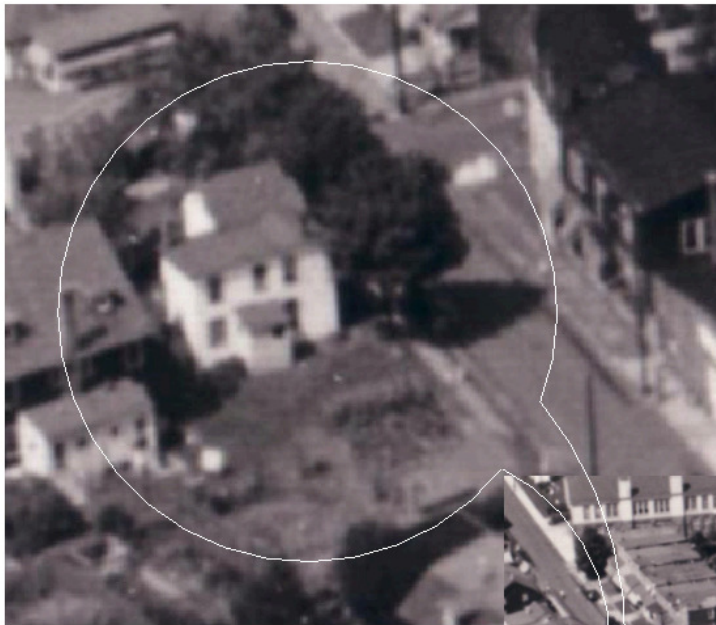
SOURCE:
 Jenkintown (Pa.) Date(s) 1929-08-28
 Dallin Aerial Surveys (photographer),
 Hagley ID 1970200_05192 Collection Dallin Aerial Survey Company collections

Printed 13:05 to 13:11

2024-07-09 9:21:01 AM

There was a municipal negotiation around 2010 or so for borough sewer flow going through Philadelphia and being treated there. It was determined there were not enough Equivalent Development Units (EDU's) available for the sewer system in Jenkintown

Borough at that time to handle additional housing sewage. This put a stop to all new development in the borough for a period. The building was vacant while this was to be worked out. Eventually the buildings were demolished to permit overflow car dealership parking for Glanzmann Subaru. This created two corner parking lots of a higher density than normal in what is a mostly residential area. The corner parcel to the west at 526 Greenwood Avenue is the location of a former detached single-family home.



Detached House at
526 Greenwood, ca.1929

SOURCE:
Jenkintown (Pa.) Date(s) 1929-08-28
Dallin Aerial Surveys (photographer),
Hagley ID 1970200_13527 Collection Dallin Aerial Survey Company collections



20040712 7:13:20 AM

These are all located in the Town Center zoning district adjacent to type C-residential on 3 sides. A land survey was not reviewed for the following analysis. Measurements were taken of the inside of the garage and deeds were reviewed for parcel sizes and angles.

Cedar Street Garage:

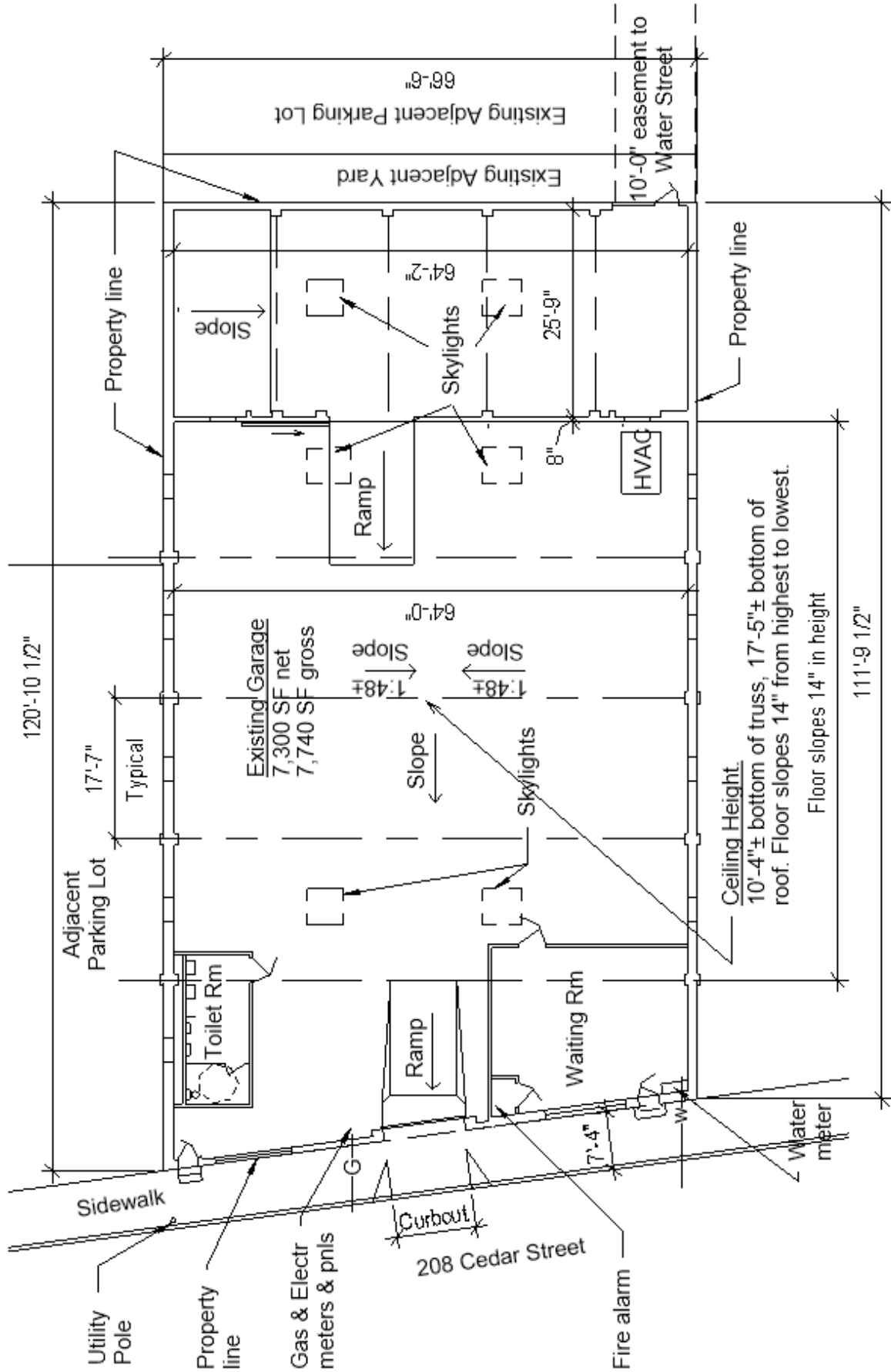
The existing garage building is masonry construction of an irregular shape and the footprint occupies 100% of the lot. It is about 66'-6" wide going north-south on the exterior. There are steel trusses spanning this distance allowing the floor to be free of columns on the inside. The front wall is splayed at an angle matching Cedar Street of about 97.5 degrees. The rear walls appear to be square at 90-degree angles and face

an existing parking lot along Thomas Street. There is a 10-foot-wide easement from the rear of the building leading to Thomas Street according to the deed. It appears the property line for the garage ends where the building ends at the rear. The south facing wall is about 111'-6" and the north facing wall is about 119'-9". The only windows are along the front facing Cedar Street.

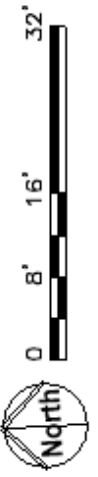
The interior floor is sloped for use as a service garage. The only level areas are a front waiting room and a portion of the rear room. The lowest elevation height is at the garage door on Cedar Street which has a 15 foot ramp that rises 16" in height. The interior floor elevation is lowest at the center axis running east west with high points at the north , south and east walls. The rear of the building is separated by an additional elevation height change of 28 inches and a short concrete ramp leads to it. A 1929 photo shows the rear structure as 2 stories. Today it is only one story. (The photo image on page 2 above shows this feature).

The interior also has a fully accessible bathroom with one toilet and 2 urinals. The building has natural gas service. There is 400 amp electric service which also appears to have 4 wires leading off the pole for possible 3 phase service. It has an oil inlet connection at the street although no oil storage was observed. This was not investigated further.





