

Borough Of Ambler

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Memorandum

To: Borough Council
Kyle Detweiler, Borough Manager

From: Glenn Kucher, Code Enforcement Officer

Date: February 5, 2026

Re: Proposed Zoning Ordinance Amendments in the Redevelopment Overlay District

As you know, the BT Ambler proposed mixed-use redevelopment project is located at 100–112 W. Butler Avenue and 19, 23, and 27 S. Chestnut Street, within the OC–Office Campus Zoning District and the Redevelopment Overlay District. The property currently contains an existing office building and surface parking. Under the current redevelopment overlay district ordinance requirements these properties do not qualify for the redevelopment overlay district. Without these zoning ordinance amendments any redevelopment of the properties would need to comply with the attached OC-Office Campus Zoning district requirements.

In addition, in the course of discussing the proposed ordinance revisions related to the application by BT Ambler, LLC, the Borough Planning Commission requested that MCPC review zoning inconsistencies identified in the MCPC review of Ambler Crossings II (property behind Ambler Crossings on Maple Avenue) preliminary land development application. The principal concern with the Ambler Crossings II is that it provides for ground-level residential use, which is not currently permissible. Given the Planning Commission's openness to allowing ground-level structured parking on streets other than Butler Avenue and Main Street, it seemed appropriate to also consider ground-level residential use on secondary streets under Section 27-2703.E.(3).(b). Proposed/draft design standards for ground-level residential use are provided under this section, which are aimed at ensuring an interesting street-facing façade.

The Commission discussed the fact that the development ordinance was looked at as a baseline for future development around the train station. The Planning Commission would always look at amendment requests with flexibility within reason. Key phrase being within reason.

ATTACHED:

| PAGES | DESCRIPTION |
|---------|---|
| 3-8 | OC-Office Campus Zoning Ordinance Chapter outlining dimensional requirements and uses |
| 9-40 | Ordinance 1147 Final draft for consideration at the February 17, 2026 Public Hearing w/ incorporated Planning Commission 1/27/26 comments |
| 41-72 | Ordinance 1147 Final REDLINED draft showing changes to the existing ordinance w/ incorporated Planning Commission 1/27/26 comments |
| 73-75 | Montgomery County Planning Commission Recommendation letter dated January 21, 2026 ** |
| 76 | Borough Planning Commission Recommendation letter date January 27, 2026 ** |
| 77-78 | Borough Planning Commission statement regarding the project at the December 16, 2025 Council Meeting ** |
| 79-82 | BET Project Renderings shown at the January 27, 2025 Planning Commission meeting ** |
| 83-108 | BET Presentation at the October 28, 2025 Planning Commission meeting ** |
| 109-127 | BET Ambler Redevelopment Fiscal Impact Analysis date April 24, 2025 ** |

** Provided in past meeting packets**

PART 16

OFFICE CAMPUS DISTRICT

§27-1601. Statement of Intent.

It is the intent of this district to:

- A. Encourage new development and uses that can stimulate economic revitalization, in accordance with the Ambler Borough Comprehensive Plan
- B. Reestablish South Ambler as a focal point for employment opportunities.
- C. Provide for office and directly related uses in close proximity to public transportation and a major road.
- D. Allow for uses that best meet the needs of those persons who wish to take advantage of the district's proximity to the rail line and major road.
- E. Provide for development that compliments the established Borough character and minimizes adverse impacts.

(Ord. 922, 9/17/1996, Art. XVI, §1600; as amended by Ord. 951, 12/18/2000, §1600).

§27-1602. Use Regulations.

A lot may be used for any one or combination of uses in the Use Chart.

(Ord. 922, 9/17/1996, Art. XVI, §1601; as amended by Ord. 951, 12/18/2000, §1601)

§27-1603. Dimensional Requirements.

Development standards for the uses identified on the Use Chart, unless otherwise noted below, shall be as follows:

- A. All commercial uses must comply with the development standards of Part 13, C – Commercial District.
- B. All industrial uses must comply with the development standards of Part 14, O – Office District.
- C. Any more restrictive provision stated herein shall control.
 - (1) Minimum lot area, one acre.

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- (2) Minimum lot width, 200 feet.
- (3) Maximum building coverage, 50% except where a development bonus is granted in accordance with §27-1605(18).
- (4) Maximum impervious coverage, 75% except where a development bonus is granted in accordance with §27-1605(18).
- (5) Maximum building height, 50 feet.
- (6) Minimum Yards.
 - (a) Front, 20 feet.
 - (b) Side, 10 feet/25 feet total.
 - (c) Rear, 20 feet.

(Ord. 922, 9/17/1996, Art. XVI, §1602; as amended by Ord. 951, 12/18/2000, §1602)

§27-1604. Development Regulations.

1. Ownership. The property to be developed shall be in one ownership or shall be the subject of an application filed jointly by the owners of the tract and it shall be agreed that the tract will be developed under single direction in accordance with an approved plan.
2. Development Mix.
 - A. The primary use of a floor area shall encompass 90% of the floor area, with conditional or accessory uses constituting not more than 10% of the total floor area.
 - B. As an incentive to provide commercial use, the bonus provisions of Subsection (18) may be used; provided, that the use(s) shall occupy at least a portion of ground floor space and, wherever possible, be along the side of the building(s) with street frontage, subject to the 10% limitation stated in the preceding subsection.
3. Land Development. All office campus use proposals (new land development or reuse of an existing building) shall show in sufficient detail the proposed distribution of use(s), both for the site generally and for each building.
4. Phasing. An office campus development may be completed in phases according to a phasing plan approved by Borough Council and executed in accordance with a development agreement.

5. Sewer and Water Facilities. All buildings shall be served by public sewer and water systems.
6. Traffic Impact Analysis. A traffic impact analysis shall be completed for all proposed developments. If a change in use(s) is proposed at any point during development of the office campus project, a new traffic impact analysis may be required. The analysis shall be prepared by a professional traffic engineer and, at a minimum, address the following items:
 - A. Traffic impact on adjacent and nearby roads and intersections.
 - B. Description of traffic characteristics of the proposed development.
 - C. Traffic volumes for average daily traffic at peak hours (pre and post development).
 - D. Source of trip generation rates used.
 - E. Documentation of onsite and offsite improvements needed and proposed to mitigate impacts.
7. Access. Each development shall have physical access to a public street. Developers are encouraged to share access points and/or driveways, where this is proposed, the bonus provisions of Subsection (18) may be used. However, to qualify for a bonus, the lots must share a primary access point and/or driveway. Additional, secondary access points and driveways shall not be eligible.
8. Parking and Loading. Required parking and loading shall be in accordance with Part 21, including the use of common and/or offsite parking facilities. Where common or offsite parking is proposed, the bonus provisions of Subsection (18) may be used. In the event that some or all required parking is proposed for the ground floor of a building, no more than 50% of the space along the front side may be used. The remaining area, extending to a minimum depth of 25 feet, shall be reserved for other purposes.
9. Pedestrian Circulation. A convenient, safe and coordinated system of pedestrian access shall be provided through the extension of sidewalk or similar walkways. This system shall link buildings, parking areas, open space, public transportation and other nearby destination points.
10. Outdoor Display/Sales. Outdoor display and sales shall be limited to the following commercial uses; provided, pedestrian circulation and building access is not impaired, produce shop or market, florist shop. Any area used shall be counted as floor space for the purposes of computing parking needs.
11. Outdoor Seating. A restaurant or similar food service operation may provide outdoor seating; provided, pedestrian circulation and building access is not impaired and the following standards are met:

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- A. Removable enclosures, such as planters, shall be used to define the area.
 - B. Tables, chairs and related furniture must be removable and indoor storage provided for extended period of non-use (e.g., winter months).
 - C. Extended awnings, canopies or umbrellas may be used to provide cover and shade.
 - D. Additional trash receptacles shall be provided and maintained.
 - E. No additional signage beyond what is allowed for the use is permitted.
12. Solid Waste. All solid waste facilities shall be located no closer than 10 feet from any property line and a site element screen provided in accordance with the landscape planting requirements of the Borough Subdivision and Land Development Ordinance [Chapter 22].
13. Signs. All signs shall meet the requirements of §§27-2003, 27-2006, 27-2007 and 27-2008 of this Chapter.
14. Lighting. All lighting facilities shall be arranged to minimize disturbance to adjacent properties and vehicle and pedestrian traffic, by either location or glare. The applicant shall demonstrate that the least intrusive type and amount of lighting is being used.
15. Landscaping. Landscape planting shall be provided in accordance with the requirements and standards of the Subdivision and Land Development Ordinance [Chapter 22].
16. Public Amenities. To encourage the provision of the public amenities such as parkland, central plazas or courtyards and public parking, the provisions of Subsection (18) may be used. To be eligible, the amenity must have a clear public purpose or benefit, as determined by the Borough.
17. Building Design Standards and Guidelines. For all projects involving new construction or renovation of an existing building, the use of exterior architectural design features and details is encouraged, provided they are applied consistently. However, any new building with a length exceeding 200 feet shall be designed to incorporate a front facade and/or roof variation. For the facade, a minimum three foot (depth) off-set shall be created for every 50 feet of continuous facade and extend from grade to the top of the facade. In the case of roof variation, the variation may involve the roof plane, ridge line or both. The variation used shall be designed as an integral part of the roof, not an incidental feature such as a utility pipe or vent. Where the ridge line is affected, the vertical variation shall not be less than one foot.

18. Development Bonus. As provided for in Subsections (2),(7),(8) and (16) above, a development bonus will be granted, in accordance with the following:
 - A. Application of any one of the qualifying provisions, an increase in the maximum building coverage of 5% and an increase in the maximum impervious coverage of 5%.
 - B. Application of any combination of qualifying provisions, an increase in the maximum building coverage of 5%, a reduction in the minimum required lot width of 15% and an increase in the maximum impervious coverage of 5%.
 - C. A single, one-time bonus shall be granted for each qualifying proposal.

(Ord. 922, 9/17/1996, Art. XVI, §1604; as amended by Ord. 951, 12/18/2000, §1604)

§27-1605. Conditional Use Standards.

1. Accessory food and retail sales as allowed elsewhere herein:
 - A. Hours of operation, 8:00 a.m. – 12:00 a.m.
 - B. Food and retail sales may be provided as accessory uses in accordance with the following regulations in addition to the nonprimary use limitations elsewhere set forth:
 - (1) The food and/or retail sales area shall be located indoors and within the same structure as the principal use. The area used for food or retail sales shall not exceed 10% of the gross floor area.
 - (2) Food service or retail sales shall be conducted by the same ownership and under the same lease as the principal use.
 - (3) Retail sales and food service shall have the same hours of operation as the principal use, unless the primary hours of operation are longer than those set forth above, in which case the hours set forth herein shall control.
 - C. The performance standards of §27-1505 shall be met.
2. Educational Use.
 - A. The performance standards of §27-1505 shall be met.
 - B. All operations shall be conducted indoors.
 - C. Retail sales and food service are permitted only as an accessory use.

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OC – OFFICE CAMPUS DISTRICT (As Per §27-1602)

| | USE | | |
|------------------------------------|-----------------|------------------------|---------------------------|
| | By Right | Conditional Use | Accessory Use Only |
| Professional/Administrative Office | X | | |
| Office Building | X | | |
| Financial Institution | X | | |
| Day Care | | | X |
| Personal/Professional Service | | X | |
| Training Center | | X | |
| Printing/Publishing | | X | |
| Private Parking Lot and Garage | | | X |
| Cafe, Deli, Snack Bar | | X | |
| Light Manufacturing and Assembly | | | X |

All conditional and accessory uses have a limit of 10% floor area as relates to the 90% Office Campus Use which is primary. No accessory or conditional use can be a free-standing venture.

