



JENKINTOWN BOROUGH PLANNING COMMISSION

Tuesday June 17, 2025 - 6:30 p.m.

Virtual ZOOM Meeting

APPROVED MINUTES

Attending from JBPC: Lucinda Bartley, Jon McCandlish, Peter Van Do, Eric Horowitz, Allison Shertzer, Rob Ghormoz, Phil Zimmerman

Also attending on Zoom: George Locke (Jenkintown Borough Manager and Zoning Officer), Jean Thompson, Claire Warner (Montgomery County Planning Commission), Maureen Lucak, Joanne Bruno, Steve Spindler, among others from the public on Zoom and livestreamed on Facebook.

Names listed above may be referred to by initials in the following.

Call to Order

Jon McCandlish called the meeting to order at 6:35 JM (PV) and began by reviewing the procedural constants: public comments and approval of meeting minutes.

Public Comment

No public comments were made.

Reports/Actions

- P.C. Meeting Minutes Approval – P.C. Secretary, Eric Horowitz
The minutes from the April 15th meeting are approved after a minor correction from Peter. JM (PV)

New Business / Business for Discussion

- Resolution #2025-11, approved at the May28th, Borough Council meeting re-appointing Peter VanDo for a term of 5/28/25 to 5/28/30, appointing Allison Shertzer to a term of 5/28/25 to 12/31/26 and Rob Ghormoz to a term of 5/28/25 to 5/28/29 to the Jenkintown Borough Planning Commission.
- Resolution 2025-12: approved at the May28th, Borough Council meeting, re-appointing Michael Quigg to a term of 5/28/25 to 5/28/30 and appointing Alan Williams to a term of 5/28/25 to 5/28/30 to the Jenkintown Borough Design Review Board.

JM introduced the two new members, Allison Shertzer and Rob Ghormoz, and invited other commission members to introduce themselves and share lessons they wish they had known when they first joined the commission.

The conversation touched on the Design Review Board (DRB), which is a separate entity from the JB Planning Commission but works in tandem with it. JM said the Planning Commission often acts as a de facto historic review body since the borough lacks a formal historic review board.

- Jenkintown 2035 Comprehensive Plan Implementation Assistance – MC Planner, Claire Warner
(as a follow up to the Comprehensive plan audit, an implementation document was created/provided as requested)

Claire Warner from the Montgomery County Planning Commission (MCPC) introduced the process of reviewing and refining the borough's Comprehensive Plan. She highlighted key themes such as zoning updates, walkability, parking studies, and design work. She suggested prioritizing these areas, with an emphasis on aligning them with the current context of the borough.

EH asked the commission to consider incorporating a dark sky element into its strategies, aimed at encouraging responsible lighting that supports nighttime visibility, conserves energy, minimizes harm to wildlife, and preserves the natural night sky; the discussion also expressed interest in how other communities have addressed similar initiatives.

- **Public Parking Lot Directional Signage Plan**
GL described a plan being reviewed with a copy sent to the JBPC. These signs would help guide people to public parking areas, particularly on York Road and Summit. There was agreement that this was a practical idea. Some commission members raised concerns about how these signs might impact the town's branding.
- On and off-street parking inventory being conducted by Borough Engineer (precursor to parking study)
- GL gave an update on the off-street parking inventory being conducted by the borough engineer. While no new information was available, the inventory had begun, and it would eventually feed into a broader parking study.

Ongoing Business

- **Pennsylvania Historical & Museum Commission (PHMC) - Historical marker program.**
PV gave an update on the PHMC (Pennsylvania Historical and Museum Commission) marker program. Peter confirmed they were still waiting for feedback, but they expected an update by October.
- **Bike and Pedestrian Safety (Sub-Committee update)**
EH provided an update on bike and pedestrian safety, noting a public meeting in Abington about their protected bike lane plan. While the details were still being finalized, it was a positive step. This led to a brief conversation about the possibility of creating protected bike lanes in Jenkintown. The ensuing discussion acknowledged that road width would be a limiting factor in some areas.
- **Approved Plant List – (update)**
No report this evening.
- **181-141 Off-Premises Signs Ordinance (Tabled – ongoing discussion)**

Other Business

GL described there have been a lot of new businesses applying for zoning and use permits. This was encouraging, including a storefront at 459-471 York Road and a smoothie shop at 501 Washington Lane.

There was some discussion on a proposed arcade at 725-735 West Avenue. Although the idea was seen as a good one, it wasn't a permitted use under the current zoning code. The applicant could apply for a variance if they wished to move forward. Peter and others shared thoughts on how the zoning code should adapt to modern concepts of "arcades," which are much different now than they were in the past.

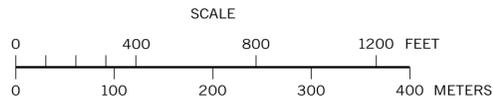
GL speaking as the borough zoning officer and borough manager, explained that zoning applications are evaluated based on whether they meet the zoning code, and if a business proposal aligns with the permitted uses, it won't be brought before the Planning Commission. However, the commission is notified of new businesses since they are concerned with filling vacant stores and promoting business growth.

Adjournment

Meeting adjourned at 7:55 p.m. JM (EH)

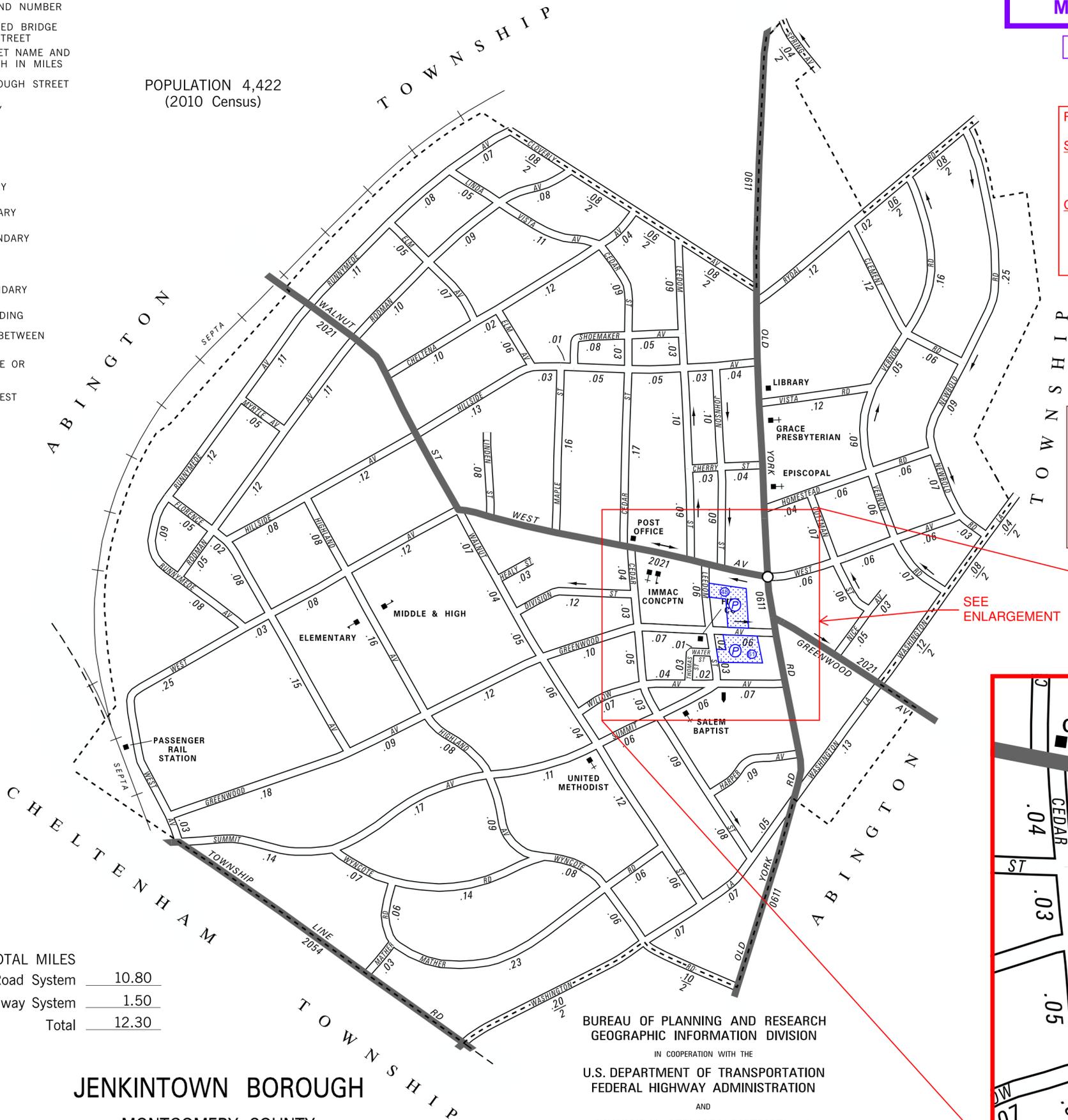
LEGEND

- LIMITED ACCESS HIGHWAY
- STATE ROUTE AND NUMBER
- STATE MAINTAINED BRIDGE ON BOROUGH STREET
- BOROUGH STREET NAME AND SEGMENT LENGTH IN MILES
- TURNBACK BOROUGH STREET
- BOROUGH ALLEY
- OTHER ROAD
- RAILROAD
- STATE BOUNDARY
- COUNTY BOUNDARY
- TOWNSHIP BOUNDARY
- CITY BOUNDARY
- BOROUGH BOUNDARY
- MUNICIPAL BUILDING
- SPLIT MILEAGE BETWEEN MUNICIPALITIES
- SCHOOL, COLLEGE OR UNIVERSITY
- POINT OF INTEREST