Existing Adjacent 3-story house

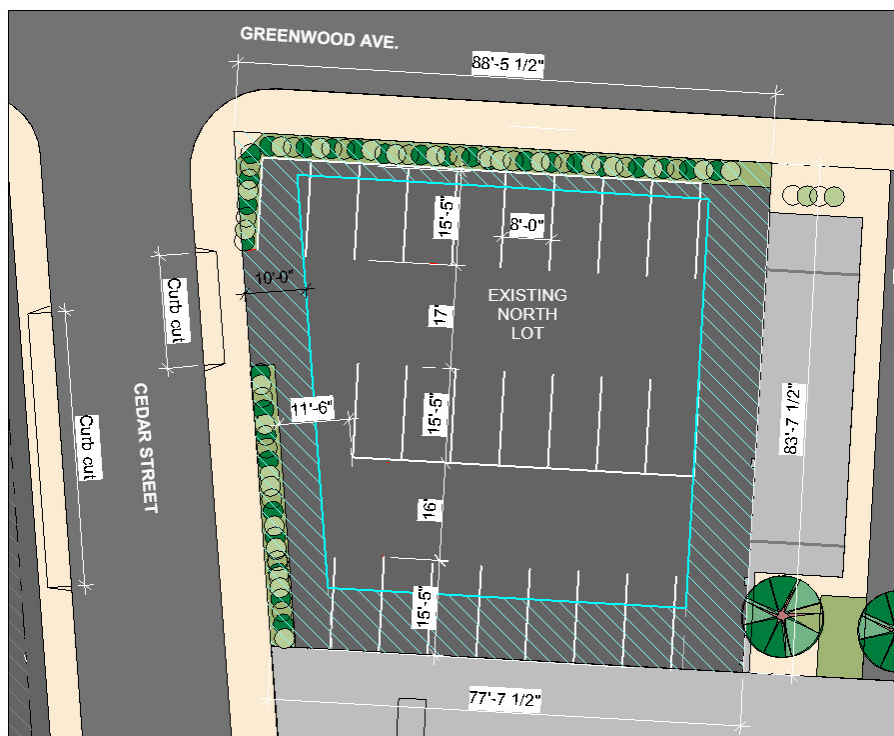


Potential for Connecting an Entrance to the Parking Lot

The parking lot to the north is almost level with the garage floor in some places. The garage floor slopes and so does the parking lot. To determine the floor height difference between the outside and the inside an exhaust outlet was measured to the floor of the garage and also outside to the grade level of the parking lot. The interior garage floor at this point which is on the north is about 3 inches lower than the parking lot. This could be an opportunity for an accessible entrance or main entrance to the building from the north parking lot. Developing this building will require entry at grade for access for the disabled. This can best be accomplished from the parking lot to the north where adjustments can be made to the interior floor by leveling it out. The number of parking spaces would determine the number of ADA parking spots required. This possible north side entrance could be made deep enough for a patio, garden or for seating.



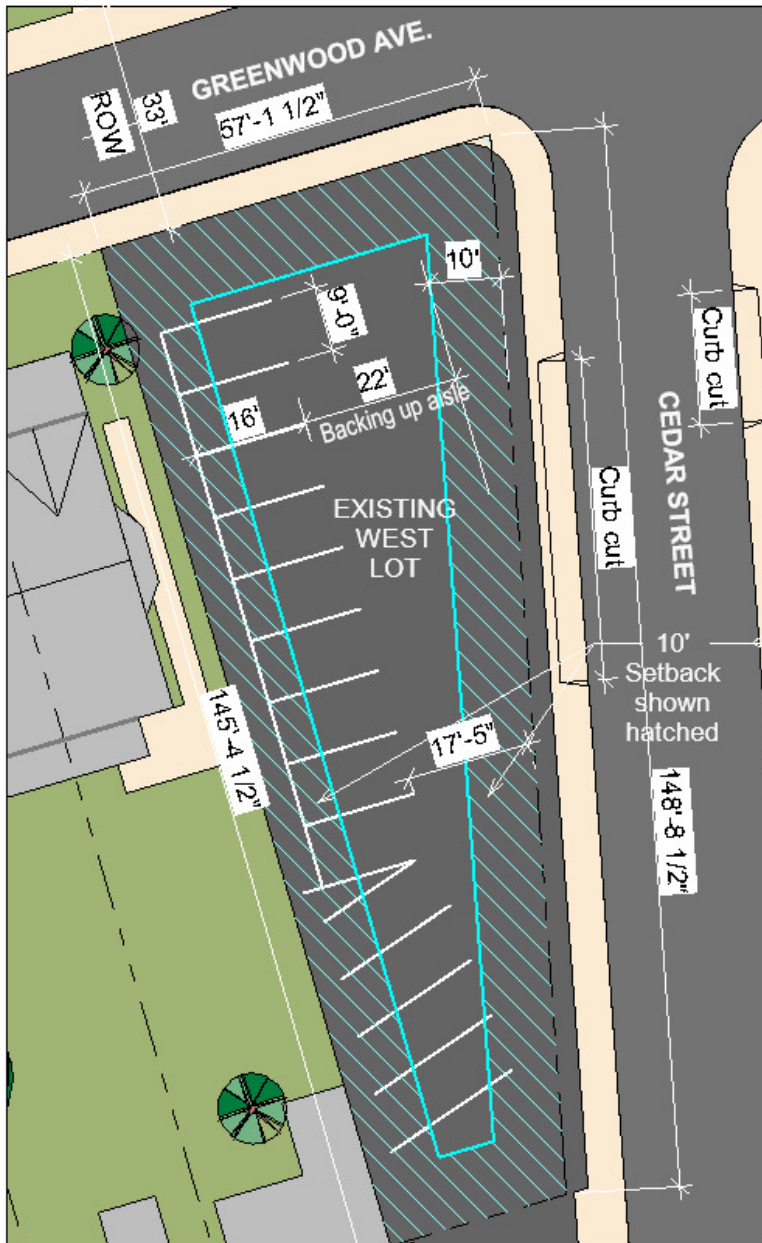
Existing North Parking Lot:



© 2024 Eric Horowitz, Author is not responsible for accuracy or errors or omissions.