(Ord. 922, 9/17/1996, Art. XVI, §1604; as amended by Ord. 951, 12/18/2000, §1604)

AMBLER BOROUGH, MONTGOMERY COUNTY, PA
ORDINANCE NO. 1147

AN ORDINANCE OF THE BOROUGH OF AMBLER AMENDING CHAPTER 27, PART 27 OF THE BOROUGH CODIFIED ORDINANCES, "REDEVELOPMENT OVERLAY DISTRICT" BY REPLACING THE EXISTING LANGUAGE WITH NEW LANGUAGE THAT INCLUDES CHANGES TO PERMITTED USES, ARCHITECTURAL STANDARDS, DIMENSIONAL STANDARDS, PARKING REQUIREMENTS, SIDEWALKS AND STREETScape REQUIREMENTS, AND IMPOSES AN ACTIVE STOREFRONT REQUIREMENT; INCLUDING SEVERANCE AND REPEALER CLAUSES AND AN EFFECTIVE DATE

Ambler Borough Council, having received important and worthwhile input from the Montgomery County Planning Commission, and wishing to keep the overlay district vibrant and useful for the parcels that meet its criteria, hereby amend Chapter 27 of the Borough zoning ordinance, Part 27, Redevelopment Overlay, as follow. The existing language at Chapter 27, Part 27 is deleted in its entirety and is replaced with the following language:

§27-2701. Statement of Intent.

It is the intent of this District to:

- A. Encourage new development and uses that can stimulate economic revitalization.
- B. Reestablish the rail corridor as a primary location for employment opportunities within the Borough.
- C. Provide for expanded uses and flexible standards, recognizing the uniqueness of the corridor area, and the need for affordable housing in the community.
- D. Provide for additional review procedures at the initial stage of conceptual development to ensure the proposal meets the intent and purpose of the RO district.
- E. Preserve the historical character of the structures in the rail corridor and their relationship to the rest of the Borough.
- F. Promote a sense of connectivity and cohesion between a development/redevelopment project and the Butler Avenue downtown corridor through the continuation of a streetscaping treatment and adherence to architectural design principles that promote the seamless integration of development/redevelopment with the established character of the corridor.
- G. Encourage the use of the passenger rail line to minimize vehicular traffic within the corridor.
- H. Ensure that pedestrian connections to the Borough Commercial District, public transportation, naturalized trails and open space areas are included in all development plans.

- I. Ensure consistency and integration of site improvements, access and parking, landscape and lighting, complimentary land uses and architectural treatments to result in a redevelopment area meeting the intent of this District.
- J. Encourage preservation and reuse of existing structures where they may have historical significance in the Borough's past as an industrial center for the region.

§27-2702. Definitions.

The following words and terms, when used in this Part, shall have the following meanings, unless the context clearly indicates otherwise, and shall supersede any other definition within this Chapter in regards to this subject:

BUILDING FRONTAGE - The length of a building facade measured in a single straight parallel line with the abutting street(s).

BUILDING STEPBACK -- A setback or horizontal offset in the facade of the building above the lower levels.

FACADE ARTICULATION - The visible expression of architectural or landscape elements through form, structure, or materials that break up the scale of buildings and spaces to achieve human scale.

CHILD DAY CARE CENTER — a facility in which care is provided for seven or more children at any one time in a facility not located in a family residence.

COMMUNICATIONS DEVICE — a tower or satellite antenna facility, roof mounted, that includes, but is not limited to, radio and television communication, microwave communication, telephone communication and similar wireless communication devices. This term shall not include radio transmission facilities for use by ham radio operators or two-way local radio facilities. The device must be associated with and supportive of a principal use contained within the building on which the device is located.

FACADE — the principal vertical surface of a building, which is set along a frontage line.

GROSS TRACT AREA — the total measurement of a land area prior to any deductions.

MULTI-USE FACILITY — a building or group of buildings, which houses more than one principal use that are owned and operated independently of each other or as an accessory use to a principal use.

PARKING GARAGE/STRUCTURE — a building designed and used for the storage of automotive vehicles operated as either a business enterprise with a service charge or fee, or in conjunction with a primary use for the parking of privately owned vehicles.

PUBLIC AMENITY — a feature that increases the attractiveness or value of a project, specifically central plazas, parkland, courtyards and public parking. The features should be designed so as to be complimentary to the physical and visual character of the Borough. Features should incorporate appropriate scale, design, materials and lighting.

RESTAURANT, WITH BUSINESS MEETING PLACE — an establishment that serves food and beverages primarily to persons seated within the building and which specializes in business meeting space, with centralized meeting table and group communications and audio/visual facilities to support business meeting functions. Additionally, the establishment may provide additional table dining facilities within the building. These establishments may also provide outdoor dining table facilities immediately adjacent to the building containing the proposed restaurant.

STREETSCAPE -- The area that is between the buildings on either side of a street, including the public or private street right-of-way, which defines its character. The elements of a streetscape include building frontage/facade, landscaping, sidewalks, street paving, street furniture, signage, architectural elements such as awnings, and street lighting.

TRANSIT-ORIENTED DEVELOPMENT EFFECTIVE TRACT AREA-The aggregate Net Lot Area of the parcels involved in a Transit-Oriented Development including any land subdivided off an adjoining parcel and merged in ownership with the proposed Transit-Oriented Development or land immediately adjacent to the Transit-Oriented Development Parcel on which the Transit-Oriented Development Applicant benefits from a recorded, perpetual, irrevocable easement of use and access as permitted by the borough.

TRANSPORTATION IMPACT STUDY (TIS)— an assessment of present and future transportation system conditions, conducted in accordance with §27-2705.C., Transportation Impact Study.

VERGE - a strip separating a sidewalk from the curb consisting of grass, landscaping, street furniture, or decorative paving.

§27-2703. Use Regulations.

Where the Redevelopment Overlay zone has been imposed, the land use regulations and development standards of the underlying zones shall remain in full force except as expressly set forth in this Chapter to the contrary. Additionally, the Redevelopment Overlay District provides for the following additional uses, which are permitted either by right or by condition use in the specified underlying zones:

- A. Parking Garage/Structure. Permitted by right in all of the underlying zones within the Redevelopment Overlay District. Multi-level parking garage may be constructed as a principal use or in combination with other permitted uses on any lot of a size and configuration, which shall meet the standards in this Section provided, however, that when a parking garage is constructed as part of a TOD Transit-Oriented Development, the dimensional standards set forth at Section 27-2703.E(4)(b) shall apply to the parking garage.

- (1) Dimensional Regulations.

- (a) Height Maximum four garage levels above ground. Below ground levels may be approved with adequate safety and security provisions.
- (b) Parking Spaces. Nine feet by 18 feet.
- (c) Drives. One-way - 20 feet; two-way - 22 feet.
- (d) Setbacks. Joint use with other permitted uses in separate structure, 10 feet.
 - 1) Principal Use. Property lines -10 feet.
 - 2) Principal Use. Street right-of-way -15 feet.

- (2) Development Standards,

- (a) Multi-level parking garages may be developed as a shared parking and/or multi-use facility with documentation of shared use agreement. Such structures are permitted attached to another structure containing one or more allowed principal uses when said uses utilize the parking garage to meet the parking requirements of the use(s).
- (b) Multi-level parking garages may be permitted in combination with other permitted uses.
- (c) Parking garages that front on either Main Street or Butler Avenue shall be required to have active nonresidential uses at a minimum depth of 40 feet throughout the building frontage on the ground floor. Entrances to ground level nonresidential uses shall be located on the front facade.
- (d) Garages shall include adequate lighting on all levels, but shall limit light spill to adjacent properties and uses. Protection and shielding of adjacent residential uses shall be a priority.
- (e) Garage structures shall be landscaped, including buffers, as required for all uses in the RO District. Emphasis shall be placed on larger evergreen and deciduous trees to soften and buffer the upper levels of multi-level garage structures.

B. Child Day Care Center. Permitted by conditional use in the underlying OC Office Campus District.

(1) Dimensional Regulations. The dimensional standards of Part 16 apply, except if otherwise noted in this Section or herein.

- (a) Location. Child day care centers shall only be located within a multi-use building complex. The center does not have to be operated as an accessory use but may be operated independently of any other use in the building as a principal use.

(2) Conditional Use Standards.

- (a) General Standards. The provisions of this Section pertain to day care service for children by care givers in child day care centers, subject to Pennsylvania Code, Title 55, Public Welfare Chapter 3270, Child Day Care Centers (9/16/2000). Day care service for children shall include out-of-home child day care service for part of a 24 hours day for children under 16 years of age by care givers, excluding care given by relatives.

- 1) Registration and Licensing. Child Day Care Centers as defined in this Section, must hold an approved and currently valid Department of Public Welfare (DPW) license. In addition, all child day care centers must comply with all current DPW regulations, including those standards governing adequate indoor space, accessible outdoor play space and any applicable State or local building and fire safety codes.
- 2) Inspection. The operator of a child day care center will allow appropriate representatives of the Borough to enter the property at reasonable times to inspect such use for compliance with the requirements of this Section and all other applicable Borough and State ordinances.

- 3) General Safety. Operators of child day care centers shall comply with the provisions of the Pennsylvania Code, Title 55, Public Welfare, Chapter 3270, Child Day Care Centers as it pertains to the health and safety of the children attending the center.
 - 4) Hours of Outside Play. Outside play shall be limited to the hours between 8:00 a.m. and sunset, as defined by the National Weather Service.
 - 5) Outdoor Play Area. An outdoor play area, are required by DPW regulations, shall be provided for any proposed child day care center.
 - i) Onsite Outdoor Play Area. An onsite outdoor structured play area or areas of high outdoor activity shall be located in yard areas that provide adequate separation, safety and protection from adjoining uses properties and roadways. Whenever possible, the onsite outdoor play area shall not be located adjacent to a public street or private drive or accessway. The outdoor play area should be located immediately adjacent to the child day care center.
 - ii) Offsite Outdoor Play Area. In accordance with DPW standards, a child day care center may utilize offsite play areas in lieu of or as a supplement to an onsite play area. These standards permit the use of offsite play area, which are located within 1/2 mile distance of the facility, measured from the property line of the facility. When the use of an offsite play area is proposed, the applicant shall inform the Borough about the means of transportation that will be used to access the offsite play area. For reasons of safety, when children will be walked to an offsite play area, the route to the offsite play area shall not involve the crossing of arterial or major collector streets. Pedestrian access on sidewalks or improved walkways shall be required.
 - 6) Transportation Impact Study. For any proposed child day care center, a Transportation Impact Study shall be required in accordance with §27- 2705.C.
- (b) Development Standards. The following standards shall apply to all proposed day care centers;
- 1) Onsite Parking for Employees and Clients. A minimum of one onsite parking space for every five children shall be provided, plus an additional one space per employee.
 - 2) Drop-Off Area Location and Design. Whenever possible, the drop-off area shall be located immediately adjacent to the facility. The drop-off area should be designed in such a way that pedestrians do not cross vehicular traffic lanes in any parking area or driveway. The drop-off area may be designed either as a part of the onsite parking area or the required drop-off spaces may be designed as a part of the driveway providing direct access to the day care facility. No parking is permitted

in the drop-off area and the drop-off areas shall not interfere with other traffic patterns. When the drop-off area is incorporated into a driveway, the drop-off spaces shall be located within a vehicle turnout area 12 feet in width exclusive of the driveway through traffic land(s). The dropoff area shall be covered, the covering of which shall not be subject to setbacks.

- 3) Landscaping. Landscaping shall be provided in compliance with applicable Sections of the Borough's landscape planting requirements in order to create a vegetative buffer from adjacent uses, as well as to create an aesthetically pleasing environment.
 - i) Buffer standards for lots on which a proposed day care center is located:
 - a) Vegetative Buffers. A vegetative screen buffer may be required when deemed necessary by the Borough Council to meet the intent and goals of this Part. Criteria to be considered will include, but not be limited to, the nature and type of adjacent uses, lot size of the subject property, as well as the adjacent properties and the distance to adjacent buildings. The following standards shall apply to buffers when required by the Borough:
 - b) Buffers shall contain combinations of evergreen and deciduous vegetation. The planted buffer shall be a minimum of six feet in width and six feet in height at the time of installation. Earthen berms may be provided in combination with vegetative material. Earthen berms shall not exceed four feet in height nor exceed a maximum slope of 3:1.
 - c) . Continued maintenance of vegetative buffers is required and shall be the responsibility of the operator of the facility.
 - d) Opaque fences or walls used to meet the following requirement for fencing of outdoor play areas may be used in place of part of the required vegetative buffer material at the approval of the Borough Council.
 - ii) Landscaping in Outdoor Activity Areas. Existing or proposed planting material shall be suitable in and around areas used by children. No thorny, poisonous or other hazardous plants shall ' be allowed in areas used by children. In open areas, emphasis shall be given to providing shade to selected sections of the outdoor activity areas.