TYPE 5B MAP JENKINTOWN BOROUGH MONTGOMERY COUNTY PENNSYLVANIA

POPULATION 4,422
(2010 Census)



**APRIL 23, 2025
PARKING LOT
GUIDANCE SIGNAGE
JENKINTOWN BOROUGH
MUNICIPAL LOTS**

Revised 5/20/2025



SIGN D4-1 (P-R)



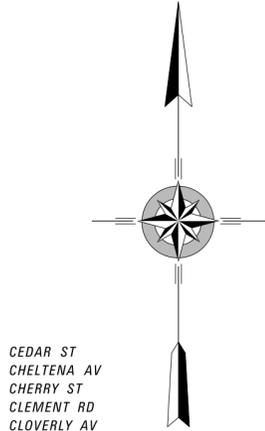
SIGN D4-1 (P-L)



SIGN D4-1 (P-S)

FOR ALL D4-1 SIGNS:
SIZE:
18"W x 15"H
(UNLESS NOTED OTHERWISE)
COLOR:
LEGEND & BORDER:
GREEN (REFLECTORIZED)
BACKGROUND:
WHITE (REFLECTORIZED)

Guidance:
If used, the D4-1 Parking Area sign should be installed on major thoroughfares at the nearest point of access to the parking facility and where it can advise drivers of a place to park. The sign should not be used more than four blocks from the parking area.

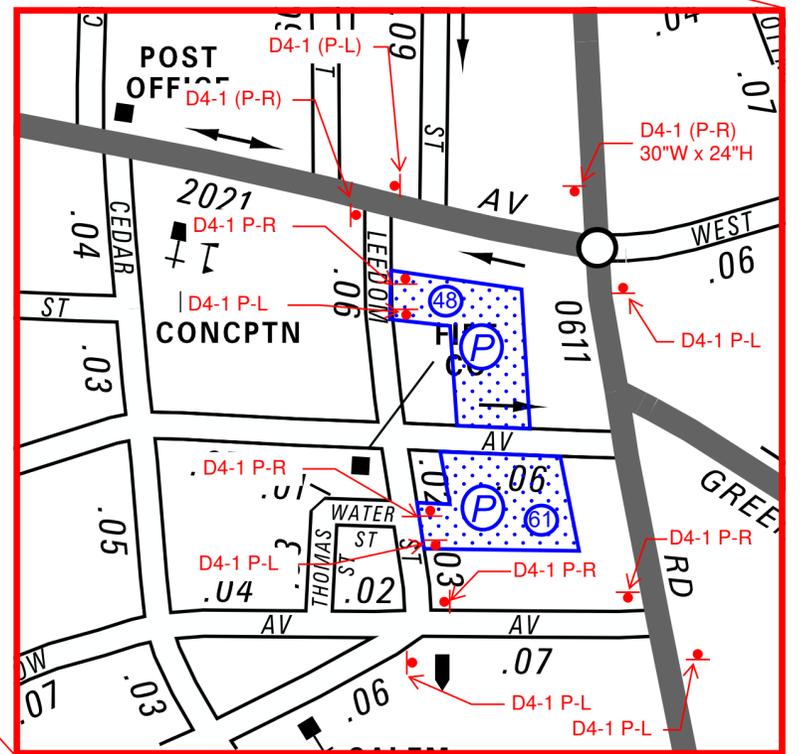


- CEDAR ST
- CHELTENA AV
- CHERRY ST
- CLEMENT RD
- CLOVERLY AV
- COTTMAN ST
- DIVISION ST
- ELM AV
- FLORENCE AV
- GREENWOOD AV
- HARPER AV
- HEALEY ST
- HIGHLAND AV
- HILLSIDE AV
- HOMESTEAD RD
- JOHNSON ST
- LEEDOM ST
- LINDA VISTA AV
- LINDEN ST
- MAPLE ST
- MATHER RD
- MYRTLE AV
- NEWBOLD RD
- NICE ST
- RODMAN AV
- RUNNYMEDE AV
- RYDAL RD
- SHOEMAKER AV
- SPRING AV
- SUMMIT AV
- THOMAS ST
- VERNON RD
- VISTA RD
- WALNUT ST
- WASHINGTON LA
- WATER ST
- WEST AV
- WILLOW AV
- WYNCOTE RD

TOTAL MILES	
Borough Road System	10.80
State Highway System	1.50
Total	12.30

JENKINTOWN BOROUGH
MONTGOMERY COUNTY

BUREAU OF PLANNING AND RESEARCH
GEOGRAPHIC INFORMATION DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
AND
MUNICIPAL SERVICES DISTRICT 6-0
MUNICIPAL CODE 46 410
REVISED PER FORM 990 DATED 4-7-17



ENLARGEMENT



MEMORANDUM

TO: Jenkintown Borough Council
George Locke, Borough Manager

FROM: Jenkintown Borough Planning Commission

DATE: 19 June 2024

RE: Jenkins Court Realty Company, 610 York Road
Subdivision and Land Development application – Preliminary Approval

Dear Borough Council and Manager Locke,

On 18 June 2024, the Jenkintown Borough Planning Commission (JBPC) met in regard to the Land Development application – Preliminary Review - for Jenkins Court Realty Company, 610 York Road. The JBPC would like to call to attention the following conditions for recommendation of Borough Council approval that were made of the applicant at the meeting:

1. Compliance with recommendations outlined in the Borough Engineer's Preliminary Land Development Review Letter dated May 13, 2024 (attached for reference), to the satisfaction of the Borough Engineer.
2. Revised plans are to be provided as part of the final land development review application. Revisions are subsequent to Borough Engineer and PC reviews and include, but are not limited to, widened sidewalks, raised crosswalks, demonstration of trash movement on site, demonstration of site circulation, screening of HVAC units, detailed landscape/planting plans, site lighting.
3. Upgrades to existing pedestrian crossing and traffic signals/devices to improve safety for pedestrians entering the site. Consideration of improved/additional pedestrian access to the site from adjacent parcels.
4. Building renderings and elevations are to be provided as part of the final land development review application. These shall demonstrate conformance with Borough Design Standards.
5. Extension of survey/plan drawings to indicate the full scope of the proposed development; including drive lane and parking to the south of the proposed new buildings and site entry at Madeira Ave. Conformance with site lighting standards and evaluation of traffic movement, drive lane width/parking configuration for this area shall be demonstrated.
6. Applicant to provide responses to Montgomery County Planning Commission recommendations as outlined in project review letter dated May 16, 2024 (attached for reference), complying where possible and subject to conformance with Borough Engineer recommendations.

Subject to the above conditions, the Planning Commission voted to unanimously support the Land Development application – Preliminary Review - for Jenkins Court Realty Company, 610 York Road.

As a reminder, the Planning Commission provides recommendations based on an application's suitability and compatibility with the Borough's long-range plan. As such, Planning Commission review is not intended to be comprehensive, and presumes the proposed design meets all applicable codes and standards pertaining to building, fire, health, safety, and accessibility.

On behalf of the Jenkintown Planning Commission,

Sincerely,

Eric Horowitz

Eric Horowitz, Acting Chair
Jenkintown Borough Planning Commission

CC: Jenkintown Borough Planning Commission:
Lucinda Bartley
Eric Horowitz
Jon McCandlish, Chair
Shari Neidich, Secretary
Peter Van Do
Phil Zimmerman

**MONTGOMERY COUNTY
BOARD OF COMMISSIONERS**

JAMILA H. WINDER, CHAIR
NEIL K. MAKHIJA, VICE CHAIR
THOMAS DIBELLO, COMMISSIONER



**MONTGOMERY COUNTY
PLANNING COMMISSION**

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SCOTT FRANCE, AICP
EXECUTIVE DIRECTOR

May 16, 2024

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

Re: MCPC #24-0086-001
Plan Name: Starbucks and Dessert Shop
(1 lot/3,522 sq. ft. commercial on approximately 7.9 acres)
Situates: Old York Road (E); south of Rodman Avenue
Jenkintown Borough

Dear Mr. Locke:

We have reviewed the above-referenced land development plan in accordance with Section 502 of Act 247, "The Pennsylvania Municipalities Planning Code," as you requested on April 16, 2024. We forward this letter as a report of our review and recommendations.