There are parking stalls striped at the parking lot to the north. The parking stalls are 8 feet by 15'-5". Normally Jenkintown requires parking stalls at 9 feet by 18'-0". There are three existing parking rows with two drive aisles for backing a car out of its space. One backup drive aisle measures 17 feet and the other

measures 16 feet. There is also a 2-way drive aisle of 11'-6". Currently this lot is striped for 22 cars. None of the current parking spots meet the standard minimum width and length requirements of 9 feet by 18 feet nor the backup aisle distance of 24 feet. The two-way drive aisle on the west does not meet the standard width for two directions. It is thought the smaller dimensions were permitted by special exception for tighter remote auto storage the car dealership needed. (This needs to be confirmed with Jenkintown). The 10 foot setback from the right of way (ROW) and adjacent properties serving as a buffer does not appear to be in place. The buffer area is shown in the diagonal hatched areas of the plan illustrated above.



© 2024 Eric Horowitz, Author is not responsible for accuracy or errors or omissions.

Existing West Parking Lot:

The parking lot to the west and across the street is striped for an additional 13 cars with 4 spots at an angle with the rest set for 90 degree parking. The sidewalk on Cedar Street to the west is narrow at 4 feet where other sidewalks along Cedar Street are 6'-7". Eight feet sidewalk width is the current normal requirement for the Town Center zoning district. There is also a long curb cut of 45± feet for a mostly sloped sidewalk with the asphalt of the parking lot going up to the sloped paved area. The 90 degree parking stalls measure 9 feet by 16 feet. Backup drive aisles extend into what would normally be the 10 foot buffer zone or onto the sidewalk. There is no separation between the asphalt parking lot and the concrete sidewalk for its entire 148 feet.

As with the other lot the tighter parking was approved for remote auto dealership storage. It also appears the parking lot is paved over the property line at the sidewalk. However, this is not confirmed with an engineer's survey.

The normally required setback of 10 feet is not provided. There is no planting buffer. Cedar Street has a 40 foot ROW (right of way) and Greenwood has a 33 foot ROW. If enforcing current parking to the letter of zoning ordinances and not using any special

exceptions, it would appear the lot on the west at 526 Greenwood would permit zero cars for parking if using the current striping configuration.



2018 photo image. Source: Google Street View. West parking lot is on the right side.



2007 photo image. Source: Google Street View. West parking lot is on the right side.

Number of Required Parking Stalls for the Existing Building Size and Accessibility

The Use of the building determines the number of parking spaces required.¹ The building's gross square footage is 7,715 based on a draft survey and calculations from the deed's listed angles. Therefore, if the Use is for sales, service, retail or business then 25 parking stalls will be required. If it is a restaurant then it will require 20 parking stalls. Studios for art, dance, yoga, etc. will require 10 parking spaces. A health club will require 31 spaces. Accessible parking is required and according to the International Building Code, one is required for every 25 parking spaces.

The front of the building facing Cedar Street would not be able to accommodate a ramp for ADA without narrowing the existing sidewalk to a width inadequate for a wheelchair. For this reason, the primary entrance will need to be from the existing north parking lot. Additionally when developing the parking on the north a sidewalk serving as a setback from the new ADA building entrance to the car parking stalls will be needed. Ten feet or more would work from what would be a new proposed side entrance to the parking lot.