- 4) Fencing of Outdoor Play Area. In order to physically contain the activity of children in the outside play area, a minimum of four feet high fence shall be erected along the perimeter of the outside play area. When applicable, the fence may be located along property lines, but will not be exclusive of the required vegetative buffers. Natural barriers such as hedgerows, dense vegetation, etc., may be substituted for fencing if it can be demonstrated that such barriers can effectively contain the activity of the children.
- 5) Play Equipment Setback. Play equipment in designated onsite play areas shall be located at least 10 feet from an abutting property line.
- 6) Entrance/Exit Accessibility. When located in a multi-use building complex, day care center entrances/exits shall provide direct access to the child day care center. Waking through other significant portions of the building is not permitted.
- 7) Soundproofing. When co-located in any building employing noisy operations, the Borough Council may require soundproofing of the child day care center to protect the children.

C. Restaurant With Business Meeting Space. Permitted by conditional use in the underlying OC Office Campus District and RSC Retail and Service Commercial District.

(1) Dimensional Requirements. The dimensional standards of Part 16 apply, except if otherwise stated.

(2) Conditional Use Standards.

- (a) For the consumption of food and beverages without drive-in service. Service shall be limited to table and/or sit-down counter facilities only.
- (b) Restaurants may be developed as stand-alone uses or as part of a multiuse building.
- (c) Restaurants shall have space, exclusive of any main dining areas, which can be used for the sole purpose of business meeting space. The space shall have a minimum capacity of 10 people and a maximum capacity of 30 people.
- (d) The use shall have direct access onto a driveway or public street.
- (e) Additional buffers:
 - 1) Front Yard:
 - i) Minimum width, 15 feet.
 - ii) Minimum landscape details:
 - a) For each 30 feet of frontage on a public right of-way, one 3 1/2 inch caliper deciduous tree shall be planted.
 - b) Parking areas shall be screened from the street by a four foot high evergreen hedge.
 - 2) Side and rear yard:
 - i) Minimum width, 15 feet.
 - ii) Minimum Landscape Details. An evergreen planting screen shall be used to provide an adequate visual barrier. The plant material used shall be a minimum height of four feet at the time

of planting and shall be planted in a staggered arrangement in order to provide an immediate effect.

- (f) Outdoor Seating. A restaurant may provide outdoor seating, provided pedestrian circulation and building access is not impaired and the following standards are met:
- 1) Removable enclosures, such as planters, shall be used to define the area.
 - 2) The outdoor area must be physically separated from public or parking areas by a railing, fence, deck, planting boxes or a combination thereof.
 - 3) The outdoor area must not infringe on any public sidewalk, parking area or right-of-way
 - 4) The outdoor area cannot infringe or encroach on the minimum number of required parking spaces or further reduce available parking.
 - 5) Tables, chairs and related furniture must be removable and indoor storage provided for extended periods of nonuse (e.g., winter months).
 - 6) Extended awnings, canopies or umbrellas may be used to provide cover and shade.
 - 7) Additional trash receptacle shall be provided and maintained.
 - 8) No additional signage beyond what is allowed for the use is permitted.
- (g) Service. Areas for loading and unloading of delivery trucks and other vehicles and for the servicing of refuse collection, fuel and other services shall be provided and shall be adequate in size. A schedule for periodic disposal of solid waste material shall be required. All solid waste material shall be stored in covered containers. No solid waste shall be stored closer than within five feet of any property line. Provided, however, that no solid waste storage is to be closer than 30 feet to any outdoor principal use. Loading and refuse collection areas shall be shielded from the direct view of any adjacent property by walls, plantings or a combination thereof which measure a minimum of six feet in height. Such shielding shall be maintained at all times.

D. Communication Device. Permitted by conditional use in the underlying OC Office Campus District, C Commercial District, I Industrial District, and RSC Retail and Service Commercial District.

- (1) Dimensional Regulations. The height of communications devices shall not exceed 10 feet in height above the actual building height of the building on which the communication devices are proposed. These devices must be screened from public view.
- (2) Conditional Use Regulations.
 - (a) Communication devices shall be limited to those associated with and supportive of a principal permitted use contained within the building. It shall be located with other rooftop utilities as specified in §2703 P.S,
 - (b) Any applicant proposing communications devices to be mounted on a building or other structure shall submit evidence from a Pennsylvania registered professional engineer certifying that the proposed installation will not exceed the structural capacity of the building or other structure, considering wind and other loads associated with the communications devices location.

- (c) Any applicant proposing communications devices to be mounted on a building or other structure shall submit detailed construction and elevation drawings indicating how the communications devices are to be mounted on the structure.
- (d) Communications devices shall comply with all applicable standards established by the Federal Communications Commission (FCC).
- (e) Communications devices shall not cause radio frequency interference with other communications facilities located in the Borough or other radiodependent devices,
- (f) The owner or operator of communications devices shall be licensed, if applicable, by the Federal Communications Commission (FCC) to operate these communications devices.

E. TOD Transit-Oriented Development.

(1) Intent. The intent of the Borough in permitting development pursuant to this section is as follows:

- (a) To provide for an intensity and type of land use that is compatible with and supportive of the use of public transportation;
- (b) To recognize that, by having land use patterns that encourage use of public transit opportunities, traffic in the community can be reduced and travel choices for residents can be expanded;
- (c) To encourage redevelopment of obsolete properties whose prior or present uses adversely impair the property or surrounding properties;
- (d) To provide for flexibility in lot sizes, setbacks, and other area and bulk requirements so that imaginative and innovative designs can be developed;
- (e) To provide a mix of residential and commercial land uses that are consistent in character and to promote mixed-use development that is consistent in character between its residential and nonresidential components;
- (f) To encourage the provision of an accessible pedestrian environment and to promote a pedestrian orientation of buildings and streets;
- (g) To encourage development that has open and recreational spaces as focal points;
- (h) To foster well-designed vibrant public and private gathering spaces that create a sense of place and encourage social interaction; and
- (i) To encourage the provision of additional amenities that benefit the public health, safety, and welfare, such as moderate-income housing, adequate open space, efficient roadways, safe bicycle and pedestrian connections, stormwater management, and green building practices,

(2) Definitions.

ARTISANAL MANUFACTURING - The on-site production, display, and sale of hand-fabricated or hand-manufactured parts and custom or craft consumer goods based on the skill and knowledge of the artisan and the use of hand tools or small-scale, light mechanical equipment. This involves activities such as small bakeries, candy or soap making, coffee roasters, breweries, distilleries, or the custom production of artisan products such as apparel, cabinetry, glass working, jewelry making, metal working, pottery, sculpture, wood working, and leather working

BUILD-TO LINE - A line established within a given lot, which is a certain distance from the curb line, along which the building shall be built

FRONTAGE OCCUPATION - The percentage of the street frontage that is occupied by a building.

GREEN ROOF - An engineered, multilayered roofing system sustaining the growth of plants on a rooftop while protecting the integrity of the underlying structure. The components of a green roof generally consist of, but may not be limited to, a waterproofing membrane, root barrier, drainage layer, retention layer, filter fabric, growing medium, and plants.

HEIGHT OF BUILDING — the vertical distance measured from the average elevation of the existing grade at the location of the building to the highest point of a flat or multi-level roof. For gable, hip or gambrel roofs, measured to the mean height between the eaves and ridge. Residential chimneys, parapet walls, mechanical penthouses, stairwells and elevator shafts, and similar projections not intended for human occupancy shall be excluded.

LEED - Leadership in Energy and Environmental Design, a certification system maintained by the U.S. Green Building Council, Inc. (GBCI). To achieve LEED certification, a project earns points by adhering to prerequisites and credits that address carbon, energy, water, waste, transportation, materials, health and indoor environmental quality. Projects go through a verification and review process by GBCI and are awarded points that correspond to a level of LEED certification: Certified (40-49 points). Silver (50-59 points), Gold (60-79 points) and Platinum (80+ points).

LOT – a designed parcel, tract, or area of land established by a plat or otherwise permitted by law and to be used, developed or built upon as a unit. Areas of land separated by a public street may be treated as a single lot when improved as a Transit-Oriented Development.

LOT LINE -- any property boundary line of a lot, further defined as follows:

- A. Front lot line is the line identical with the legal right-of-way line.
- B. Rear lot line is the line or lines most nearly parallel or concentric to the front lot line.
- C. Side lot lines are the lines most nearly perpendicular or radial to the front lot line. On a corner lot, the side lot line shall be the line or lines most nearly perpendicular or radial to the higher classification of street, where applicable. The remaining line shall be considered the rear lot line.
- D. On a lot which is comprised of areas of land separated by a public street and which is to be developed as Transit-Oriented Development, the lot lines, any build-to lines, and minimum building spacing shall be measured on each constituent area having frontage on one or more public street(s) provided that such measurements shall not be applied to preclude the creation of physical connections between several component o the single comprehensive plan of development.

MULTIFAMILY RESIDENTIAL DEVELOPMENT- A residential building containing at least three permanent dwelling units in a variety of combinations, including side-by-side, over and under, or back-to-back with another dwelling unit.

(3) TRANSIT-ORIENTED DEVELOPMENT (TOD) — Dense residential and commercial development near transit that is meant to increase the use of public transit and alternative modes of transportation. Transit-oriented development capitalizes on public transit access by transforming underutilized spaces into walkable and sustainable communities, with a mix of land uses, a vibrant public realm, and excellent connectivity to transit amenities. Use Regulations.

(a) Conditional Use Approval Required.

- 1) A TOD shall be permitted within the RO Redevelopment Overlay District when authorized as a conditional use by Borough Council.
- 2) In passing upon a conditional use application, Borough Council shall render a decision in accordance with the general conditional use criteria set forth in Part 4 of this Chapter, in addition to the specific criteria set forth in this Part.
- 3) In accordance with 5603(c)(2) of the Pennsylvania Municipalities Planning Code, the Borough may attach reasonable conditions and safeguards, in addition to those expressly set forth in the Borough ordinances, as it may deem necessary to implement the purposes of the Municipalities Planning Code and the Borough ordinances.

(b) Residential Use Required. A TOD shall provide a residential use in the form of multifamily residential development. The following standards shall apply:

- 1) Any building with a frontage on Butler Avenue or Main Street may only establish a residential use behind or above the required nonresidential component, in accordance with § 27-2703.E.3.(c)1 .
- 2) Any building or portion thereof that does not have a frontage on Butler Avenue or Main Street may include a residential use on the ground floor, provided that such complies with § 27-2703.E.3.(c)1. and provided that architectural elements that provide visual interest are provided along any façade abutting a public right-of-way. Examples of architectural treatments to comply with this requirement include: front stoops, porches, awnings, balconies, recessed entranceways, courtyards, trellises with plantings, or other similar architectural features.
- 3) The maximum residential density throughout a TOD shall be 50 dwelling units per acre of Transit-Oriented Development Effective Tract Area, as defined in this Chapter. See §2704, Development Bonus, for optional residential density bonus provisions, however, that in no case shall the residential density throughout a TOD be greater than 75 dwelling units per acre of the Transit-Oriented Development Effective Tract Area, as defined in this Chapter.

- 4) Minimum dwelling unit size: each dwelling unit shall have a minimum of 600 square feet, plus an additional 100 square feet per additional bedroom.

(c) Nonresidential Use.

- 1) Any building with a frontage on Butler Avenue or Main Street shall provide a ground floor nonresidential use, which shall occupy a minimum depth of 40 feet throughout the building's frontage on Butler Avenue and Main Street. Nothing herein shall be construed to limit the location of nonresidential use in upper stories of a mixed-use building.
- 2) Permitted nonresidential use may be any of the following uses or a combination thereof:
 - a) Retail establishment for the sale of dry goods, variety and general merchandise, clothing, food, drugs, plants, furnishings or other household supplies, sale and repair of jewelry, watches, clocks, optical goods or musical, professional or scientific instruments.
 - b) Business or professional office or studio, bank or other financial institution, municipal use excluding dump, telephone central office, telegraph or other public utility office, passenger station for public transportation.
 - c) Restaurant, bar, tearoom, retail baker, confectionery or ice cream shops or places serving food or beverages, including:
 - a. outdoor dining; and
 - b. pedestrian takeout window.
 - d) Personal service shop, including tailor, barber, beauty salon, shoe repair, dressmaking or other similar service.
 - e) Indoor recreation or cultural facility, such as a bowling alley, theater, fitness center, or dance studio.
 - f) Hotel or motel.
 - g) Business services establishments, including copy centers, retail printing and duplication services, computer rental and copying centers, mailbox rental and shipping, cartage, express, and parcel delivery services.
 - h) Artisanal manufacturing.