BACKGROUND

The applicant, SBG Management Services, Inc., proposes to construct a 2,522 square foot café with drive-through and a 1,000 square foot frozen desserts stand on a portion of the existing surface parking lot on the northern corner of the parcel at 610 Old York Road. The remaining portion of the existing surface parking area will be reconfigured to accommodate 25 parking spaces along Old York Road. According to the information on Sheet 2, the site overall will have a total of 514 parking spaces after the development, for a total decrease of 68 spaces.

The existing vehicular driveway to Spring Avenue is proposed to remain and vehicles exiting on to Spring Avenue will be limited to left turns only. In addition, although not shown in detail on the site plan, it is our understanding that the existing, signalized driveway on to Old York Road (which is a State Road) at Madeira Avenue is also considered to be a primary ingress and egress location for the proposed development. Additional improvements shown at this time include modifications to the Spring Avenue frontage, landscaping, raised crosswalks within the parking lot, a pedestrian ramp to the Old York Road frontage, and relocation of a storm sewer easement. The property is located in the borough's G Gateway Commercial zoning district.



According to the information provided, it is our understanding that the applicant has received conditional use approval from the Jenkintown Borough Council related to the drive-through use within the Gateway Commercial zoning district. In addition, according to a note on Sheet 2, the applicant has received a variance from the Jenkintown Borough Zoning Hearing Board related to the requirement that a drive-through window not face a public street.

COMPREHENSIVE PLAN COMPLIANCE

This area of Jenkintown Borough is identified as a Town Center area in the Future Land Use Plan of the Montgomery County Comprehensive Plan, *Montco 2040: A Shared Vision*. Town Center Areas are traditional downtown areas with a mix of retail, institutional, office, and residential uses. Town Center Areas are intended to be pedestrian-oriented, with buildings built close to sidewalks and often attached, side to side.

The Future Land Use Map of the *Jenkintown2035 Comprehensive Plan* shows this area of Jenkintown Borough as Gateway Commercial/Office. Gateway Commercial/Office areas “provide convenient automobile access while providing an attractive streetscape and pedestrian connections to the borough’s more walkable commercial core.”

RECOMMENDATION

The Montgomery County Planning Commission (MCPC) generally supports the applicant’s proposal. However, in the course of our review we identified the following issues that we feel should be addressed prior to moving forward with the land development. Our review comments are as follows:

REVIEW COMMENTS

ZONING ORDINANCE COMMENTS

Based on the information provided, we have identified the following items related to the Jenkintown Borough Zoning Ordinance that we feel should be addressed as part of any future land development submissions associated with this property:

- A. Building Design Standards. Future versions of the plans should demonstrate how the applicant proposes to comply with the building design standards, as required in §181-61.A. For example, §181-61.A.(5)(a) requires that “buildings with less than 15,000 square feet of building area on the ground floor shall have pitched roofs covering at least 80% of the building with a minimum slope of six vertical inches to every 12 horizontal inches.” It is unclear what roofline the proposed building will have.
- B. Pedestrian Circulation Design Standards. Section 181-61.D.(2) states that “continuous internal pedestrian walkways, no less than five feet in width, shall provide a direct link from the public sidewalk or street right-of-way to the principal customer entrance of all principal retail establishments on the site.” It does not appear that any direct pedestrian connection is provided from the public sidewalk along Old York Road to the frozen desserts stand. In addition, it does not appear that a direct pedestrian connection is provided to either proposed building from Spring Avenue or Rodman Avenue.

Additionally, §181-61.D.(4) states that “all internal pedestrian walkways and crosswalks shall be distinguished from driving surfaces through the use of durable, low-maintenance surface materials such

as pavers, bricks or scored concrete to enhance pedestrian safety and comfort.” It appears that the internal crosswalks are proposed to be continental-style painted crosswalks.

- C. Bicycle Parking. Section 181-72 requires that “parking lots containing more than 10 parking spaces shall provide one bicycle parking space for every 10 parking spaces in bike racks in close proximity to the building entrance.” The applicant proposes to construct a total of 25 parking spaces, therefore it appears that a total of at least 3 bicycle parking spaces should be provided. An area within the patio next to the proposed café is labeled as a bike rack; however, it is unclear how many bicycles the proposed bike rack is designed to accommodate. In addition, we recommend that bike parking also be provided that is convenient to the proposed frozen desserts stand.
- D. Loading Space. Section 181-85 requires that “off-street loading and unloading space, with proper access from the street or alley, shall be provided on any lot on which a building for trade or business is hereafter erected.” A proposed service and loading area is identified next to the café; however, it is unclear whether this loading area is also meant to serve the frozen desserts stand and how persons would access the frozen dessert stand when making deliveries.

SUBDIVISION AND LAND DEVELOPMENT ORDINANCE COMMENTS

Based on the information provided, we have identified the following items related to the Jenkintown Borough Subdivision and Land Development Ordinance that we feel should be addressed as part of any future land development submissions associated with this property:

- A. Maximum Grades for Driveways. Section 160-23.H.2. states that the maximum driveway grade for non-residential uses is 6%. The grading plan on Sheet 5 appears to show several areas of the driveway that exceed the maximum grade.
- B. Sidewalk Width. Section 160-26. establishes design and construction standards for sidewalks. Figure 2 specifies the minimum sidewalk width based on the location and/or zoning district where the development is proposed. The minimum sidewalk width for any frontage along York Road is 10 feet. In addition, “sidewalks along York Road must comply with York Road Sidewalk Design Standards available at Borough Hall.” The sidewalk along the York Road frontage of the development site does not appear to meet the required minimum width and no improvements appear to be shown.

The development site also has frontage on Rodman Avenue and Spring Avenue where an 8-foot-wide sidewalk is required. The sidewalk along the Rodman Avenue and Spring Avenue frontages of the site does not appear to meet the required minimum width. Some sidewalk widening to 5-foot-wide is shown along Spring Avenue in the vicinity of the driveway; however, this still does not meet the minimum sidewalk width specified.

Furthermore, some areas of existing sidewalk shown to remain are less than 4 feet in width. Section 160-26.B.3. states that “in no case shall the unobstructed width of a sidewalk be less than four (4) feet” and that in areas where sidewalks that are less than 5 feet wide are located, a passing space must be provided, at intervals of 200 feet or less, in compliance with applicable ADA standards.

- C. Sidewalk across Driveway. Section 160-26.B.7. states that “the grade and paving of the sidewalk shall be continuous across driveways.” It appears that the driveway apron on to Spring Avenue will be concrete, and therefore may comply with this requirement; however, additional information would be helpful to confirm the grade of the driveway crossing.

- D. Street Trees. Section 16-20.A.1. requires that street trees be planted “along both sides of all existing streets when they abut or lie within the proposed subdivision or land development” and §160-20.C.1. states that “trees shall be planted at a rate of at least one (1) tree per 30 feet of public or private street frontage,” or portion thereof. The landscape plan on Sheet 13 shows that 5 street trees are proposed along Spring Avenue; however, we estimate the total street frontage of that area of the tract impacted by the land development as approximately 600 feet.

We commend the applicant for proposing to preserve two large, established trees along the York Road frontage of the development area. In addition, a large existing tree is shown to remain on the southern edge of the Spring Avenue frontage of the site. Section 160-30.C. allows for each preserved street tree to be used as a credit for a required street tree. Therefore, it appears that at least 12 additional street trees are required to be planted on-site.

- *approx. 600 feet of street frontage / 30 ft = approx. 20 street trees required*
- *5 street trees proposed along Spring Avenue*
- *3 street trees proposed to be preserved (1 on Spring Avenue; 2 on Old York Road)*
- *approx. 12 additional street trees required*

- E. Protection of Existing Vegetation. Section 160-30.B. requires that existing vegetation designated to remain must be physically protected throughout the construction process by a temporary, sturdy physical barrier erected a minimum of one (1) foot outside the drip line, or a minimum of 20 feet from the tree’s trunk, whichever is greater, on all sides. The location of the proposed tree protection fencing on Sheet 6 does not appear to meet this requirement.

We commend the applicant for preserving two large trees along the Old York Road frontage of the site and a large tree on the southern edge of the Spring Avenue frontage of the site; however, we noted that the trees proposed to remain are not shown on the Grading & Utility Plan and it appears that proposed underground piping and inlets could potentially impact all of these trees. We encourage the applicant to ensure appropriate measures are taken to protect tree roots of existing trees during any site excavation needed to install the proposed pipes and inlets, or make necessary design modifications.

- F. Landscape Buffer. As noted on Sheet 13, a Class C buffer is required by §160-31.B. between the proposed commercial development and the existing residential area along Spring Avenue, and where the property abuts the side property line of a residential property on the west side of Spring Avenue. The required 10-foot buffer width should be dimensioned on the site plan and the appropriate amount of landscaping should be shown on the landscape plan.