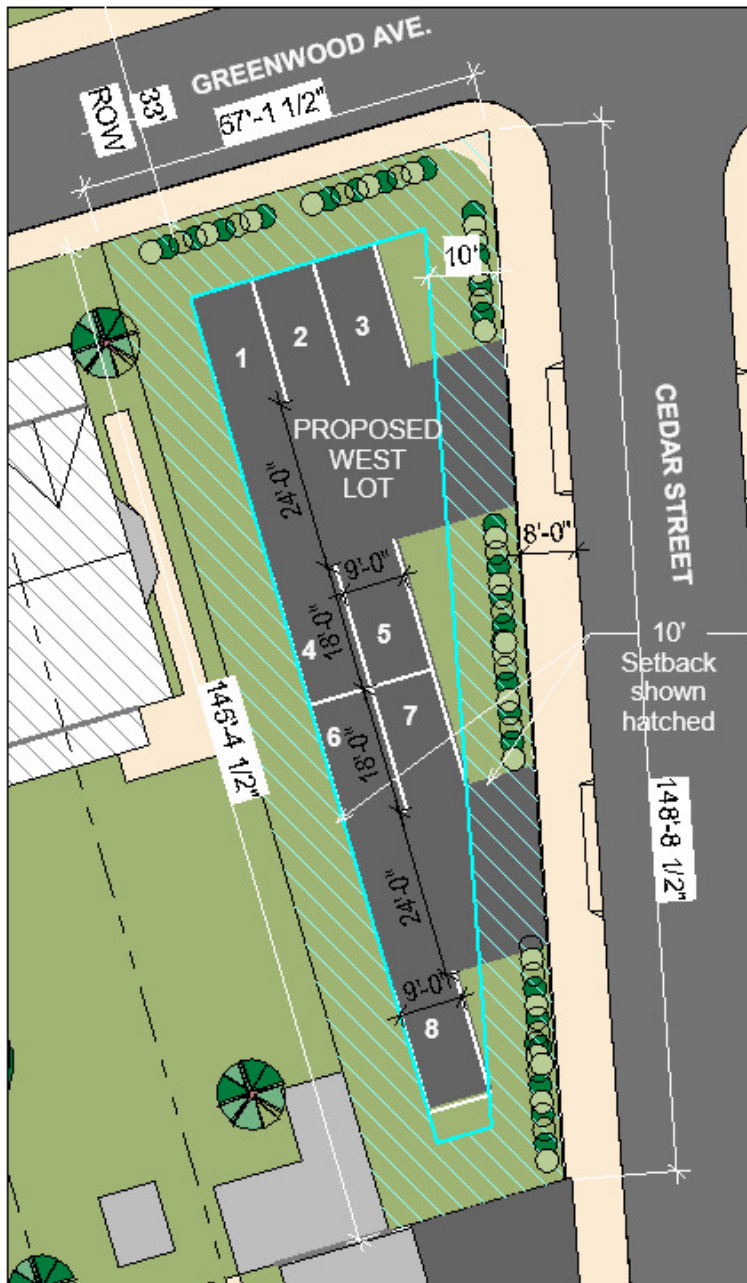


The existing parking stalls are too small and so are the back-up drive aisle widths. If designed to prescribed zoning including setbacks and buffers it appears 13 parking spaces would be permitted.

The image to the left shows what 13 car parking might look like. Two additional spaces could be added by special exception if encroaching into the 10 foot buffer zone.

© 2024 Eric Horowitz, Author is not responsible for accuracy or errors or omissions.

¹ The Town Center zoning district would require 300 square feet of gross floor area (GFA) per parking stall minus the first 450 GFA for uses such as sales, service, retail or business. For a restaurant it is 400 GFA minus the first 400 plus one employee space.



© 2024 Eric Horowitz, Author is not responsible for accuracy or errors or omissions.

Across the street the west parking lot spaces are also not adequately sized in the existing configuration.

Redesigning the current west lot layout by rotating the parking 90 degrees and having two smaller curb cuts could yield eight adequate spaces. The two lots together could have a total of 21 or 23 spaces. The lots are not contiguous which complicates how this lot might be reviewed for zoning.

The sidewalk on Cedar Street could also be widened to the 8 foot standard with two smaller curb cuts than is currently in use.

The number of 21 or 23 parking spaces available would eliminate the Use of sales, service, retail or business at the building which requires 25 parking spaces. It is adequate for a restaurant in this scenario which will need 20 spaces. The other Uses

which would fit are studios for art, dance, or yoga requiring 10 parking stalls.

One other option to meet the parking requirement might be to remove a portion of the existing building from the Use, thus reducing its GFA and number of required parking spots. The rear of the building is a one story addition with a partially sloped floor which potentially could be demolished. Alternatively it could potentially be closed off with the designation as not being for any use, thus eliminating it from the building occupancy. If demolished this would also give the property a rear yard or a potential rear delivery space or outdoor seating off Thomas Street. Thomas and Water Streets offer a direct

connection to the Town Square. Demolition or simply sealing off and removing from use and occupancy of the rear reduces the footprint and GFA to 6,045 square feet. Since the GFA is reduced, the required parking would change to 19 spots for retail/service and 16 for a restaurant. This scenario permits more Uses for the building including the addition of sales, service, retail or business. If using the rear yard, sound transmission to adjacent residences and their privacy would be a challenge as it is a densely populated residential area.

The two charts below compare required parking spaces for buildings with 7,715 square feet and for 6,045 square feet in the Town Center zoning district.

Town Center Parking Requirements		
Building Use	Building Gross Square Feet	Required Parking Spaces
Restaurant	7,715	20
Studio for art, dance, music, yoga, etc.	7,715	10
Health Club	7,715	31
Sales/ service, retail or business	7,715	25

Town Center Parking Requirements		
Building Use	Building Gross Square Feet	Required Parking Spaces
Restaurant	6,045	16
Studio for art, dance, music, yoga, etc.	6,045	8
Health Club	6,045	25
Sales/ service, retail or business	6,045	19

The Table below shows it is possible to eliminate the need for the west parking lot altogether if the rear one story portion of the garage is demolished or sealed off and removed from Use and Occupancy. Note the 19 parking spaces which could be available. Compare it to the chart above on the right side for a 6,045 square foot building.