(d) Accessory Uses. Accessory uses that are subordinate to and used for purposes customarily incidental to those uses provided within the TOD shall be permissible.

(e) Parking Lot, in accordance with §27-2804, and/or Parking Garage/Structure, in accordance with §27-2703.A, may be constructed as part of a TOD when in compliance with the following:

1) Provision of a parking garage/structure internal to a building shall only be permissible when in compliance with § 27-2703.E.3.(c)1..

(f) 2) Provision of a parking garage/structure internal to a building shall be permissible only in the event the façade located between the internal parking area and the public right-of-way is consistent with the overall building aesthetic. Such design may be achieved by mimicking a traditional storefront design or through the use of interchangeable public art displays that engage with pedestrians. Prohibited Uses. The following uses, as well as any use not specifically permitted, are specifically prohibited within a TOD Development:

- 1) Drive-through windows or facilities;
- 2) Automobile or other vehicle sale, service, or repair establishments;
- 3) Gasoline service station;
- 4) Self-service storage facilities; and
- 5) Sexually oriented businesses (see §27-411)
- 6) Any use prohibited in the Industrial District (see §27-1502.3.)

(4) Conditional Use Standards. The following conditional use standards are in addition to the general conditional use criteria set forth in Part 4 of this Chapter:

(a) General:

- 1) A tract proposed for TOD must be zoned "OC," "RSC," or "I," and must be located within 800 feet of an active or proposed commuter rail station. The 800-foot requirement (for proximity to a commuter rail station) shall be measured from the nearest property line of the TOD to the nearest edge of the passenger platform of the commuter rail station.

- 2) Water and sewer. All Transit-Oriented Developments shall be serviced by public water and public sewer.
- 3) The lot to be developed shall be in one ownership or shall be the subject of an application filed jointly by the owners of each lot under consideration.
- 4) A Transit-Oriented Development shall be designed to be compatible in use with the existing Borough development; and in its residential and nonresidential components in terms of architecture, building materials, massing and scale.
- 5) TOD applications shall be considered with recognition for the need to have a mix of uses in the vicinity of the rail station and Borough Council may decline such an application if, after proper consideration of the proposal, it is determined that such use, when considered cumulatively with other uses in the area of the rail station, would cause a particular use to be disproportionately represented in the train station area.

(b) Dimensional Standards.

- 1) Minimum lot area: 3 acres
- 2) Minimum lot width: 300 feet. Notwithstanding provisions to the contrary, in the case of corner lots, the lot width shall be met along one of the street frontages.
- 3) Minimum frontage occupation for buildings with street frontage on Butler Avenue or Main Street: 90%
 - a) The following elements shall be excluded from the frontage occupation calculation: gathering spaces, width of the minimum side setbacks, and one vehicular driveway per street frontage.
- 4) Maximum impervious coverage: 80%. The impervious coverage may be increased up to a maximum of 85% only in the event that any increase over 80% shall require mitigation by providing a green roof at a 2:1 ratio of green roof square footage to impervious coverage square footage. The applicant shall submit an operations and maintenance plan, which shall be reviewed and approved by the Borough Engineer, that ensures the system remains functional so long as the building remains in active use/occupancy.
- 5) Build-To Line: 15 feet
 - a) The build-to line may be increased by up to 15 feet, for a maximum build-to line of 30 feet, for all or part of the building frontage length, provided the additional setback area is used for additional sidewalk width, streetscaping, outdoor dining areas, or additional landscaping between the building and the sidewalk.
 - b) Permitted encroachments.
 - i) The following architectural features may extend up to three (3) feet beyond the build-to line: awnings or overhangs, bay or oriel windows, upper floor balconies, loggias, pergolas, and similar architectural elements.
 - ii) A gathering space, pursuant to §27-2703.E.(4)(f), may extend the full depth of a lot, provided that it does not occupy more than 25% of the property's street frontage.
- 6) Minimum Side Yard Setback: 10 feet
- 7) Minimum Rear Yard Setback: 20 feet
 - a) Rear yards adjacent to a railroad right-of-way may be reduced by 50% to a minimum setback of 10 feet.
- 8) Maximum building height:
 - a) For developments with underlying "RSC" or "I" zoning designation, the maximum height of any building shall be 65'.
 - b) For developments with underlying "OC" zoning designation, the following provisions shall apply:
 - (i) The average height of a building shall not exceed 65' and the maximum height of any portion of any building shall not exceed 75'. However, in cases where the building height exceeds 65' on portions of a building, the height of the building shall vary and have an average height of 65' measured from its lowest point to its highest; and
 - (ii) At a distance 400' or greater from the railroad right-of-way, the maximum height of a building or portion thereof shall not exceed 35'.
- c) Building stepback required. The facade of any building exceeding three (3) stories or 35 feet shall be setback an additional 12 feet along street frontages. The required building stepback may be reduced to a minimum of eight feet if the front build-to line is equal to or greater than 20 feet, as provided for in subsection §27-2704.E.(4)(b)5) above.
- 9) Minimum Building Spacing:
 - a) Corner to corner: 30 feet
 - b) Face to face: 40 feet

(c) Building Design Standards.

1) Overall design.

- a) All buildings within a single TOD project shall have a unified or complementary architectural character. Developments shall create focal points with respect to avenues of approach, or other buildings, and relate open space between all existing and proposed buildings.
- b) Blank walls shall not be permitted along any exterior wall facing a street, parking area, or walking area. Walls or portions of walls where windows are not provided shall have architectural treatments that are similar to the front facade, including materials, colors, and details.
- c) When flat roofs are proposed, a parapet wall or projecting cornice shall be included on the front facade(s).
- d) Convenient pedestrian connections shall be provided from all building entrances to parking areas, open space and recreational areas, and to the transit station intended to be served by the TOD.

2) Building materials.

- a) All facades of new buildings visible from a public or private street, parking area, or public gathering space shall consist of quality building materials, such as brick, stone, concrete, and glass, to create visual interest and enhance the quality of the development.
- b) The following building materials are prohibited: exterior insulation and finishing systems (EIFS); aluminum or vinyl siding or shutters; white, tan, or painted brick; concrete block; T-III or other similar plywood siding.

3) Building orientation and entrances.

- a) Front facades of buildings shall be oriented toward Main Street or Butler Avenue, whichever immediately abuts the property frontage. Such entrances shall be usable and well-defined through the use of architectural features (e.g., utilizing porticos, pediments, colonnades, canopies, or overhangs).
- b) Each facade of a building with frontage along a public or private street, parking area, or public gathering space shall feature at least one clearly-defined and highly-visible pedestrian entrance with a direct sidewalk connection to the abutting street. A building with multiple street frontages may locate a pedestrian entrance on the corner of the building where the two streets intersect to fulfill this requirement.
- c) Storefront entrance doors shall be recessed a sufficient distance to allow doors to swing out without conflicting with pedestrian flow on the sidewalk.

4) Windows.

- a) The nonresidential component of a ground floor of any building along Butler Avenue and Main Street shall have a minimum transparent window area of 60%, with windows providing views of display areas or the inside of the building. Window areas shall be between 12 inches and eight feet off the ground.

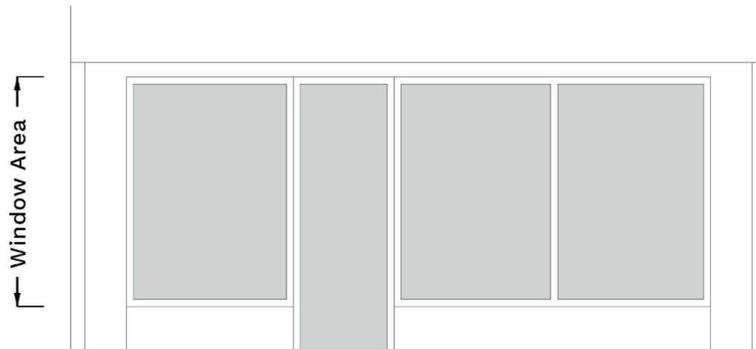


Figure 27-2703.C.1

b) For corner buildings with multiple frontages, the ground floor window transparency requirement pursuant to subsection a), above, shall wrap on to the ground floor of secondary frontages for a minimum distance equal to at least 40 feet along the secondary frontage, as measured from the corner of the primary and secondary frontages.

c) The upper floors of any building along a primary street shall have a minimum clear window area of 35%.

d) Smoked, reflective, or black glass in windows is prohibited.

5) Building Facade Elements. All buildings shall include a variety of architectural design elements to provide visual interest and to mitigate the apparent scale and mass of large buildings and facades. Any building facade along a public or private street, parking area, or public gathering space that is greater than 50 feet long shall be articulated with facade breaks of a minimum depth of three (3) feet for every 50 feet of building facade length. In addition to breaks in the facade, other architectural elements that provide facade articulation shall be utilized no less than every 50 feet on average:

- i) Masonry;
- ii) Concrete or Masonry plinth at the base of walls;
- iii) Belt courses of a different texture or color;
- iv) Projecting or decorative cornices;
- v) Quoins;
- vi) Decorative tile work;
- vii) Trellis containing planting;
- viii) Medallions;
- ix) Bay windows;
- x) Oriel windows;
- xi) Vertical articulation;
- xii) Stylized lighting fixtures;
- xiii) Porticos;
- xiv) Balconies;
- xv) Recessed entryways; and/or
- xvi) Building extensions.

(d) Street Furnishings Standards.

- 1) Location. Street furniture shall be located adjacent to the building facade, unless on-street parking is present, in which case street furniture may be located along the curb. Such amenities shall be maintained in perpetuity by the property owner.

- 2) Street Furnishings Required. At minimum, two (2) benches, one (1) bicycle rack, one (1) trash receptacle, and one (1) recycling receptacle shall be provided for every 300 feet of public street frontage. This requirement shall be exclusive of the requirements set forth in §2703- E(4)(d)3) below.
- 3) Additional Furnishings Required. In order to allow for flexibility and promote creative streetscaping design, the following options shall be provided based upon the scale of development described herein.
 - a) Building additions and new developments of 2,500 to 4,999 Gross Floor Area shall provide no less than four (4) points from either §2703-E(4)(d)4)a) or b) as set forth below. New Developments of 5,000 to 14,999 Gross Floor Area shall provide no less than one item from §2703-E(4)(d)4)a) and b), as set forth below, and shall provide no less than a cumulative total of eight (8) points.
 - b) New Developments of 15,000 Gross Floor Area and over, as well as any new building exceeding three (3) stories in height shall provide no less than one item from §2703-E(4)(d)4)a) and b), as set forth below, and shall provide no less than a cumulative total of twelve (12) points.
 - 4) Street furnishing options and points. In order to allow for a flexible and adaptable streetscape design, the following options shall be allowable to fulfill the minimum requirements set forth in §2703-E(4)(d)3), above. Category A contains planting and greening elements. Category B includes street furnishings, amenities, and decorations.
 - a) Category A: planting and greening options.
 - i) Hanging basket, one (1) point.
 - ii) Window box, two (2) points,
 - iii) In-ground planting area, two (2) points.
 - iv) Street planter, two (2) points
 - v) Roof garden or green roof, three (3) points.
 - vi) Green wall, three (3) points.
 - b. Category B: street furnishings, amenities, and decorations.
 - i) Bench, two (2) points.
 - ii) Bicycle rack, two (2) points.
 - iii) Trash and recycling receptacles (one of each), two (2) points.
 - iv) Public art, such as a mural or sculpture, three (3) points.
 - v) Public drinking fountain, three (3) points.
 - vi) Public restroom, three (3) points.
 - vii) Display fountain, three (3) points.
 - viii) Clock tower, three (3) points.
- (e) Parking Requirements.
 - 1) Compliance with §27-2101, General Provisions, §27-2105, Handicapped Parking, and §27-2106, Off-Street Loading, shall be complied with; however, all other sections of Part 21 (§§27-2102, -2103, and -2104) shall be superseded by the regulations of this section.
 - 2) Parking requirements by land use. Due to the anticipated use of transit by residents