Figure 5 of the borough’s subdivision and land development ordinance provides several options for a Class C buffer and a note on Figure 5 states that “a Class C buffer must be adequate to visually screen the proposed land use or development from off-site view” and that “grading treatments and architectural features; such as walls and/or fences may be required in addition to the minimum planting quantities in order to provide effective visual screening.” A fence is proposed in the vicinity of the pick-up window for the drive-through lane; however, the applicant may wish to consider whether additional berming and/or fencing could be incorporated to provide additional visual screening within the full buffer length.

In addition, §160-31.E. requires a Class C buffer to screen site elements such as trash disposal areas and service and loading areas from off-site view. Additional information is needed regarding the proposed screening of these site elements, where applicable.

- G. Dead-End Parking Areas. Section 160-32.B.3. discourages the use of dead-end parking areas and states that they “shall not be used when the required parking capacity can be accommodated in a layout that permits more convenient vehicular movements.” Two ADA parking spaces are proposed within a dead-end parking area to the south of the proposed café building. We defer to the Borough Engineer to review the parking lot layout.
- H. Parking Aisle Width. Section 160-32.C. and Figure 6 of the borough’s subdivision and land development ordinance establish minimum required parking lot dimensions based on the angle of parking. A two-way parking drive aisle for perpendicular parking must be a minimum of 24 feet wide. The existing parking drive aisle between the existing parking structure and Old York Road appears to be less than the required 24 feet in width in some locations. This drive aisle connects the proposed development to a signalized driveway at Madeira Avenue and therefore could see a significant increase in vehicular traffic and should be designed to meet the Borough’s minimum standards for such drive aisles. Overall, we defer to the Borough Engineer to review the parking lot layout and internal circulation.
- I. Parking Lot Landscaping. Future versions of the site plan should demonstrate compliance with the parking lot landscaping requirements contained in §160-33, including the interior landscaping area standards based on the vehicular use area and the street and sidewalk buffer requirements.
- J. Additional Plantings. Future versions of the site plan should demonstrate compliance with the additional planting requirements that apply to the Gateway Commercial zoning district contained in §160-34.A.
- K. Minimum Species Diversity. According to a table on Sheet 13, a total of 10 shade trees of a single species and an unknown amount of a single species of shrubs are proposed to be planted within the development. Section 160-36.A.4. and Figure 9 of the borough’s subdivision and land development ordinance establishes the minimum plant material diversity requirement based on the number of proposed plants per plant type to ensure a minimum species diversity. For example, if 10 shade trees are proposed, a minimum of two different species with any one species not making up more than 50% is required.

PEDESTRIAN CIRCULATION

The stated objectives of the Gateway Commercial zoning district include to “encourage a coordinated pedestrian path system to provide efficient and convenient pedestrian access from parking areas to and among the various permitted uses and to neighboring residential areas.”

- A. Neighborhood Pedestrian Access. Section 160-27.A. of the borough’s subdivision and land development ordinance states that “marked crosswalks shall be provided within the cartway where sidewalks intersect with roads.” It appears that additional crosswalks should be provided, such as across Spring Avenue, to comply with this requirement (see illustration to right).
- B. Internal Pedestrian Access. Section 160-32.G. of the borough’s subdivision and land development ordinance includes standards for pedestrian pathways and crosswalks in parking areas with ten



Suggested crosswalk location shown in blue

(10) or more parking spaces. Specifically, pedestrian access to each building on-site is required “from adjacent public sidewalks, the street, and all areas of the parking lot.” It is unclear how pedestrians will access the proposed frozen desserts stand as there is no internal pedestrian pathway shown between the proposed café and the proposed frozen desserts stand, or between the Old York Road sidewalk and the proposed frozen dessert stand.

- C. Crosswalk along Spring Avenue. A crosswalk is shown across the driveway to Spring Avenue; however, the stop bar for vehicles exiting the site on to Spring Avenue is shown beyond the crosswalk. We suggest that the stop bar be placed behind the crosswalk so that exiting vehicles must first yield to pedestrians crossing the driveway before exiting.

VEHICULAR CIRCULATION

It is our understanding that the signalized driveway entrance/exit at Madeira Avenue is intended to serve as the primary ingress and egress location for customers wishing to visit the proposed café and frozen desserts business; however, it does not appear that the existing drive aisle between the development site and the Madeira Avenue signal is sufficiently wide to accommodate two-way traffic. We suggest that future submissions include additional information and a detailed and dimensioned site plan of the full site’s circulation. We defer to the Borough Engineer to review the adequacy of the proposed vehicular circulation.



LOADING AREA & TRASH ENCLOSURE

A single loading area and a single trash enclosure are shown although two new buildings are proposed. Both facilities appear to be accessible and convenient to the proposed café building; however, it is unclear whether these loading and trash areas are also meant to service the proposed frozen desserts stand and how employees of the frozen desserts stand would access these areas, especially considering the steep grade between the various uses on the site.

In addition, we suggest that the size of expected delivery vehicles and the timing of deliveries be discussed as it appears that a delivery vehicle parked in the loading area would block the two handicapped parking spaces closest to the proposed café.

RELATIONSHIP TO PUBLIC TRANSIT

- A. Bus Stop on Old York Road. There is currently a SEPTA Route 55 bus stop along the Old York Road frontage of the development site in the vicinity of the proposed pedestrian ramp. We encourage the applicant to coordinate with SEPTA on the proposed location of the pedestrian ramp relative to the bus stop so as not to obscure the view of individuals waiting at the bus stop.

In addition, we encourage the applicant to consider providing an improved bus stop that better accommodates people who ride the bus to work or to access services in the area. A shelter with seating provides a more comfortable transit experience for people waiting for the bus, and a clear pedestrian path and loading pad improve accessibility.

- B. Noble Train Station Access. The proposed development site is located directly across Rodman Avenue from the Noble Train Station, which is located in Abington Township. The proposed development of two new food establishments in close proximity to the train station could generate a unique synergy between the two sites that would benefit from enhanced pedestrian connections or wayfinding signage.



LANDSCAPING DESIGN

In general, we feel that a revised landscape plan should be provided as part of future submissions demonstrating compliance with the landscape standards contained in the borough's subdivision and land development ordinance. In addition, related to the hedgerow plantings as shown, we have the following specific comments.

Several linear hedgerows are shown along both sides of the proposed drive-through lane and behind the proposed frozen desserts stand. The Grading & Utility Plan appears to show an underground pipe and several cleanouts in the same area as the hedgerow along the outside southern edge of the drive-through lane, which may create a conflict with the shrub plantings. We suggest that the underground pipe and cleanouts

be relocated to provide sufficient space for the plantings to grow and maintain access to the underground pipe and cleanouts, as needed.

In all locations where the shrubs are shown to be planted, it appears that the shrubs will be planted in a single, straight line. We suggest that planting the shrubs in staggered groupings could have a more aesthetically-pleasing appearance.

GATEWAY OPPORTUNITY

This property is identified as a potential gateway parklet opportunity in Map 10 “New Park & Open Space Opportunities” of the *Jenkintown2035 Comprehensive Plan*. Strategy NP10c states that each distinctive visual gateway “should incorporate amenities such as benches, shade structures, informative signage, and small green spaces which could function as ‘parklets,’ or mini-parks for Borough visitors and residents.” The *Jenkintown2035 Comprehensive Plan* includes a conceptual sketch of potential gateway improvements at the corner of Old York Road and Rodman Avenue. We feel there is a unique opportunity to create a distinctive gateway in this location, not only to Jenkintown Borough, but to the iconic and historic Strawbridge’s property in a way that also draws interest and customers to the new uses on the site. We encourage the applicant to coordinate with the borough to explore this opportunity and we are available to assist with refined designs for the gateway, if desired.



Old York Road Northern Gateway: An enhanced gateway “parklet” located at the northern gateway into the Borough at the intersection of Old York Road and Rodman Avenue near the Noble Train Station could incorporate iconic and traditional imagery with eye-catching signage. A densely-planted diverse landscaping bed would provide visual interest and screen the views of the parking lot on the site. A bus shelter would improve transit accessibility. Wider sidewalks and enhanced crosswalks will create a more continuous and welcoming pedestrian entrance into the Borough’s main commercial area.

STORMWATER MANAGEMENT

We encourage the applicant to explore whether additional measures could be taken to control stormwater runoff on-site. Allowing a portion of the stormwater runoff to infiltrate on-site improves water quality and decreases the volume of runoff within the storm sewer system immediately after a rain storm. For example, the swale shown within the triangular lawn area created by the drive-through lane could be designed and landscaped so as to encourage infiltration, if site conditions allow.

RETAINING WALL DESIGN

A proposed retaining wall is shown along the southern edge of the drive-through lane adjacent to the frozen desserts building. It appears that the retaining wall will exceed five feet in height at one location. The

materials chosen for the retaining wall will greatly contribute to the texture and character of this area and should, therefore, be considered carefully and explicitly identified on future versions of the plans.

We suggest that the appearance of the retaining wall could be softened through the use of additional landscaping. For example, hanging vegetation could be planted on top of the wall or an increased vegetated setback could be provided between the drive-through lane and the retaining wall.

In general, due to the amount of grading shown on the site and the need for multiple retaining walls between the various areas of the site, we suggest that it would be helpful if the applicant provided cross-section drawings of the proposed development.