	Parking Spaces	Parking w/ variance	Parking w/ 3 on street parking spaces & variances & no west lot	Parking w/ 3 street spots + special exception for onsite parking reduction & no west lot	Parking w/ 3 on street parking spaces & variances	Parking w/ 3 street spots + fee in lieu for 1 space and variances
Parking lot west	8	8			8	8
Parking lot north	13	15	18	19	22	23
Totals	21	23	18	19	30	31

The image below shows a plan which eliminates the west parking lot altogether. GFA of the existing building was modified which changes parking requirements.



The next 3 pages summarize the last 10 years of development in images.



526 Greenwood circa 2012

Image source: Google Streetview



526 Greenwood circa 2023

Image source: Google Streetview



600 Greenwood viewed from Cedar St, circa 2012

Image source: Google Streetview



600 Greenwood viewed from Cedar St, circa 2019

Image source: Google Streetview



600-602 Greenwood circa 2012

Image source: Google Streetview



600-602 Greenwood circa 2019

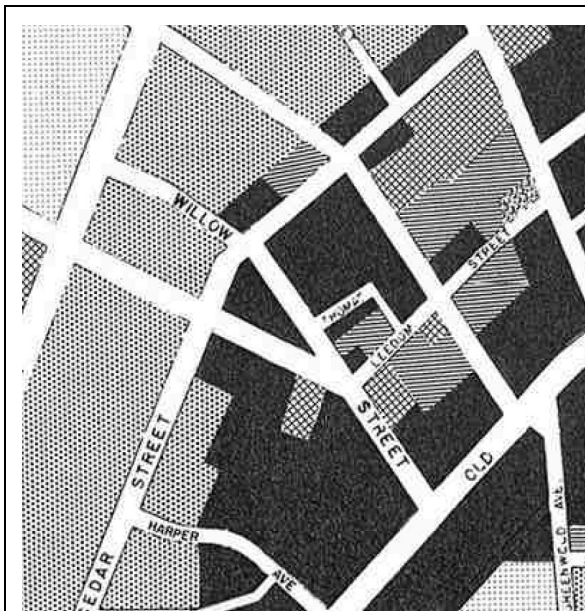
Image source: Google Streetview

Residential Possibilities

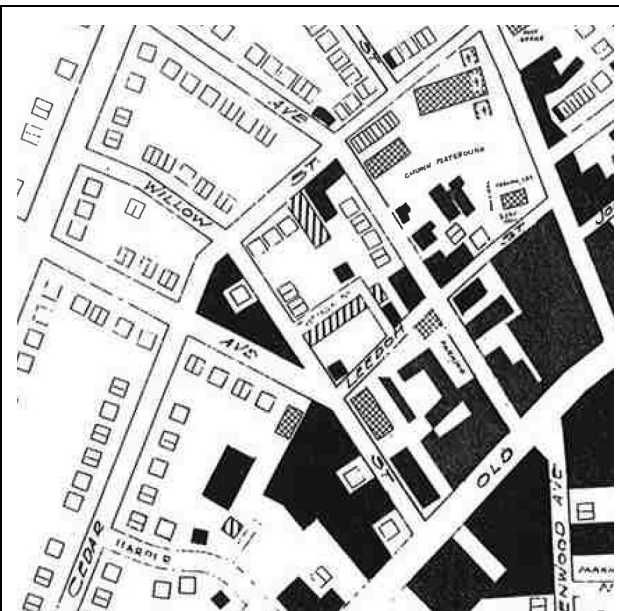
A community push to have residential units is being made by area residents. In the Town Center zoning district both attached and detached new single family homes are not permitted. However, the most recent Uses of the lot and building also appear to

have been prohibited where zoning lists: “Automobile or other vehicle sales, service or repair establishments...”

Apartments or apartment-like structures such as condominiums with retail at 20% of the ground floor is permitted. In 1962 the Comprehensive Plan was proposed and accepted to take this portion of Cedar Street and make it part of the Town Center (TC) with the idea that over time commercial would take over on both sides of the street. In 1962 it was predominantly residential. Existing residences could remain, but the way zoning was re-written if a residence was removed it encouraged commercial or multi-family development. A new traditional home cannot be built in the TC district. In the 60 plus years since this code was accepted there are actually less commercial spaces and less residential spaces and more parking lots. It can be argued that the expansion of the auto sales lots to this corner intersection added to what has become urban decay for this portion of Jenkintown.



1962 Proposed zoning turns Cedar Street into commercial on both sides of the street. There is no buffer from more intense business uses and quieter residential uses. This plan was approved.



Prior to 1962 Cedar Street was residential. Today in 2024 many of the residential buildings are still standing and not used as commercial.

Sources: 1962 Comprehensive Plan

Residents caught up in the push for parking lots and the memory of the demolished buildings as destinations and landmarks, have argued for bringing back residential on both sides of Cedar Street to continue the residential connection to the surrounding

neighborhoods. This would require a change to the zoning code to residential type C which is adjacent to this block or type C-1 or perhaps a special zoning district which permits the TR Traditional Residential Infill Overlay District. The Planning Commission from time to time reviews the zoning code at the direction of the Borough Council but may do so at its own initiative.