and tenants of a TOD, a reduced parking requirement is appropriate. The minimum parking requirements based on land use are shown in Table 2703.1 below:

| Land Use | Minimum Parking Requirement |
|---|--|
| Retail establishment for the sale of dry goods, variety and general merchandise, clothing, food, drugs, plants, furnishings or other household supplies, sale and repair of jewelry, watches, clocks, optical goods or musical, professional or scientific instruments. | One (1) parking space per 200 SF GFA on the first floor + one (1) parking space per 400 SF GFA on upper floors |
| Business or professional office or studio, bank or other financial institution, municipal use excluding dump, telephone central office, telegraph or other public utility office, passenger station for public transportation | One (1) parking space per 300 SF GFA |
| Restaurant, bar, tearoom, retail baker, confectionery or ice cream shops or places serving food or beverages. | One (1) parking space per 200 SF GFA |
| Personal service shop, including tailor, barber, beauty salon, shoe repair, dressmaking or other similar service. | One (1) parking space per 300 SF GFA |
| Indoor recreation or cultural facility, such as a bowling alley, theater, fitness center, or dance studio. | One (1) parking space per 300 SF GFA |
| Hotel or motel. | One (1) parking space per guest room + One (1) parking space per 800 SF of public meeting space |
| Business services establishments, including copy centers, retail printing and duplication services, computer rental and copying centers, mailbox rental and shipping, cartage, express, and parcel delivery services. | 1/300 SF GFA |
| Artisanal manufacturing | One (1) parking space per 200 SF GFA on the first floor + one (1) parking space per 400 SF GFA on upper floors |
| Studio or One Bedroom Dwelling Unit | One parking space per dwelling unit |
| Two or More Bedroom Dwelling Unit | 1.5 parking spaces per dwelling unit |

Table 2703.1

- 3) Shared parking facilities. The off-street parking required for a mixed- use development may be provided in combined parking facilities, provided that the following standards are met:
 - a) The shared parking area(s) shall either be under common ownership or controlled by an access and parking easement agreement approved by the borough and recorded for each property affected by the shared parking.
 - b) The minimum number of parking spaces required shall be calculated according to the following formula:
 - 1) Multiply the minimum parking requirement for each individual use (as set forth in Table 2703.1, above, for each use) by the appropriate percentage (as set forth in Table 2703.2, below) for each of the six designated time periods and then add the resulting sums from each vertical column. The column total

having the highest total value is the minimum shared parking space requirement for that combination of land uses.

- ii) Calculate the minimum amount of parking required for each land use as if it were a separate use.
- iii) To determine peak parking requirements, multiply the minimum parking required for each proposed land use by the corresponding percentage in the table below for each of the six time periods.
- iv) Calculate the column total for each of the six time periods.
- v) The column (time period) with the highest value shall be the minimum shared parking requirement.

| Category of Use* | Monday to Friday | | | Saturday & Sunday | | |
|---|------------------|-----------|-----------|-------------------|-----------|-----------|
| | Sam – Bpm | 6pm -12am | 12am -Sam | Sam - 6pm | 6pm -12am | 12am -Sam |
| Retail establishment for the sale of dry goods, variety and general merchandise, clothing, food, drugs, plants, furnishings or other household supplies, sale and repair of jewelry, watches, clocks, optical goods or musical, professional or scientific instruments. | 70% | 90% | 5% | 100% | 70% | 5% |
| Business or professional office or studio, bank or other financial institution, municipal use excluding dump, telephone central office, telegraph or other public utility office, passenger station for public transportation. | 100% | 10% | 5% | 10% | 5% | 5% |
| Restaurant, bar, tearoom, retail baker, confectionery or ice cream shops or places serving food or beverages. | 60% | 100% | 10% | 60% | 100% | 20% |
| Personal service shop, including tailor, barber, beauty salon, shoe repair, | 70% | 90% | 5% | 100% | 70% | 5% |

| | | | | | | |
|---|-----|------|------|------|------|------|
| dressmaking or other similar service. | | | | | | |
| Indoor recreation or cultural facility, such as a bowling alley, theater, fitness center, or dance studio. | 40% | 100% | 10% | 80% | 100% | 50% |
| Hotel/Motel | 75% | 100% | 100% | 75% | 100% | 100% |
| Business services establishments, including copy centers, retail printing and duplication services, computer rental and copying centers, mailbox rental and shipping, cartage, express, and parcel delivery services. | 70% | 90% | 5% | 100% | 70% | 5% |
| Artisanal manufacturing. | 70% | 90% | 5% | 100% | 70% | 5% |
| Residential use | 60% | 100% | 100% | 80% | 100% | 100% |

*NOTE: the most appropriate category of use shall be selected based upon the proposed use. The category of use shall fall within one of the uses permitted

- 4) Parking Study. In order to ensure that the parking provided for a TOD is adequate to meet the anticipated demand, a Parking Generation Study prepared and submitted by the applicant. The following provisions shall be met:
 - a) The Parking Generation Study shall be prepared by a qualified traffic engineer and/or transportation planner. All costs associated with the preparation of a Parking Generation Study shall be borne by the applicant. The study shall be conducted by a qualified transportation professional using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, and the ITE Parking Generation Manual, 6th Edition, as applicable.
 - b) The Borough Engineer shall be provided an opportunity to review the proposed ITE land use codes selected by the transportation professional.
 - c) The study shall address the following:
 - i) Size and type of uses or activities on site;
 - ii) Composition of tenancy on site;
 - iii) Rate of parking turnover;
 - iv) Anticipated peak traffic and parking load;
 - v) Local parking habits; and
 - vi) Availability of public transportation.

- d) The findings of the study shall be submitted for review by the Borough Engineer; however, the study shall be considered complete and accurate unless proven otherwise by substantial evidence. In the event that the Parking Generation Study reveals a parking demand that differs significantly from the parking requirements of this section, the following options are available to the applicant:
 - i) If the anticipated parking demand exceeds the minimum parking requirement, the applicant shall be permitted the ability to provide up to the amount of parking spaces identified that exceed the minimum requirement.
 - ii) If the anticipated parking demand is lower than the minimum parking requirement, the applicant may have the reduced parking requirement authorized as a conditional use pursuant to §27-413, Conditional Uses.
 - e) In lieu of a standalone parking generation study, the applicant may instead opt to include parking generation figures within the Transportation Impact Study required by §27-2705.C., Transportation Impact Study.
- (f) Gathering space. Any TOD lot that exceeds 150 feet in frontage along Main Street or Butler Avenue shall provide no less than 5% of the Transit-Oriented Development Effective Tract Area as a gathering space designed as a pedestrian plaza, courtyard, square, or pocket park. Furthermore, the following provisions shall be met:
- 1) The gathering space shall be integral to the development and designed as a focal point for the TOD.
 - 2) The gathering space shall be located at street level, and shall be located adjacent to the sidewalk.
 - 3) The gathering space shall be convenient and accessible by sidewalk or internal pedestrian path.
 - 4) No fence or wall shall be erected between the gathering space and the sidewalk.
 - 5) At minimum, two (2) benches, one (1) bicycle rack, one (1) trash receptacle, and one (1) recycling receptacle shall be provided for every 2,500 square feet of gathering space.
 - 6) A minimum of 30%, but no more than 70%, of the gathering space shall be permeable planting beds landscaped with a combination of trees, shrubs, perennials, grasses, and groundcovers that provide year-round visual interest and color.
 - 7) The gathering space shall provide shade by using one or more of the following elements: canopies, trellises, umbrellas, or similar elements.
 - 8) Up to 25% of the gathering space area may be used for natural features preservation or stormwater management, provided the stormwater management facilities are designed as a vegetated amenity, such as rain gardens.

- 9) Any paved surface within a gathering space shall be composed of high- quality, durable paving materials, such as unit pavers, paving stones, or concrete. The use of permeable paving is encouraged. A minimum of one (1) shade tree shall be provided per 250 square feet of paved surface within a public gathering space.
 - 10) The public gathering space shall be entirely open to the air and no portion of a building, other than a balcony, shall project over the public gathering space.
 - 11) No parking, loading, or vehicular access shall occur within a gathering space (excepting emergency vehicular access).
 - 12) Any other landscaping feature specifically required by this chapter shall not be included in the calculation of this requirement.
 - 13) An operations and maintenance plan, ensuring that all landscaping and manmade items are maintained in perpetuity and are replaced if they can no longer be feasibly maintained, shall be submitted to the borough for review and approval.
- (g) Application for Approval.
- 1) TOD shall be permissible as a conditional use in the Redevelopment Overlay District only, and application shall be made for such approval in accordance with the provisions of this subsection.
 - 2) Such applications shall be accompanied by a conditional use plan showing the relationship among the various components of the development. The conditional use shall be prepared at a scale appropriate to the size of the property and in sufficient detail to demonstrate that the plan complies with the requirements of this chapter. The conditional use plan shall be conceptual in nature and shall not be required to meet the provisions of a preliminary subdivision or land development plan. The applicant shall have the option, however, of submitting preliminary subdivision or land development plans concurrent with the conditional use application. The conditional use plan shall include the following elements:
 - i) An existing features plan shall be submitted which shall indicate the tract size, out bounds of the tract, topography, wetlands, woodlands, floodplains, recorded easements and rights-of-way and any other significant physical or man- made feature existing on the tract.
 - ii) A general land use plan, indicating the tract area and the general locations of the land uses included, shall be submitted. The total number and type of dwelling units and the amount of nonresidential square footage shall be provided. The residential density and the overall tract intensity (building and impervious coverage) shall be provided. The plan shall indicate the location of proposed uses within the development; the location and amount of common open

space, along with any proposed recreational facilities, such as but not limited to pedestrian pathways, community greens, community centers, etc.

- iii) Conceptual architectural renderings, showing the general design, scale and materials of proposed buildings within the TOD.
 - iv) Photo simulations depicting the massing of the proposed building(s) from at least three locations near the development site shall be provided. The provided photo simulations shall reflect the location and envelope of any proposed building, but need not reflect the conceptual architectural renderings as provided for in the immediately preceding subsection.
 - v) A conceptual utility plan shall be included which shall indicate the proposed location of sanitary sewer and water lines, along with a narrative indicating the feasibility of such facilities. The plan shall also show the approximate areas needed for stormwater management.
 - vi) As required under Subsection 27-2703E(4)(k) above, a traffic study shall be submitted which analyzes the likely impacts of the proposed development and makes traffic improvement recommendations in accordance with standard traffic engineering procedures.
- (h) Decision on conditional use request. In allowing a conditional use, Borough Council may attach reasonable conditions and safeguards as may be deemed necessary to implement the purposes of this chapter and ensure the protection of adjacent uses and streets from adverse impacts that may be determined from credible testimony.

§27-2704. Development Bonus.

When a Transit-Oriented Development provides for public benefits as defined herein, a residential density bonus of 15 additional dwelling units per acre (up to a total of 75 dwelling units per acre) shall be granted, by right, to the applicant in accordance with the provisions of this section:

- A. A development shall qualify for the bonus if one of the following options are provided.
 - a. The development receives LEED Gold certification.
 - i. The applicant shall designate a project administrator that shall be the sole point-of-contact for the borough throughout the LEED certification process. The individual shall be qualified for the role, either being a LEED certified professional or a design professional having a proven track record of successfully navigating the LEED certification process. The contact information and qualifications of the assigned individual shall be provided to the borough at the time of application.
 - ii. The applicant shall provide a complete BD+C: New Construction and Major Renovation checklist to the Borough Engineer. The development shall qualify for gold certification and, as such, shall score a minimum of 60 points on the BD+C: New Construction and Major Renovation checklist, Version 4. Furthermore, the

applicant shall submit documentation that provides evidence that supports the checklist findings to the Borough Engineer.