LIGHTING

Sheet 14 shows the proposed lighting plan for the portion of the site where the two new buildings are proposed. However, it is unclear if the driveway from the development area to the signalized intersection at Madeira Avenue will also be adequately illuminated for customers accessing or exiting the site along this route.

PENNDOT COORDINATION

While no physical changes to the signalized vehicular access to Old York Road (which is a State Road) at Madeira Avenue are proposed, the proposed change of use within the site overall may require PennDOT review for a potential revised highway occupancy permit.

CONCLUSION

We wish to reiterate that the Montgomery County Planning Commission generally supports the proposed development; however we believe that our suggested revisions will better achieve Jenkintown Borough's planning objectives for commercial development.

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. Please print the assigned MCPC number (#24-0086-001) on any plans submitted for final recording.

Sincerely,



Marley Bice, AICP, Community Planning Assistant Manager
610-278-3740 – marley.bice@montgomerycountypa.gov

c: Michael Yanoff, Applicant's Representative
Jon McCandlish, Chair, Borough Planning Commission
Khal Hassan, P.E., Borough Engineer
Patrick M. Hitchens, Esq., Borough Solicitor
Fran Hanney, Scott Burton, Paul Lutz, PennDOT
Michael McGahee, Jennifer Dougherty, SEPTA

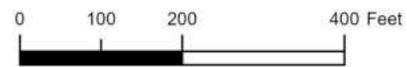
Attachment A: Reduced Copy of Applicant's Site Plan
Attachment B: Aerial Image of Site



Starbucks and Dessert Shop
MCPC#240086001

Montgomery
County
Planning
Commission

Montgomery County Courthouse - Planning Commission
PO Box 311 Norristown PA 19404-0311
(p) 610 278-3722 (f) 610 278-3941
www.montcopa.org/plancom
Aerial photography provided by Nearmap





May 13, 2024

JENKB13043

Mr. George K. Locke

Borough Manager/Zoning Officer
700 Summit Avenue
Jenkintown, PA 19406

**RE: 610 Old York Road
Preliminary Land Development Plan Review (2nd Submission)
Borough of Jenkintown, PA**

Dear Mr. Locke,

Please note, a Land Development Application for this project was submitted for Final Land Development Plan review; however, due to the work being proposed and the issues related to traffic for this project, we are recommending that this project be reviewed for Preliminary Land Development review first and then for Final Land Development Plan review.

As requested, we completed a review of Preliminary Land Development Plans (including traffic) dated June 19, 2023, last revised March 29, 2024, as prepared by Carroll Engineering Corporation located at 949 Easton Road, Warrington, PA for the above referenced project. The Applicant for this project is SBG Management Services Inc located in Abington, Pa.

Under this application, the Applicant is proposing to demolish an existing parking lot to construct a 1,000 SF Frozen Desserts restaurant and a 2,522 SF drive-through café restaurant along with accessory site improvements such as curbing, sidewalk, landscaping, parking, lighting, fencing, refuse area, crosswalks, and stormwater.

The proposed improvements are located at the corner of the above referenced lot and is fronted by Old York Road (SR 611) to the west, Spring Avenue to the east, and residential properties to the south. Access to/from the proposed restaurants will be by way of an existing entrance drive along Spring Avenue. The subject property is located in the Gateway Commercial District.

The Applicant went before the Jenkintown Borough Council and public hearings held on October 25, 2023, November 20, 2023, and December 6, 2023 where Council rendered a decision in January of 2024 and received the following conditional use approval:

1. A conditional use approval from §181-57.B.(1).(a) to permit a coffee bistro/café with drive-thru facilities.

This conditional use approval was granted with the following conditions:

1. The approval granted herein applies to the proposed use and development as presented in the Application and shall not apply to any other uses or structures.
2. All use and development permitted by this approval shall substantially conform to the evidence and testimony presented as determined by Borough Council and as may be modified during the land development application process.

3. Applicant shall during land development process engage a traffic engineer to evaluate alternative egress options for the driveway at Spring Avenue and shall propose modifications to address any concerns that the traffic engineer may identify, and such evaluation shall include review during the school year.
4. Applicant will restrict hours of trash pick-up to “daytime” hours as defined in Section 105.4.D of the Jenkintown Borough Code.
5. If requested by Borough Council during land development, Applicant shall agree to one or more of the following:
 - a. Applicant will erect signage to encourage patrons to utilize the Maderia Avenue exit as the point of egress;
 - b. Applicant will construct the curb line abutting Spring Avenue and egress from the Subject Property to physically restrict vehicles from making a right turn onto Spring Avenue;
 - c. Applicant will provide signage and striping for “do not block the box” for the area of the Spring Avenue driveway.

The above conditional use approval and conditions of approval shall be indicated on the Record Plan (Sheet 2).

The Applicant is requesting the following waivers as part of this submission as indicated in the waiver request letter dated March 29, 2024:

1. A waiver from §160-23.C-5, Driveway Access, from providing a maximum driveway width of 20 feet.

The Applicant is proposing a driveway width of 24 feet for this project; however, since the drive aisle is proposed to be twenty-four (24) feet wide, the driveway width will need to be the same width. We recommend that the Applicant omit this waiver request since the driveway width is deemed necessary.

2. A waiver from §160-23.E.2, driveway access, from providing a minimum of 100 feet from the edge of the driveway to the edge of the cartway of the closest intersecting street.

The Applicant is proposing to keep the driveway in the same location as the existing driveway for the site which is approximately 40 feet from the closest intersecting street.

These waiver requests shall be included on the Record Plan (Sheet 2 of 16).

We have reviewed the following sheets:

Title	Sheet Title	Sheet No.	Date	Revised
Cover Sheet	G-101	1 of 16	06/19/23	03/29/24
Record Plan	C-101	2 of 16	06/19/23	03/29/24
Existing Features & Demolition Plan & ERSAM Map	V-101	3 of 16	06/19/23	03/29/24
Overall Existing Features Plan	V-102	4 of 16	06/19/23	03/29/24
Grading & Utility Plan	C-102	5 of 16	06/19/23	03/29/24
Erosion & Sedimentation Control Plan	CJ-101	6 of 16	06/19/23	03/29/24
Erosion & Sedimentation Control Notes	CJ-501	7 of 16	06/19/23	03/29/24
Erosion & Sedimentation Control Details	CJ-502	8 of 16	06/19/23	03/29/24
Construction Details	C-501-503	9-11 of 16	06/19/23	03/29/24
Storm Sewer Profiles	C-103	12 of 16	06/19/23	03/29/24
Landscape Plan	LL-101	13 of 16	06/19/23	03/29/24
Lighting Plan	LL-102	14 of 16	06/19/23	03/29/24

Truck Turning Plans	C-104	15 of 16	06/19/23	03/29/24
Easement Plan	C-105	16 of 16	06/19/23	03/29/24

We have performed a review of the above referenced plan for compliance with the Zoning Ordinance (Chapter 181), Subdivision of Land Ordinance (Chapter 160), and Stormwater Management Ordinance (Chapter 154), and our previous review letter dated August 15, 2023 and updated August 22, 2023. We offer the following outstanding comments for your consideration:

ZONING COMMENTS
CHAPTER 181

- Per §181-59.A, the minimum parking setback from the street ultimate right-of-way line for Class One Conditional Uses is 15-ft. Based on our calculations, it appears that the existing parking lot setback is approximately 7-ft. therefore, the parking lot setback is an existing nonconformity as noted on the plans. However, the zoning data chart on the plan shows setbacks of -1.2-ft and 0.9-ft; therefore, the Applicant shall confirm this discrepancy and revise accordingly.*

The Jenkintown Borough Zoning Dimensional Table has been revised; however, the dimensions provided are -2.16 FT for the existing parking setback and 0.11 FT for the proposed parking setback. Based on our measurements, the existing parking setback from the ultimate right-of-way line of Old York Road is approximately 7.66 FT and the proposed parking setback is also 7.66 FT, both of which are existing nonconforming conditions. The Zoning Dimensional Table shall be revised to reflect the correct existing and proposed parking setbacks.

- Per §181-4, the Front of Lot is defined as the edge of a lot which borders on a street or highway. In the case of a corner lot, the front shall be designated by the Borough Zoning Officer. The Rear of Lot is defined as the edge of a lot opposite the front. In the case of a triangular lot, the rear shall be designated by the Borough Zoning Officer. The Side of Lot is defined as the edge(s) of a lot running from the front of the lot to the rear of the lot. Currently, the Applicant shows the front of lot along Old York Road (SR 611) and the rear of lot along Spring Avenue with a front and rear yard building setback of 30-ft and 20-ft respectively. Also, at the intersection of Old York Road and Spring Avenue the applicant indicates a side of lot with a side yard setback of 15-ft. Per the above referenced ordinance, we defer to the zoning officer to determine if the Applicant's interpretation of the front, rear, and side lots are acceptable.*

The yards as shown along Spring Avenue and Old York Road shall both be considered front yard areas. The setback lines along these roadways shall be revised to indicate front yard setbacks with a front yard setback of 30 feet since this use is considered a class 1 conditional use.