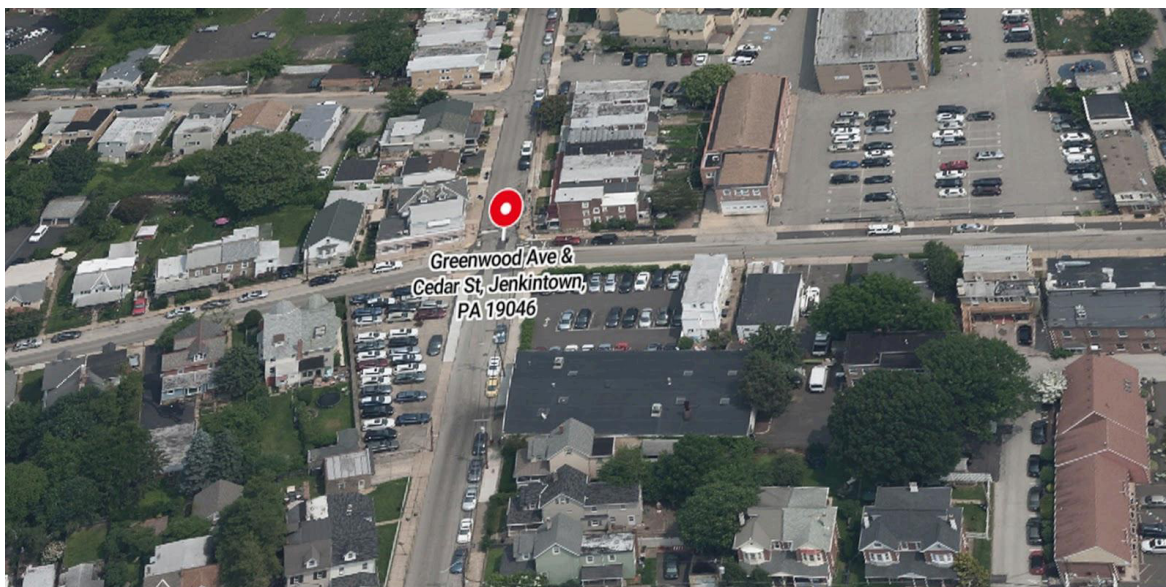
As a minimum, residents would like to see the single detached house which used to be at 526 Greenwood (west parcel) rebuilt with an adequate sidewalk width for pedestrians. The Use as a parking lot is not needed for the building across the street and its irregular shape and size makes it infeasible for commercial or multi-family with accessory parking. It is perceived by neighbors as an eyesore that affects community pride and home values. If a house were placed there it would complete the block of homes and easily meet the setback, area and lot size required in Type C residential zoning.





This 1949 photo shows the area with a higher building density. Compare this with the similar image below. The 2023 aerial photo shows more parking lots and less pedestrian oriented streetscapes.

Source: Jenkintown (Pa.) Date(s) 1941-08-02, Dallin Aerial Surveys (photographer), Hagley ID 1970200_13525 Collection Dallin Aerial Survey Company collections



The reaction neighbors have expressed is an apartment could be built out of scale and massing with neighboring residences at these parcels.

Image Source: Google Earth

When listening to some surrounding neighbors informally they have a desire for residential on Cedar Street. Although they expressed that Glanzmann Subaru was a good neighbor, the shock of removing the residential-like buildings at the corner and covering two lots with cars caused anger and loss of community pride. They would like the feel of low scale residential which was demolished in the last decade.

Designing residential units on the east side of the 200 block of Cedar Street poses real interesting design challenges. If attempting to meet the zoning which offers area and setback and lot size requirements, then all of the existing houses on the 200 and 300 block do not meet at least one of those design prescriptions. The character of the 200 block on the east side of Cedar Street has single family homes and the 300 block has rowhomes. The rowhomes are set back from the street with front porches. The 200 block single homes appear closer to the street. The 200 block residents seem to try to gain privacy and hide their front yards from the street with boxwoods. Housing density on these two blocks is generally higher than elsewhere in the borough.

If planning for housing on the 200 block of Cedar Street do you continue the parcel array with single family homes, rowhomes, or apartments? Newer requirements will call for bigger side yards and greater setback distances from the street.

See next page.



© 2024 Eric Horowitz, Author is not responsible for accuracy or errors or omissions.

The question then is if you continue the pattern will this 1900's housing type be sustainable for modern lifestyles. Parking is not a zoning requirement for Type C-residential. A townhouse on a 16 foot wide parcel barely has the street frontage to fit

one car on the street. Wider yards are now required and add more space, but the cost of land is also high. All of this is in a balance when considering trade-offs.

The one common element all homes west of York Road have is a front porch. Parking in a front garage, like northeast Philadelphia housing stock offers, takes away from the characteristic Jenkintown street experience. Porches offer residents a way to interact and watch the parade of street activities. For security, having garage fronts would keep front windows on the second floor so there will be less eyes on the street. Parking located on the street would be eliminated by driveways. Front yards and gardens would also be eliminated.