- iii. Proof of compliance required.
 1. The applicant shall successfully submit for precertification from USGBC, or
 2. The applicant shall undertake a "split review" whereby the design credits and prerequisites are reviewed and approved by USGBC in an initial phase of review, while the construction credits are reviewed in a second phase of review.
 3. Any approvals and correspondence shall be submitted to the borough for review.
 - b. The development provides a direct pedestrian connection across the SEPTA railroad tracks, which directly connects the northbound and southbound train station platforms. Any such connection must provide for more direct and efficient movement between the two platforms than existing conditions, which necessitate walking up to and along Butler Avenue.
- B. Alternatively, a development shall qualify for the bonus if three (3) of the following five (5) options are provided for as part of the TOD.
- a. The development generates no less than 10% of their anticipated energy use through on-site renewable energy generation.
 - i. The development shall generate at least 10% of their anticipated energy use through building-integrated solar energy generation and/or geothermal energy generation facilities.
 - ii. The applicant shall provide specifications and other supporting documentation to the Borough Engineer for review.
 - iii. The applicant shall submit an annual report to the borough that describes the energy generation and energy use of the development.
 - b. No less than 10% of all dwelling units are provided as income-restricted dwelling units.
 - i. Price and income guidelines for income-restricted dwelling units shall meet the rent and income limits defined by the Pennsylvania Housing Finance Agency (PHFA) for agency financed properties for Montgomery County in a given year.
 - ii. A mix of income limitations shall be provided for, ranging from 20% to 60% of the area median income. No more than 50% of income-restricted units shall allocated to any one income limitation (60%, 50%, 40%, 30%, or 20%).
 - iii. The income-restricted dwelling units shall remain income-restricted in perpetuity with a covenant that runs with the land.
 - iv. The applicant shall designate the property manager or another permanent staff member as the sole point-of-contact for the borough to contact for all matters related to income-restricted dwelling units. The contact information and qualifications of the assigned individual shall be provided to the borough at the time of application.
 - v. The applicant shall submit an annual report to the borough that demonstrates the continued occupancy of the units by qualified individuals, as defined herein. Personal information of tenants may be redacted as necessary.

- c. The development provides free-use public parking spaces to support visitors of Ambler in an amount equal to at least 10% of their nonresidential parking requirement.
 - i. Public parking areas shall be owned, operated, and maintained by the property owner.
 - ii. Public parking spaces may be one and the same as those allocated to a nonresidential parking requirement, provided that the parking spaces are available between the close of business on Friday through Sunday evening.
 - iii. Public parking shall be clearly delineated through pavement markings and/or signage.
 - iv. Public parking shall be located near the train station, commercial land uses, or public gathering spaces, where applicable.
 - v. Wayfinding signage between the public right-of-way and the public parking spaces shall be provided.
 - vi. Reasonable parking restrictions, such as metering and limiting overnight parking, shall be permissible provided that the borough is made aware of changes no less than seven (7) days in advance of enforcement. All enforcement shall be the sole responsibility of the property owner.

d. The development provides an expanded gathering space. The development shall provide no less than 10% of TOD effective tract area as a contiguous public gathering space meeting the standards of §27-2703.E.(4)(f) and measuring at least 1,500 square feet in area.

e. The development provides all required off-street parking within a parking structure(s) meeting the standards of §27-2703.A and §27-2703.E.(3)(e), and which is integrated/attached to the mixed-use TOD building.

§27-2705. General Regulations.

The following regulations apply to all development in the Redevelopment Overlay District:

- A. Utilities. All buildings shall be served by a public sanitary sewage disposal system and public water supply or any available public utilities. All utility lines and services shall be placed underground.
- B. Stormwater Facilities. Stormwater facilities and supporting calculations must be provided in accordance with the Ambler Borough Subdivision and Land Development Ordinance [Chapter 22], Recognizing the intent of the Borough to encourage redevelopment and reuse and the need to protect the health, safety and welfare of property owners, employees and residents, the Borough may apply some flexibility in addressing stormwater and related issues. Developers are encouraged to utilize innovative stormwater control techniques such as porous pavements. Applicants and or landowners may challenge the official floodplain delineation in accordance with the procedures required by the Federal Emergency Management Agency, Federal Insurance Administration.
- C. Transportation Impact Study. A transportation impact study shall be completed for all development within the RO District in accordance with the provisions of this section, which shall supersede §22-310, Traffic Impact Study, of the Borough of Ambler Subdivision and Land Development Ordinance.
 - (1) Intent. A transportation impact study (TIS) is intended to enable Ambler Borough to assess the transportation impacts of a proposed development or redevelopment with the RO Redevelopment Overlay. Specifically, its purpose is to:
 - (a) Ensure a safe and efficient transportation network for all users, including drivers, pedestrians, bicyclists, and transit users.

- (b) Identify any transportation problems that may be created in the existing transportation system as a result of the proposed development.
 - (c) Identify solutions to potential problems and to present mitigation improvements to be Incorporated into the proposal or into the transportation systems within the study area.
 - (d) Assist in the protection of air quality and the conservation of energy and to encourage the use of alternative transportation modes where available.
 - (e) Ensure that TIS submissions to the Municipality are consistent with the PennDOT Publication 282, Appendix A, "Policies and Procedures for Transportation Impact Studies," (July 2017).
- (2) Preparation of study. The transportation impact study shall be prepared by a qualified traffic engineer and/or transportation planner in accordance with PennDOT Publication 46, Traffic Engineering Manual. All costs associated with the preparation of a TIS shall be borne by the applicant. The procedures and standards for the transportation impact study are set forth below. The applicant may provide funds to the Borough to enable the Borough to hire a traffic engineer of its choice to conduct the study, if this procedure is deemed appropriate and approved by the Borough.
- (3) Coordination. Coordination with PennDOT or county highway occupancy permit (HOP) managers shall occur as appropriate. A TIS prepared in accordance with the guidelines of PennDOT as part of an application for a state HOP should be submitted to the Borough in fulfillment of the requirement for a TIS by Ambler Borough.
- (4) Vehicle Trip generation. The anticipated number of peak hour trips and trips per day shall be determined using the Institute of Transportation Engineers (ITE) "Trip Generation Manual," 11th Edition. The proposed use or development shall be identified using the appropriate ITE land use code. The appropriate ITE land use code shall be agreed upon by the applicant and the Borough.
- (5) Municipal scoping meeting. A municipal scoping meeting may be required to ensure that the parameters used in the TIS accurately reflect municipal conditions and expectations. The applicant should confirm the need for a municipal scoping meeting prior to submission. The municipal scoping meeting will address the number and locations of proposed access points, project schedule and phasing, intersections to be included in the analysis, specific ITE trip generation land use codes, pass-by volumes, modal splits, any trip adjustments to be used, and other area developments and programmed roadway improvements to be included in the future conditions analysis as well as potential opportunities to implement transportation demand management (TDM) activities. Agreement on all scoping parameters shall be obtained prior to initiation of the TIS. The municipal scoping meeting may be held in conjunction with the PennDOT or county scoping meeting.
- (6) If a municipal scoping meeting is not held, the applicant shall include in the study report, at minimum, the three intersections of a local street with Butler Avenue that are closest to the proposed development.
- (7) General requirements and standards. A Transportation Impact Study shall contain the following information:
- (a) General site description. The site description shall include the size, location, proposed land uses, construction staging and completion date of the proposed subdivision or land development, if the development is residential, types of dwelling

units and number of bedrooms shall also be included. A brief description of other major existing and proposed developments within the study area shall be provided. The general site description shall also include probable socioeconomic characteristics of potential site users to the extent that they may affect the transportation needs of the site (i.e., number of senior citizens).

(b) Transportation facilities description. The description shall contain a full documentation of all aspects of the proposed internal and proposed and existing external transportation system. This description shall include proposed internal vehicular, bicycle, and pedestrian circulation; all proposed ingress and egress locations; all internal roadway widths and rights-of-way; roadway classifications; parking conditions; traffic channelization, traffic control and traffic calming devices; and any traffic signals or other intersection control devices at all intersections within or adjacent to the site. Data provided in the report should adequately document the following:

1. Traffic volume counts.
2. Land use context (in study area).
3. Sight distance and site access.
4. Photographs.
5. Pedestrian, bike, and transit facilities.

(c) Existing conditions scenario. Full documentation shall be provided to adequately describe and evaluate traffic conditions throughout the study area including, but not limited to, peak hourly volume, intersection turning movement counts, capacity and level of service analysis, and the past five years of crash analysis. Complete traffic counts encompassing and documenting the peak traffic and peak development generated hours shall be required for the three intersections of a local street with Butler Avenue that are closest to the proposed development.

(d) Background traffic. Projections of traffic volumes at the project opening year and design horizon shall be made by applying a growth factor to existing base traffic volumes. Planned and permitted developments that will impact the study area shall be evaluated for addition to future traffic volume. Existing traffic counts to be used for traffic volume projections should not be older than three years from the current year of the study, unless approved by the Borough Engineer.

(e) Traffic characteristics of the proposed development. The following characteristics of traffic generated by a proposed development shall be estimated based upon reasonable sources as agreed upon by Ambler Borough and the applicant.

1. Trip generation - total volume of traffic arriving at and departing from a site. This shall include projected vehicular, pedestrian, and bicycle volumes, as well as transit ridership.
 2. Modal split - the form or type of transportation used to reach or depart from a site.
 3. Trip distribution - the arrival and departure pattern of traffic at a site.
 4. Traffic assignment - typical routes used to arrive at or depart from a site.
- (f) Future analysis. Future traffic volumes for the study area at the project opening year and design horizon year shall be projected in at least two scenarios: with and without the proposed development.
- (g) Level of service requirements. The TIS shall compare the operating LOS and delay for the design horizon year both with and without the development. An evaluation comparing the without development and with development scenarios shall be used to determine if the overall LOS has dropped. The impact of development on the level of service at all intersections within the study area shall be evaluated. This shall include the three intersections of a local street with Butler Avenue that are closest to the proposed development. Level of service below "C" shall be considered deficient and a mitigation analysis shall be performed.
- (h) Mitigation analysis. If level of service requirements are not realized, the study shall outline mitigation measures and demonstrate any changes to the level of service achieved by these measures. Any alternatives or suggested phasing of improvements shall be described. The mitigation measures may include recommendations such as roadway widening, changes in striping, turning lanes, deceleration lanes/tapers, changes to signalization, use of access management techniques, or a reduction in the proposed intensity of the use. The responsibility and timing of all recommended roadway improvements shall be described within the transportation impact study.
- (i) Street improvements. The study shall include recommendations for street improvements bordering the site that will be used to accommodate the traffic generated by the proposed subdivision or land development; and cost estimates for the associated recommendations. In any location where signalization is considered, so too shall the addition of a roundabout or miniroundabout be considered and studied.
- (j) Multiple phases. If the proposed subdivision or land development will occur in multiple phases, then calculations for the completion of each phase shall be provided in the study.
- (8) Time of submission. The transportation impact study shall be submitted to the Borough with the preliminary plan submission. Revisions to preliminary plans may constitute the need for re-submission of the transportation impact study for the revised conditions. An application which requires a TIS shall not be considered complete until the TIS is submitted.
- (9) Implementation. Borough Council shall review the transportation impact study to analyze its adequacy in solving any traffic problems that will occur due to the land development or subdivision. Borough Council may determine that certain improvements on and/or adjacent to the site, including those related to access or egress, are necessary requirements for land development or subdivision plan approval and may attach these as conditions to the approval. If Borough Council determines that such additional improvements are necessary, the developer shall have the opportunity to submit alternative improvement designs to obtain plan approval.