- Per §181-60.A, all development in the Gateway Commercial Zoning District shall be served by public sewer and water facilities. The Applicant shall provide will serve letters for sewer and water for review and approval.*

The Applicant acknowledged that the required will serve letters are being coordinated with the respective utility companies and will be provided upon receipt in the March 29, 2024 response letter.

- Per §181-61.A.(1) thru (5), The Applicant shall provide architectural renderings and plans to confirm compliance with the building design standards outlined in Section §181-61.A.(1) thru (5). Once we receive architectural renderings and plans, we may have further comments to follow.*

No architectural plans have been received as part of this submission. Additional comments may follow once architectural renderings and plans are provided.

9. **§181-61.G.(1)**, loading docks, utility meters, HVAC equipment, trash dumpsters and other service functions shall be incorporated into the overall design theme of the building so that the architectural design is continuous and uninterrupted by ladders, towers, fences, and equipment. These areas shall be located and screened as much as possible so that the visual and acoustic impacts of these functions are mitigated and not in uninterrupted sight from the adjacent properties and public streets. The Applicant shall provide architectural renderings to confirm compliance with the above ordinance. The Applicant is proposing a refuse collection area in the front yard. We suggest that the Applicant relocate the proposed refuse collection area to mitigate sight from the adjacent properties and public streets. Also, screenings shall be shown around the loading area.

In accordance with the March 29, 2024 response letter provided by the Applicant, they had indicated that architectural renderings will be provided prior to recording. A hedge row has been proposed around two sides of the proposed trash enclosure. A detail of the trash enclosure shall be provided on the plans for review and approval showing the landscaping and any proposed fence and/or wall surrounding the trash enclosure.

SUBDIVISION AND LAND DEVELOPMENT COMMENTS
CHAPTER 160

12. **Per §160-8.B**, all preliminary plans shall show the following basic information:

- d. **Per §160-8.B.12**, description of variances or special exceptions, conditions of their approval, and the dates they were granted, if any. The plan shall show approvals referenced above. If no approvals have been obtained at this time, then the plan shall show a note indicating such.

A note has been provided on the Subdivision Plan (Sheet 2) stating in the Borough of Jenkintown Zoning Hearing Board's written Opinion and Order dated November 27, 2023, zoning relief was granted for the drive-thru window to face a public street. The statement on the plan shall be revised to indicate the section of the zoning code that the variance was granted.

- e. **Per §160-8.B.13**, description of any deed restrictions, including conservation and environmental, or other covenants affecting development of the tract. This information should contain the name of the easement holder or parties in the covenant agreement and a reference to their deed and page book recording location. The plan shall show any deed restrictions accordingly. Please confirm if there is an existing storm sewer easement on site. If there is an existing storm sewer easement, the Applicant shall extinguish this easement to execute a new easement for the proposed storm sewer pipe on site.

The Easement Plan (Sheet 16) is calling out the existing easement lines to be extinguished and the proposed new easement lines; however, it appears that the one new easement line is labeled as an existing easement line to be extinguished. The plan shall clearly indicate the existing and proposed easement areas. Metes and bounds for these easement areas shall also be provided on the plan and a description and exhibit of these metes and bounds shall be provided for review and approval.

13. **Per §160-8.C.1 thru 12**, the Applicant shall provide an existing features plan showing all existing features listed in the above referenced ordinance within 400 feet of the tract boundary.

An Existing Features within 400-foot Map has been provided on the Cover Sheet; however, this site map does not include all the required info from the code sections specified above. It is recommended that the Applicant revise the Overall Existing Features Plan (Sheet 4) to include all of the required information as indicated in the above Code Sections.

14. **Per §160-8.D.6.a.i & ii**, cross sections, profiles, and preliminary structural designs. Plans shall be drafted to the same standards required for a preliminary plan §160-8, except that the horizontal scale of the plan and profile shall not be in excess of 5-feet to the inch, and the vertical interval of the plan shall be two (2), five (5), or ten (10) feet to the inch, whichever is appropriate, and shall include: cross section and centerline profile for each proposed or widened cartway, driveway, or parking area shown on the preliminary plan including: road centerline grades and vertical curvature including road centerline elevations shown at horizontal intervals of 25 feet along vertical curves and 50 feet for straight grades. Profiles for sanitary sewers, water mains, storm drains, including locations of manholes, inlets, and catch basins. The Applicant shall provide profiles for all proposed storm sewer pipe and include all cross-pipes in accordance with the above ordinance for review and approval.

Profiles for the storm sewer pipes have been provided on the Storm Sewer Profiles Plan (Sheet 12). Based on these profiles provided, we have the following comments:

- a. **The Storm A profile shall provide the cross pipes for the gas and water lines shown crossing between Storm Manhole 1 and Inlet 3.**
 - b. **The storm B profile shall provide a callout showing rim and invert elevations for Inlet 6 as well as show the structure for the tie-in connection to Inlet 2. The rim and invert elevations for Inlet 2 shall also be provided.**
 - c. **The Storm B profile shall provide the cross pipe for the water line crossing between Storm Manhole 2 and Headwall 1 and provide a vertical separation elevation for this crossing. In addition, Storm Manhole 2 should be shown on the profile to be reset, and Headwall 1 and the storm pipe between Storm Manhole 1 and Headwall 1 shall be shown as existing.**
 - d. **The storm drive-thru profile shall show the structure for the tie-in location to storm manhole 1. The rim and invert elevations for Storm Manhole 1 shall be provided in this profile. In addition, the cross pipe for the sanitary sewer shall be shown on the profile with a vertical separation elevation provided.**
 - e. **The storm café patio profile shall show the structure for the tie-in location to inlet 4. The rim and invert elevations for Inlet 4 shall be provided in this profile**
15. **Per §160-10.C.**, the Applicant shall update the record plan to show all certifications, acknowledgments, and notations as outlined in the above referenced ordinance.

The Borough Engineer signature block is provided on the Cover Sheet as well as on the Record Plan (Sheet 2). The certification on the cover sheet shall be removed, and the certification on the Record Plan shall be revised to provide sufficient room for the signature and seal of the Borough Engineer to ensure no text overwrites.

In addition, the notations as indicated in §160-10.C.4 shall be provided on the Record Plan (Sheet 2).

17. **The Applicant is proposing to widen the existing driveway which intersects Spring Avenue. Per §160-23.**, any new driveway proposed to be installed, and any driveway proposed to be widened or enlarged, must comply with the following requirements:

- d. **Per §160-23.C-5, Maximum Driveway Width.** The maximum width of any new driveway, as measured at the cartway, shall be 20 feet, unless a wider driveway is deemed necessary by the Borough Engineer. The Applicant is proposing a driveway width of 24-ft which is four (4) feet wider than the maximum driveway width permitted above. The Applicant shall reduce the driveway width or request a waiver.

A waiver is being requested from this Code Section to allow for a 24-foot-wide driveway. This proposed waiver request shall be included on the Record Plan (Sheet 2).

- e. **Per §160-23.E.2**, Driveways shall be located as far from street intersections as is reasonably possible, but no less than the following distances from the edge of the driveway to the edge of the cartway of the closest intersecting street - 100 feet. The Applicant shall dimension the distance between the edge of the proposed driveway to the edge of the cartway of the closest intersecting street (Old York Road & Spring Avenue) to confirm compliance. It appears that the proposed widened driveway does not provide the minimum setback distance of 100-ft, the Applicant shall confirm and either revise the proposed location of the driveway entrance or request a waiver.

A waiver is being requested from this Code Section to allow for the proposed driveway to be located closer than 100-feet from the intersection. This proposed waiver request shall be included on the Record Plan (Sheet 2).

18. **Per §160.26.B.2 & 3 & 9**, the minimum sidewalk width is based on location or zoning district, as set forth in Figure 2. A minimum of a 10-ft sidewalk width shall be provided along York Road and 8-ft along Spring Avenue. Where proposed sidewalks meet existing sidewalks which have a different width, a tapered transition shall be constructed. Sidewalks along York Road must comply with York Road Sidewalk Design Standards available at Borough Hall. In no case shall the unobstructed width of a sidewalk be less than four (4) feet. If the sidewalk is less than five (5) feet wide, a passing space must be provided, in compliance with applicable ADA standards, at intervals of 200 feet or less which is either: Five (5) by five (5) foot minimum; or An intersection of two walking spaces, provided a T-shaped space where the base and arms of the T-shaped space spans four (4) feet minimum beyond their intersection. A sidewalk may have a running slope in the upwardly or downwardly direction at a maximum of 5% from the existing sidewalk grade in order to accommodate driveway aprons and transitions to ramps which are either higher or lower than the level of the sidewalk. The sidewalk running slope may exceed 5% when following the existing roadway profile. The existing and proposed sidewalk along both Old York Road and Spring Avenue shall be clearly shown and dimensioned on the Record Plan (Sheet 2) to confirm compliance with the above referenced ordinance.