When keeping the front porch then the next level of reasoning is what if parking could go in the rear.

Access could be by alley but that requires a 33 foot right of way per zoning. The alternative would be a one-way access driveway which can be much narrower, but the question of setting it 10 feet away from adjacent property lines comes up. One property line has a party wall on the east side so in that case it could be argued a ten foot separation is not needed. If the existing garage is demolished its exterior walls could remain. The remaining walls would form a barrier keeping parking or a drive aisle independent of the other lot lines.

The next illustration is an exercise in planning for townhouses and rear parking and also have street parking. It shows 7 dwellings and 7 parking spots plus 4 spots on the street. It would have front yards and porches similar to the 300 block of Cedar. These would have no side yards. One unit would be built to the lot line along its side on Greenwood Avenue. Building to the lot line on the side is similar to almost every older city block in Philadelphia. It is even permitted in the Town Center district but only for multi-family. Rear yards would also be small but again this is similar to many rowhomes in Philadelphia in their RSA-5 district. There is no zoning district which describes this kind of housing in Jenkintown. Does the Planning Commission want to consider this or possibly have a Special Zoning District similar to Philadelphia's RSA-5 district. If however, a developer were to call these townhouse-like apartments or condominiums they would comply with current zoning. They even have 1.5 parking spots per dwelling. The corner unit along Greenwood Avenue could be combined with another unit to get the 20% commercial for the first floor. This would also be similar to Philadelphia style corner lots.

Illustrations were prepared. These are not to show a design direction but to show ideas to begin dialogue. See images below.



© 2024 Eric Horowitz. Author is not responsible for accuracy or errors or omissions.

Let's take the idea shown above to another level and increase the parking density. As a multi-family unit it could have all the neighborhood requisite porches and be designed with a rowhouse street facade. At the rear there might be 2-car garages for each unit with mostly paved areas at the ground level. This means the living spaces begin on the second floor. The second floor rear might have an oversized deck above the car areas.

The deck would be open to the sky for recreation. This layout increases the number of parking spaces by 14 with 2-car garages. In this scenario the building could have either 3 stories or 4 stories with a fourth floor set back 10 additional feet to lessen the perception of the height from the street. This might allow 3 or 4 bedrooms and even another upper floor balcony. Although apartment- like there would be no common corridors or interior spaces to complicate building code compliance.

A rear access driveway would get the cars to the internal garages and there could also be a 7-car rear parking lot. This concept provides for 21 off-street parking spaces total on the east side of Cedar Street. This exceeds the 1.5 cars per dwelling for multi-family units.

On-street automobile parking at Cedar Street is currently split between the east and west sides on the same block. It would make sense to move all the cars to the west side of the street and turn the west parcel at 526 Cedar into a single-family home with a 2 car garage.

8 dwelling units guessed at Taxes

	Lot Size	County	MCCC	Municipality	School	Total
<u>Existing</u>						
Taxes for Combined Parcels	21,862 SF	\$1,573	\$128	\$3,728	\$15,674	\$21,103
Source: propertyrecords.montcopa.org 526 Greenwood Ave., 600 Greenwood Ave., 602 Greenwood Ave., 208 Cedar St.						
<u>Proposed</u>						
8 lots average guessed at tax	8 parcels	\$4,464	\$360	\$10,568	\$44,432	\$59,824

Possible Discussion Topics:

What can be accomplished today in making recommendations to the Borough Council?

What would be acceptable Uses which the current owner might agree serve a community purpose? What ideas would be considered unacceptable where the current owner would withdraw the offer. Would a for profit and community based or nonprofit collaboration be acceptable?

Would any public oriented business with the option of a public community room appeal to the community? These are some previous ideas: Farmer's Market, Flea Market, Art Market, Food Co-op, Combined Markets such as: Creekside (Elkins Park), Center for the Arts, Summer Camp, use the parking lots for a micro farm market, or for local vendors, food truck days, outdoor seating/patios,

co-working space for remote workers, brewery/restaurant, shared artists space, wall mural,

What is the status of a community charrette and how can we go about moving it forward?

Does it make sense to collaborate with The Redevelopment Authority of Montgomery County to facilitate grants and reimbursements for property acquisitions. (Today 7/16/24 Marley Bice said she can make contact with the Redevelopment Authority) There are many potential funding sources which MCPC can assist in identifying. (DCED, Montco 2040, PA Municipal Program, PA Municipal Assistance Program, ARPA, etc.)

How can the borough move forward with acquiring the property for a community purpose? Is there an update on what the council is considering? If we show movement is being made would the owner consider extending the time?

Consider recommending the possible development of the west lot of Cedar Street for residential use to complete the block. The parcel may not be needed for the survivability of the east lots which make up the garage and its adjacent parking parcels.