- (10) Emergency response organizations. The Borough shall submit all land development plans to the fire department, police department, and any other emergency response organization having jurisdiction within the area of the proposed development for review and comment. If requested by any emergency response organization, Borough Council may require the developer of a land development to provide emergency signal preemption for any traffic signals located within or immediately adjacent to the development.
- D. Access. Each development shall have physical access to a public street. Developers are encouraged to share access points and/or driveways.
- E. Streets. Streets proposed for dedication within the development shall be interconnected with each other and with streets on abutting properties and approved by Borough Council.
- F. Ownership and Maintenance of Common Open Space and Facilities. Ownership and maintenance of common open space and other common facilities shall be provided for in accordance with the regulations of §27-402 of this Chapter. All open space shall be permanently deed restricted from future subdivision and development.
- G. Solid Waste. All solid waste facilities shall be located no closer than five feet from any property line and a site element screen shall be provided in accordance with the landscape planting requirements of the Borough Subdivision and Land Development Ordinance [Chapter 22].
- H. Signs. All signs shall meet the requirements of Part 20.
- I. Lighting Facilities.
 - (1) All nonpublic sidewalk, walkway, parking and building lighting fixtures shall be of a style and design that is either consistent with or complementary to those utilized throughout the Redevelopment Overlay.
 - (2) Lamp posts for all existing and proposed streets shall match existing lamp posts utilized throughout the Redevelopment Overlay District. The specifications for existing lamp posts may be requested from the Borough Engineer.
 - (3) Strict adherence to §27-412, Lighting Criteria Applicable to All Zoning Districts, is required.
- J. Landscaping. Landscaping requirements in the RO District shall meet all provisions of the Borough's Subdivision and Land Development Ordinance [Chapter 22], except as modified or supplemented below:
 - (1) General standards.
 - (a) All areas of the site not devoted to buildings, parking, roadways, pedestrian pathways, and public gathering spaces or plazas shall be landscaped with trees, shrubs, ornamental plants and grasses, or other appropriate groundcover.
 - (b) All landscaping shall be guaranteed for a period of ten (10) years and any dead, diseased, or dying plant materials shall be replaced no later than the next planting season.
 - (c) Plant species shall be selected from §100.6, Recommended Plant Material List, where applicable.
 - (2) Street trees. Street trees shall be provided in accordance with §100.3, Street Trees.
 - (3) Foundation plantings.
 - (a) Foundation plantings shall be provided between a sidewalk and any building facade.
 - (b) Foundation plantings shall include a mix of shrubs, perennials, and ornamental grasses, and may be located either within an in-ground planting bed or within a permanent architectural planter.
 - (c) Notwithstanding the above, foundation plantings shall not be required where

the sidewalk is extended to the build-to line and directly abuts the facade of a building.

- (4) Planting buffer. All mixed-use or nonresidential developments shall provide a permanent landscaped planting area of at least 10 feet in depth (inclusive of curb, but not sidewalk, of up to one foot in width) along all property lines adjacent to a residentially zoned property. The buffer shall meet the requirements of §100.4. Buffers and Screens.

K. Pedestrian Design Standards. Public and private pedestrian access and circulation shall be included in all development proposals. Pedestrian access links shall be provided for all uses as specified on the Redevelopment Area Plan for access to open space areas and principal destinations such as the Ambler Borough Main Street Corridor, the SEPTA train station and the Wissahickon Conservation Corridor. The following standards shall apply throughout the RO:

- (1) Sidewalks within an unimpeded pedestrian pathway width of at least eight (8) feet shall be required along all existing and proposed streets and driveways within the RO.
- (2) Paved pedestrian walkways, sidewalks, trails or equivalent with a minimum width of five (5) feet shall connect road frontage sidewalks to building entries, parking area(s) and other significant destination areas (i.e., passenger rail station, major open space areas and/or historically or culturally important sites).
- (3) Sidewalks shall connect to existing sidewalks on abutting tracts and other nearby pedestrian destination points and transit stops. Unpaved walking trails may be substituted for paved sidewalks in cases where the developer has proven that such trails would be more appropriate to the development's surroundings (i.e., along a watercourse, connection to an existing trail network, etc.),
- (4) All pedestrian amenities shall be designed in accordance with the standards of the Americans with Disabilities Act.
- (5) Walkways between office buildings, retail establishments and housing areas shall facilitate "walkability." Direct pedestrian connections to public transit stops, the Downtown Commercial District and adjacent properties shall be accommodated within the overall land use plan.
- (6) Sidewalks and pedestrian access links shall be constructed of a hard, durable, all-weather surface. Alternative paving materials, such as high density concrete pavers, may be utilized but must be of a color and texture matching that existing elsewhere in the Borough's Main Street and/or development areas and must be approved by the Borough.
- (7) For frontages on Main Street and Butler Avenue, a four (4) foot wide verge shall be provided between the sidewalk and curblin which may be either landscaped or hardscaped. For frontages other than Main Street and Butler Avenue, a two (2) foot wide verge shall be provided between the sidewalk and curblin which may be either landscaped or hardscaped.
- (8) Crosswalks. Crosswalks shall be clearly delineated at all intersections and marked to the width of the largest contributing sidewalk or internal pedestrian pathway. In no case shall the width of the crosswalk be less than five (5) feet. Furthermore, pedestrian signalization shall be provided at intersections where traffic signals exist.

L. Bus stops.

- (a) The developer shall coordinate with SEPTA, or any other public transit provider, on providing or improving existing bus stops when a public bus transit route operates or has a stop located on a public or private street frontage directly abutting a development within the RO.
- (b) The developer shall coordinate with SEPTA on the stop design. The appropriate transit stop improvements and shelter shall be provided meeting the most

recent SEPTA Bus Stop Design Guidelines. Transit stops shall include, at a minimum, a shelter or enclosure, seating, and schedule information.

- (c) The developer shall sign a perpetual maintenance agreement with Ambler Borough demonstrating that the applicant is responsible for the maintenance of the bus shelter and associated amenities.

M. Application and Review of Development Proposals,

- (1) For all proposed developments in the RO District, a tentative conceptual sketch plan shall be submitted to the Borough Planning Commission, as defined in §22-302 of the Ambler Borough Subdivision and Land Development Ordinance [Chapter 22] with the following information also to be shown:

- (a) A conceptual site plan showing the location of all existing and proposed buildings, drives, roadways, proposed traffic patterns, parking lots and garages, pedestrian walkways and plazas and other constructed features on the lot, plus all designated open space and open space/recreational facilities, and all water, floodway/floodplains and topographic features. Surrounding existing features may be indicated with aerial photographic information, which can be obtained from the Borough.
- (b) Conceptual architectural plans for any proposed buildings or modifications to existing buildings shall be submitted in adequate detail to indicate building setback, footprint dimensions, building heights, building mass, entrances, loading/unloading areas and a schematic layout of building uses.
- (c) A preliminary landscape plan meeting the requirements of §100.7.1 of the Ambler Borough Subdivision and Land Development Ordinance [Chapter 22],
- (d) Schematic layout of utilities and stormwater facilities.
- (e) Any other pertinent data or evidence that Borough Council may require.

N. Building Design Standards and Guidelines. The following architectural design criteria shall be complied with in all development in the RO District, and thus provide a basis for the encouragement of innovative and sound design and development practices and ensure consistency of improvements and architectural elements throughout the development area. The following criteria shall be met at preliminary and/or final plan submission.

- (1) Preliminary architectural elevations shall be submitted with any conditional use application or land development application, whichever occurs first. A registered architect shall prepare such elevations. Such elevation shall illustrate the general design, character and materials for sides of buildings visible from public streets, the passenger rail line and open space lands available for public use.
- (2) The details of the architectural designs may be modified after conditional use approval and/or preliminary land development approval, provided the overall designs and types of materials conform to the approved plans.
- (3) The architectural designs of all buildings shall provide a variety of rooflines and treatments, when viewed from public streets, the passenger rail line and public open space. Buildings shall not have the appearance of a single monolithic structure. Instead, large buildings shall have the appearance of connected smaller buildings. Building walls shall not have unbroken single appearance for more than 50 feet on the average in horizontal length. Instead, variations in materials, colors, textures, overhangs, building recesses of at least 20 feet, display windows and/or entrance ways shall be used to provide visual interest.

- (4) The architectural design of a building's vertical height shall be broken with variations in materials, colors, textures, setbacks, fenestration and architectural detailing. All buildings within a development project shall have a unified or complementary architectural character. Developments shall create focal points with respect to avenues of approach, or other buildings, and relate open space between all existing and proposed buildings.
- (5) Screening of certain features.
 - (a) Rooftop equipment or features. Rooftop HVAC systems, elevator equipment, or any other mechanical or utilitarian protuberances shall be screened from view from adjacent buildings and from ground level using similar building materials and in a manner that is consistent with the architectural design of the building.
 - (b) Loading docks. Loading docks shall be incorporated into the overall site design. These areas shall be located and screened so that the visual and acoustic impact of these functions are fully contained and out of view of adjacent properties and public streets.
 - (c) Refuse collection facilities. Refuse collection areas shall be located with buildings wherever feasible; however, where indoor refuse collection and storage is not feasible, the refuse collection area shall be located to the rear of the building. All exterior refuse collection areas shall be screened from neighboring properties, public and private streets, parking areas, and public gathering spaces through a combination of low walls, fencing, or hedges.
- (6) Applicants are encouraged to use color schemes that contribute to the overall character of the Borough. However, companies will not be required to abandon their legally protected trademarks, logos, color schemes and trim colors provided they are appropriately integrated into an aesthetically pleasing overall design.
- (7) A coordinated design scheme shall be presented that will promote attractive sign designs among tenants. A detailed design shall be presented for freestanding signs for the development during the subdivision/land development process
0. Demolition of Existing Structures. Demolition of existing structures shall require a demolition permit from the Borough. Proposed demolition of existing structures in the RO District must be included in all conceptual sketch plan submittals.

5.27-2706. Miscellaneous

- A. To the extent of any inconsistency between this ordinance and any earlier-adopted ordinance, the inconsistent language in the earlier ordinance is repealed to the extent of such inconsistency.
- B. In the event that a court of competent jurisdiction invalidates any portion of this ordinance, then to the extent possible, the invalid portion shall be severed from the remainder, which shall remain in full force and effect.
- C. This ordinance is effective on the earliest effective date recognized by section 3301.3(b) of the Pennsylvania Borough Code.

SO ORDAINED this _____ day of February, 2026.

Elizabeth Iovine, Ambler Borough Council President

Attest: _____
Kyle Detweiler, Secretary

AMBLER BOROUGH, MONTGOMERY COUNTY, PA
ORDINANCE NO. 1147

AN ORDINANCE OF THE BOROUGH OF AMBLER AMENDING CHAPTER 27, PART
27 OF THE BOROUGH CODIFIED ORDINANCES, "REDEVELOPMENT OVERLAY
DISTRICT" BY REPLACING THE EXISTING LANGUAGE WITH NEW LANGUAGE THAT
INCLUDES CHANGES TO PERMITTED USES, ARCHITECTURAL STANDARDS,
DIMENSIONAL STANDARDS, PARKING REQUIREMENTS, SIDEWALKS AND
STREETSCAPE REQUIREMENTS, AND IMPOSES AN ACTIVE STOREFRONT
REQUIREMENT; INCLUDING SEVERANCE AND REPEALER CLAUSES AND AN
EFFECTIVE DATE

Ambler Borough Council, having received important and worthwhile input from the Montgomery County Planning Commission and wishing to keep the overlay district vibrant and useful for the parcels that meet its criteria, hereby amend Chapter 27 of the Borough zoning ordinance, Part 27, Redevelopment Overlay, as follow. The existing language at Chapter 27, Part 27 is deleted in its entirety and is replaced with the following language:

§27-2701. Statement of Intent.

It is the intent of this District to:

- A. Encourage new development and uses that can stimulate economic revitalization.
- B. Reestablish the rail corridor as a primary location for employment opportunities within the Borough.
- C. Provide for expanded uses and flexible standards, recognizing the uniqueness of the corridor area, and the need for affordable housing in the community.
- D. Provide for additional review procedures at the initial stage of conceptual development to ensure the proposal meets the intent and purpose of the RO district.
- E. Preserve the historical character of the structures in the rail corridor and their relationship to the rest of the Borough.
- F. Promote a sense of connectivity and cohesion between a development/redevelopment project and the Butler Avenue downtown corridor through the continuation of a streetscaping treatment and adherence to architectural design principles that promote the seamless integration of development/redevelopment with the established character of the corridor.
- G. Encourage the use of the passenger rail line to minimize vehicular traffic within the corridor.
- H. Ensure that pedestrian connections to the Borough Commercial District, public transportation, naturalized trails and open space areas are included in all development plans.

- I. Ensure consistency and integration of site improvements, access and parking, landscape and lighting, complimentary land uses and architectural treatments to result in a redevelopment area meeting the intent of this District.
- J. Encourage preservation and reuse of existing structures where they may have historical significance in the Borough's past as an industrial center for the region.