The existing sidewalks along Old York Road and Spring Avenue have been shown on the plan. The existing sidewalk along Old York Road is approximately 5 feet wide and the sidewalk along Spring Avenue was measured to be four (4) feet wide. The Applicant is not proposing new sidewalk along Old York Road and is proposing to replace a portion of the existing sidewalk along Spring Avenue at a width of 3.63 feet to match the existing sidewalk width. The sidewalk along Spring Avenue is being widened at the proposed ADA ramp crossings at the new site entrance. Please revise the plans to call out the width of the existing sidewalk as four (4) feet wide to be propose the sidewalk to be the same width along Spring Avenue.

23. **Per §160-31**, buffer plantings shall be installed in subdivisions and land developments to integrate new development with its surroundings, to separate incompatible land uses by providing screening, to reduce wind, and to minimize or eliminate views to certain site elements in compliance with the following regulations. The Applicant shall provide a landscaping plan and buffer calculations to confirm buffer compliance outlined under the above referenced ordinance.

The Applicant is indicating that a Class C buffer along Spring Avenue is proposed. In addition to the class C buffer along Spring Avenue, a Class C buffer along the southern property line of the site and the adjacent residential properties shall also be provided. The required plantings shall be shown on the plan.

24. **Per §160-32.B.4**, fire lanes shall provide emergency access to the building as indicated by the International Fire Code. Parking spaces shall not encroach upon any fire lanes. We defer to the Fire Marshal regarding fire lane access.

No Fire Marshal review has been provided to date. We defer to the Fire Marshal regarding the fire lane access and any fire related issues.

26. ***Per §160-34 & 35 & 36, additional planting/general landscape design criteria/plant material and planting specifications - the plantings required by this section shall be cumulative and in addition to plantings required by any other section of this chapter. The Applicant shall provide a landscaping plan to confirm compliance outlined under the above referenced ordinances.***

Based on the landscaping plan provided, we have the following comments:

- a. **Per §160-34.A.3. one (1) medium or small canopy tree and five (5) shrubs shall be planted for every 25 feet of proposed building façade facing a public street. The frozen desserts building has approx. 28 LF of frontage facing public streets; therefore, a minimum of two (2) medium or small canopy trees, and ten (10) shrubs shall be planted in the landscape areas adjacent to the proposed structure. The café building has approx. 100 LF of frontage facing public streets; therefore, a minimum of four (4) medium or small canopy trees, and twenty (20) shrubs shall be planted in the landscape areas adjacent to the proposed structure. The landscape plan shall be revised to show these required plantings or request a waiver.**
 - b. **Per §160-36.A.4, when 6-15 plant types are proposed, a minimum of two (2) different species shall be provided. A total of ten (10) street trees are being provided, but only 1 species of tree is proposed. A minimum of two (2) different species of street trees shall be provided. In addition, the plans are indicating all the proposed shrubs to be the same species. The Applicant shall revise the plans to provide multiple species for the proposed shrubs.**
27. ***Per §160-39., fire hydrants shall be installed at the expense of the developer in such locations as shall be prescribed by the Fire Marshal and the regulations of the Middle Department Associations of Fire Underwriters. We defer to the Borough Fire Marshal for fire related issues. The Applicant shall coordinate with the Fire Marshal to install fire hydrants at the requested location(s) at the direction of the Fire Marshal.***

No Fire Marshal review has been provided to date. We defer to the Fire Marshal regarding any fire related issues.

28. ***Per §160-40., monuments of stone or concrete shall be placed at locations designated by the Borough Engineer. The Applicant shall show on the plans all monuments and iron pins to be set. Monuments shall be placed at the intersection of the side property lines and ultimate right-of-way line, where feasible. Iron pins shall be set at all other corners.***

The legend on the Record Plan (Sheet 2) and the Existing Features & Demolition Plan & ERSAM (Sheet 3) shall be revised to show a symbol for the existing/proposed monuments and/or iron pins.

STORMWATER MANAGEMENT COMMENTS **CHAPTER 154**

32. ***Per §154-17.A., the property owner shall sign an operations and maintenance agreement with the Borough covering all stormwater BMPs that are to be privately owned. The agreement shall be substantially the same as the agreement in Appendix H of this chapter. The Applicant shall indicate if the proposed BMPs will be privately owned, and if so, sign an operations and maintenance agreement with the Borough. A note shall also be provided on the Site Plan (Sheet 2) indicating who will be responsible for the maintenance and inspection of the stormwater BMPs.***

The Applicant is indicating that since no BMPs are proposed, no O&M Agreement is required. Since stormwater piping, inlets, and manholes are proposed for this project, a BMP O&M Agreement will still be required to be submitted for this project.

36. *Per & §154-43.B.(2).(s), a fifteen (15) foot wide access easement around all stormwater BMPs that would provide ingress and egress from a public right-of-way shall be shown on the PCSM Plan. The Applicant shall provide the required fifteen (15) foot wide access easement to the stormwater BMPs proposed on site. If the Applicant does not wish to provide the fifteen (15) foot wide easements, a blanket easement covering the entire site may be provided. The stormwater easement(s) shall be described and submitted for review and approval.*

Since stormwater piping, inlets, and manholes are proposed for this project, easements around these facilities will still be required to be submitted for this project. The proposed easements shall be provided on the plan and descriptions and exhibits of these easements shall also be provided for review and approval prior to recording of the plans.

GENERAL STORMWATER COMMENTS

38. *The Applicant shall submit pipe conveyance calculations for all proposed storm pipe. Once these items have been produced a review shall be completed accordingly.*

The pipe conveyance calculations shall be revised to include the invert down elevations for Inlet 9 to Inlet 4, Inlet 12 to Storm Manhole 1, and Inlet 5 to Inlet 2.

39. *Our office is in the process of completing an evaluation of the drainage in the vicinity of the site and on-site of the subject property and may have further comments related to the proposed stormwater.*

SEWER COMMENTS

41. *The Applicant shall submit the following documents for review and approval:*
- a. *Planning module mailer*
 - b. *Narrative of sewer flows which shall include the number of employees and other facility operations that will generate flows for EDU tracking.*

GENERAL COMMENTS

45. *The Applicant shall provide additional room for the signature and seal of the Borough Engineer on the Cover Sheet.*

The signature block for the Borough Engineer can be removed from the cover sheet since a signature block is also provided on the Record Plan (Sheet 2). Sufficient room on the Record Plan (Sheet 2) for the signature and seal of the Borough Engineer shall be provided to ensure no text overwrites.

TRAFFIC COMMENTS

Since the last plan submission, the traffic comments have been included in the letter from the traffic review letter dated October 3, 2024:

1. *Based on the queueing analysis, the westbound queues at the intersection of PA 611 and Rodman Avenue extends beyond Spring Avenue in both existing and proposed conditions. The TIS estimates 51% of proposed development egress traffic making a left turn from Spring Avenue onto Rodman Avenue. We have operational*

and capacity concerns for the left turn from Spring Avenue to Rodman Avenue. Please evaluate alternative egress option for the proposed site or propose modifications to address the concerns.

The Applicant is proposing to nearly double the peak hour traffic volumes at this location. The Applicant feels this comment is mitigated because of the existing split phasing at the York & Rodman traffic signal. We agree that, operationally the split phasing does help and may function adequately, however we still have ongoing concerns about the potential for queuing and the limited storage space on Rodman Avenue. Moreover, right on red is permitted on northbound York Road (SR 0611) onto eastbound Rodman Avenue which means there is the potential for opposing traffic while Phase 8 is active. The Applicant shall further research these issues and thoroughly document and exhaust every other alternative before the Spring Avenue driveway is designated as the secondary access.

- 2. Provide a gap study that demonstrates sufficient gaps are present for egress traffic on Spring Avenue to make a left turn onto Rodman Avenue.*

The applicant has not adequately addressed this comment. A gap study shall be conducted and included in the analysis.

- 3. Due to the operational concerns with Spring Avenue serving as an egress noted in comment #1, the Applicant must evaluate converting the Spring Avenue driveway to ingress only. As such, alternatives for site egress must be explored. We are available for further discussions if needed.*

The applicant has provided an analysis; however, the data provided is insufficient to support the conclusions drawn. Provide a comparison table showing the increase in delay at the York & Maderia intersection caused by restricting the Spring Ave driveway to ingress only. We recommend the Applicant schedule a meeting with our office to discuss this further.

- 4. The Applicant must investigate a reconfiguration of the Spring Avenue/Rodman Avenue intersection that allows two-way access on Spring Avenue from Rodman up to the site driveway. Physical improvements, such as a bump-out must be evaluated to discourage vehicles from traveling illegally southbound on Spring Avenue.*

The applicant has adequately addressed this comment.

- 5. Please verify and revise the analysis year for Appendix J in the table of contents.*

The applicant appears to have addressed this comment; however, an updated figure was provided in their response letter as an attachment. The Applicant shall provide a revised copy of the complete TIS to fully address this comment.

- 6. The 2026 Future without Development peak hour volumes shown on Figure 5A, at the intersections of SR 611/Rodman Ave and SR 611/Madeira Ave/Jenkins Court Access, do not match the volumes shown in the volume projection worksheets provided in Appendix F.*
- 7. Submit the Traffic Impact Study to PennDOT for review.*

The Applicant has not adequately addressed this comment. The TIS shall be submitted to PennDOT for their review with the Highway Occupancy Permit Application. Please copy Jenkintown Borough and the Traffic Engineer on all PennDOT correspondence.

- 8. A PennDOT Highway Occupancy Permit (HOP) may be required.*

Evaluation of the current plan indicates that a PennDOT HOP is required for work along the development's frontage proposed within the Commonwealth's Legal Right-of-Way. Please copy Jenkintown Borough and the Traffic Engineer on all PennDOT correspondence.

9. *The stormwater outfall shown at the intersection of Spring and Rodman may require a separate stormwater maintenance HOP from PennDOT if the outfall ties into the York Road (SR 0611) stormwater system.*

The current design does not appear to require a separate Stormwater Maintenance HOP. Any future changes to the stormwater system will have to be re-evaluated.

10. *The sight distances must be evaluated and documented within the plan set and shall be in accordance with Pennsylvania Code, Title 67, Transportation, Chapter 441 "Access to and Occupancy of Highways by Driveways and Local Roads."*

The Applicant provided a summary table in the response letter, however as previously stated, the sight distances are to be shown on the plans. Moreover, sight distances at Spring Avenue and Rodman must be evaluated and shown on the plan.

11. *All proposed signs shall be in accordance with PennDOT Publication 236, Handbook of Approved Signs and be identified by designation code and size on the plan. They shall also be detailed within the plan set.*

This comment has been adequately addressed for most signs. Additional comments are provided below and on the redlined plans for specific signs.

12. *All proposed pavement markings must be identified, and details provided within the plan set that indicate type, width, spacing, color, etc.*

The following items shall be addressed:

- **Provide details for the "Drive-Thru Only", "DO NOT ENTER", parking stall, and gore pavement markings.**
- **Clarify colors for directional arrows, STOP, stop bar, crosswalk, raised crosswalk,**
- **There are two crosswalk marking details, one on sheet 9, one on sheet 10 that conflict.**

13. *Clearly identify the existing curb and sidewalk. It is very hard to see the existing features along Spring & York.*

This comment has been adequately addressed.

14. *Evaluate the feasibility of providing a "Bypass" lane next to the drive through lane to allow traffic to leave if needed.*

The applicant has evaluated the feasibility and is unable to provide one due to the existing site geometry.

15. *Install the "Do Not Enter" and "One-Way" sign at the end of the drive through lane.*

These signs have been provided; however, we have additional comments:

1. **The Do Not Enter sign and Stop Sign need to be installed on separate posts.**
2. **Add One-Way signs on both sides of the pole.**
3. **The Stop Sign is too small. A 30"x30" sign should be provided unless there justification to use the minimum 24"x24".**

16. *Clarify the location of the "No Parking" and the "Do Not Enter" signs detailed on Sheet 8 of 10.*

The Do Not Enter sign's location has been clarified and the No Parking sign has been removed.

17. *The stop bar at the end of the drive through lane should be a 24" solid white line.*

This comment has been adequately addressed.

18. *Clearly identify the signage for the ADA parking spots.*

This comment has been partially addressed. The sign table shows 3 ADA parking signs, and 2 Van accessible signs. Update the quantity or clearly identify which spaces are Van Accessible.

19. *The raised crosswalk Sheet 2 of 10 differs from the detail shown on Sheet 9 of 10.*

This comment has been partially addressed. One of the chevrons for the raised crosswalk near the Frozen Desserts shop does not appear to be shown consistently with the detail.

20. *The two crosswalks shown on the south side do not appear to have connections to pedestrian paths and do not terminate with ADA curb ramps.*

This comment has been partially addressed; however, we have the following comments:

- 1. The crosswalk in the middle still does not have any connection to pedestrian paths. Provide ADA curb ramps and sidewalk connections at the termini or clarify the purpose of the crosswalk.**
- 2. A raised crosswalk is proposed in front of the Frozen Desserts shop. Provide additional details to grade the raised crosswalk into the ADA unloading area. Also, the ADA curb ramp proposed in front of the shop requires multiple turning movements – evaluate the feasibility of a standard Type 1 ramp to eliminate the cheek walls and turning movements. Typically raised crosswalks require minimal length ADA ramps since the crosswalk is set higher than the roadway elevation. Show all detectable warning surfaces.**

21. *The raised crosswalk should be signed in accordance with the MUTCD and Pennsylvania's Traffic Calming Handbook.*

This comment has not been fully addressed. Appears to be missing signage in particular. Please refer to the redline plan for further details. Please contact our office if you need additional details on what is being requested.

22. *Provide the dimensions for ADA Parking spots.*

This comment has been adequately addressed.

23. *Provide the width of the parking spots.*

This comment has been adequately addressed.

24. **ADA updates may be required at the Spring Ave & Rodman intersection.**

25. *Show ADA accommodations for the Frozen Desserts building.*

While this comment was addressed, please see additional comments pertaining to the curb ramp in comment #20.2 above.

26. *Add "Drive Through" pavement marking legends where appropriate.*

This comment has been adequately addressed.

27. *Specify the size for "STOP" and "Do Not Enter" signs on Sheet 8 of 10.*

The sizes have been provided as requested, however, the stop signs are too small. Stop signs shall be 30"x30" minimum unless justification is provided to use a minimum 24"x24".

28. *Provide Pavement restoration details for Spring Ave.*

The Applicant has adequately addressed this comment.

29. *Given the concerns noted in comment #1, the Applicant may be required to make upgrades to the York & Rodman traffic signal and the York & Madeira traffic signal.*

Intersection improvements at York & Rodman are still being evaluated and upgrades may be identified and required in the next review cycle.

After evaluating the plan, the following items shall be upgraded at the intersection of York Road (SR 0611) & Maderia Avenue:

1. **Upgrade intersection vehicle detection to radar to replace the inductive loops.**
2. **Verify operation of all pedestrian signal heads and replace if required.**
3. **Upgrade all pushbuttons to APS.**
4. **Relocate the push button on the southeast corner for the York Road crossing closer to the ADA ramp to comply with current standards.**
5. **Install retro-reflective backplates at all signal heads.**
6. **Repaint crosswalks, stop bars, and double yellow lines.**
7. **Update the traffic signal permit plan to show the continental crosswalks.**

30. *Based on the extent of these comments, additional comments may follow in the next review cycle.*

The following comments are based on the submission of revised plans addressing comments in our previous traffic review letter dated October 3, 2023:

1. The Applicant shall consider constructing the ADA parking spaces with concrete instead of asphalt for constructability purposes.
2. Provide ADA compliant pedestrian connectivity between the Proposed Frozen Desserts building and the Proposed Café.
3. The minimum crosswalk width is 6'. Raised crosswalks shall include 1' buffers on each side, so a 6' wide crosswalk would require an 8' wide table. Please revise the crosswalks to meet this minimum.
4. Verify that sufficient stormwater inlets are provided near the raised crosswalks to mitigate ponding and icing.
5. Relocate stop bar before the crosswalk at the Spring Ave driveway egress.
6. Install curbed island with ADA ramp to restrict vehicle parking over the northern crosswalk, see redlines.
7. Field measurements show that the existing sidewalk on Spring Ave is at least 4' wide. Update the dimensions to reflect the existing condition and all proposed sidewalks shall be 4' minimum.
8. Refer to redline plans for additional minor plans presentation comments.

We have received the following documents/reviews/permits:

- Preliminary Land Development Application (June 20, 2023)
- Borough of Jenkintown Zoning Review (July 27, 2023)
- Jenkintown Borough Planning Commission Memorandum (October 23, 2023)
- Conditional Use Decision (January 2024)
- Pipe Conveyance Calculations (March 28, 2024)
- Letter of Waiver Requests (March 29, 2024)

We have not received the following documents/reviews/permits:

- MCPC Review Letter
- MCCD Review Letter
- Financial Security Escrow
- Stormwater BMP O&M Agreement
- Land Development Agreement
- Utility Will Serve Letters
- Legal Descriptions and Exhibits of each Lot and all easements

SUMMARY

We do not recommend Preliminary Land Development approval until the Applicant has addressed the above referenced comments, in particular the zoning and traffic comments. Once the zoning and traffic comments have been addressed, we will be in a better position to recommend Preliminary Land Development approval.

If you have any questions or comments with this submittal, please do not hesitate to contact me.

Sincerely,

PENNONI ASSOCIATES INC.



Khaled R. Hassan, PE
Borough Engineer

cc: Borough Council
Sean Kilkenny, Esq., Borough Solicitor
Patrick Hitchens, Esq., Kilkenny Law
Mark Bickerton, Pennoni
SBG Management Services, Inc., Applicant
John Koutsouros, Design Engineer