§27-2702. Definitions.

The following words and terms, when used in this Part, shall have the following meanings, unless the context clearly indicates otherwise, and shall supersede any other definition within this Chapter in regards to this subject:

BUILDING FRONTAGE - The length of a building facade measured in a single straight parallel line with the abutting street(s).

BUILDING STEPBACK -- A setback or horizontal offset in the facade of the building above the lower levels.

FACADE ARTICULATION - The visible expression of architectural or landscape elements through form, structure, or materials that break up the scale of buildings and spaces to achieve human scale.

CHILD DAY CARE CENTER — a facility in which care is provided for seven or more children at any one time in a facility not located in a family residence.

COMMUNICATIONS DEVICE — a tower or satellite antenna facility, roof mounted, that includes, but is not limited to, radio and television communication, microwave communication, telephone communication and similar wireless communication devices. This term shall not include radio transmission facilities for use by ham radio operators or two-way local radio facilities. The device must be associated with and supportive of a principal use contained within the building on which the device is located.

FACADE — the principal vertical surface of a building, which is set along a frontage line.

GROSS TRACT AREA — the total measurement of a land area prior to any deductions.

MULTI-USE FACILITY — a building or group of buildings, which houses more than one principal use that are owned and operated independently of each other or as an accessory use to a principal use.

PARKING GARAGE/STRUCTURE — a building designed and used for the storage of automotive vehicles operated as either a business enterprise with a service charge or fee, or in conjunction with a primary use for the parking of privately owned vehicles.

PUBLIC AMENITY — a feature that increases the attractiveness or value of a project, specifically central plazas, parkland, courtyards and public parking. The features should be designed so as to be complimentary to the physical and visual character of the Borough. Features should incorporate appropriate scale, design, materials and lighting.

RESTAURANT, WITH BUSINESS MEETING PLACE — an establishment that serves food and beverages primarily to persons seated within the building and which specializes in business meeting space, with centralized meeting table and group communications and audio/visual facilities to support business meeting functions. Additionally, the establishment may provide additional table dining facilities within the building. These establishments may also provide outdoor dining table facilities immediately adjacent to the building containing the proposed restaurant.

STREETSCAPE -- The area that is between the buildings on either side of a street, including the public or private street right-of-way, which defines its character. The elements of a streetscape include building frontage/facade, landscaping, sidewalks, street paving, street furniture, signage, architectural elements such as awnings, and street lighting.

TRANSIT-ORIENTED DEVELOPMENT EFFECTIVE TRACT AREA-The aggregate Net Lot Area of the parcels involved in a Transit-Oriented Development including any land subdivided off an adjoining parcel and merged in ownership with the proposed Transit-Oriented Development or land immediately adjacent to the Transit-Oriented Development Parcel on which the Transit-Oriented Development Applicant benefits from a recorded, perpetual, irrevocable easement of use and access as permitted by the borough.

TRANSPORTATION IMPACT STUDY (TIS)— an assessment of present and future transportation system conditions, conducted in accordance with §27-2705.C., Transportation Impact Study.

VERGE - a strip separating a sidewalk from the curb consisting of grass, landscaping, street furniture, or decorative paving.

§27-2703. Use Regulations.

Where the Redevelopment Overlay zone has been imposed, the land use regulations and development standards of the underlying zones shall remain in full force except as expressly set forth in this Chapter to the contrary. Additionally, the Redevelopment Overlay District provides for the following additional uses, which are permitted either by right or by condition use in the specified underlying zones:

- A. Parking Garage/Structure. Permitted by right in all of the underlying zones within the Redevelopment Overlay District. Multi-level parking garage may be constructed as a principal use or in combination with other permitted uses on any lot of a size and configuration, which shall meet the standards in this Section provided, however, that when a parking garage is constructed as part of a TOD Transit-Oriented Development, the dimensional standards set forth at Section 27-2703.E(4)(b) shall apply to the parking garage.

- (1) Dimensional Regulations.

- (a) Height Maximum four garage levels above ground. Below ground levels may be approved with adequate safety and security provisions.
- (b) Parking Spaces. Nine feet by 18 feet.
- (c) Drives. One-way - 20 feet; two-way - 22 feet.
- (d) Setbacks. Joint use with other permitted uses in separate structure, 10 feet.
 - 1) Principal Use. Property lines -10 feet.
 - 2) Principal Use. Street right-of-way -15 feet.

- (2) Development Standards,

- (a) Multi-level parking garages may be developed as a shared parking and/or multi-use facility with documentation of shared use agreement. Such structures are permitted attached to another structure containing one or more allowed principal uses when said uses utilize the parking garage to meet the parking requirements of the use(s).
- (b) Multi-level parking garages may be permitted in combination with other permitted uses.
- (c) Parking garages that front on either Main Street or Butler Avenue shall be required to have active nonresidential uses at a minimum depth of 40 feet throughout the building frontage on the ground floor. Entrances to ground level nonresidential uses shall be located on the front facade.
- (d) Garages shall include adequate lighting on all levels, but shall limit light spill to adjacent properties and uses. Protection and shielding of adjacent residential uses shall be a priority.
- (e) Garage structures shall be landscaped, including buffers, as required for all uses in the RO District. Emphasis shall be placed on larger evergreen and deciduous trees to soften and buffer the upper levels of multi-level garage structures.

B. Child Day Care Center. Permitted by conditional use in the underlying OC Office Campus District.

(1) Dimensional Regulations. The dimensional standards of Part 16 apply, except if otherwise noted in this Section or herein.

- (a) Location. Child day care centers shall only be located within a multi-use building complex. The center does not have to be operated as an accessory use but may be operated independently of any other use in the building as a principal use.

(2) Conditional Use Standards.

- (a) General Standards. The provisions of this Section pertain to day care service for children by care givers in child day care centers, subject to Pennsylvania Code, Title 55, Public Welfare Chapter 3270, Child Day Care Centers (9/16/2000). Day care service for children shall include out-of-home child day care service for part of a 24 hours day for children under 16 years of age by care givers, excluding care given by relatives.

- 1) Registration and Licensing. Child Day Care Centers as defined in this Section, must hold an approved and currently valid Department of Public Welfare (DPW) license. In addition, all child day care centers must comply with all current DPW regulations, including those standards governing adequate indoor space, accessible outdoor play space and any applicable State or local building and fire safety codes.
- 2) Inspection. The operator of a child day care center will allow appropriate representatives of the Borough to enter the property at reasonable times to inspect such use for compliance with the requirements of this Section and all other applicable Borough and State ordinances.

- 3) General Safety. Operators of child day care centers shall comply with the provisions of the Pennsylvania Code, Title 55, Public Welfare, Chapter 3270, Child Day Care Centers as it pertains to the health and safety of the children attending the center.
 - 4) Hours of Outside Play. Outside play shall be limited to the hours between 8:00 a.m. and sunset, as defined by the National Weather Service.
 - 5) Outdoor Play Area. An outdoor play area, are required by DPW regulations, shall be provided for any proposed child day care center.
 - i) Onsite Outdoor Play Area. An onsite outdoor structured play area or areas of high outdoor activity shall be located in yard areas that provide adequate separation, safety and protection from adjoining uses properties and roadways. Whenever possible, the onsite outdoor play area shall not be located adjacent to a public street or private drive or accessway. The outdoor play area should be located immediately adjacent to the child day care center.
 - ii) Offsite Outdoor Play Area. In accordance with DPW standards, a child day care center may utilize offsite play areas in lieu of or as a supplement to an onsite play area. These standards permit the use of offsite play area, which are located within 1/2 mile distance of the facility, measured from the property line of the facility. When the use of an offsite play area is proposed, the applicant shall inform the Borough about the means of transportation that will be used to access the offsite play area. For reasons of safety, when children will be walked to an offsite play area, the route to the offsite play area shall not involve the crossing of arterial or major collector streets. Pedestrian access on sidewalks or improved walkways shall be required.
 - 6) Transportation Impact Study. For any proposed child day care center, a Transportation Impact Study shall be required in accordance with §27- 2705.C.
- (b) Development Standards. The following standards shall apply to all proposed day care centers;
- 1) Onsite Parking for Employees and Clients. A minimum of one onsite parking space for every five children shall be provided, plus an additional one space per employee.
 - 2) Drop-Off Area Location and Design. Whenever possible, the drop-off area shall be located immediately adjacent to the facility. The drop-off area should be designed in such a way that pedestrians do not cross vehicular traffic lanes in any parking area or driveway. The drop-off area may be designed either as a part of the onsite parking area or the required drop-off spaces may be designed as a part of the driveway providing direct access to the day care facility. No parking is permitted

in the drop-off area and the drop-off areas shall not interfere with other traffic patterns. When the drop-off area is incorporated into a driveway, the drop-off spaces shall be located within a vehicle turnout area 12 feet in width exclusive of the driveway through traffic land(s). The dropoff area shall be covered, the covering of which shall not be subject to setbacks.

- 3) Landscaping. Landscaping shall be provided in compliance with applicable Sections of the Borough's landscape planting requirements in order to create a vegetative buffer from adjacent uses, as well as to create an aesthetically pleasing environment.
 - i) Buffer standards for lots on which a proposed day care center is located:
 - a) Vegetative Buffers. A vegetative screen buffer may be required when deemed necessary by the Borough Council to meet the intent and goals of this Part. Criteria to be considered will include, but not be limited to, the nature and type of adjacent uses, lot size of the subject property, as well as the adjacent properties and the distance to adjacent buildings. The following standards shall apply to buffers when required by the Borough:
 - b) Buffers shall contain combinations of evergreen and deciduous vegetation. The planted buffer shall be a minimum of six feet in width and six feet in height at the time of installation. Earthen berms may be provided in combination with vegetative material. Earthen berms shall not exceed four feet in height nor exceed a maximum slope of 3:1.
 - c) . Continued maintenance of vegetative buffers is required and shall be the responsibility of the operator of the facility.
 - d) Opaque fences or walls used to meet the following requirement for fencing of outdoor play areas may be used in place of part of the required vegetative buffer material at the approval of the Borough Council.
 - ii) Landscaping in Outdoor Activity Areas. Existing or proposed planting material shall be suitable in and around areas used by children. No thorny, poisonous or other hazardous plants shall ' be allowed in areas used by children. In open areas, emphasis shall be given to providing shade to selected sections of the outdoor activity areas.

- 4) Fencing of Outdoor Play Area. In order to physically contain the activity of children in the outside play area, a minimum of four feet high fence shall be erected along the perimeter of the outside play area. When applicable, the fence may be located along property lines, but will not be exclusive of the required vegetative buffers. Natural barriers such as hedgerows, dense vegetation, etc., may be substituted for fencing if it can be demonstrated that such barriers can effectively contain the activity of the children.
- 5) Play Equipment Setback. Play equipment in designated onsite play areas shall be located at least 10 feet from an abutting property line.
- 6) Entrance/Exit Accessibility. When located in a multi-use building complex, day care center entrances/exits shall provide direct access to the child day care center. Waking through other significant portions of the building is not permitted.
- 7) Soundproofing. When co-located in any building employing noisy operations, the Borough Council may require soundproofing of the child day care center to protect the children.

C. Restaurant With Business Meeting Space. Permitted by conditional use in the underlying OC Office Campus District and RSC Retail and Service Commercial District.

(1) Dimensional Requirements. The dimensional standards of Part 16 apply, except if otherwise stated.

(2) Conditional Use Standards.

- (a) For the consumption of food and beverages without drive-in service. Service shall be limited to table and/or sit-down counter facilities only.
- (b) Restaurants may be developed as stand-alone uses or as part of a multiuse building.
- (c) Restaurants shall have space, exclusive of any main dining areas, which can be used for the sole purpose of business meeting space. The space shall have a minimum capacity of 10 people and a maximum capacity of 30 people.
- (d) The use shall have direct access onto a driveway or public street.
- (e) Additional buffers:
 - 1) Front Yard:
 - i) Minimum width, 15 feet.
 - ii) Minimum landscape details:
 - a) For each 30 feet of frontage on a public right of-way, one 3 1/2 inch caliper deciduous tree shall be planted.
 - b) Parking areas shall be screened from the street by a four foot high evergreen hedge.
 - 2) Side and rear yard:
 - i) Minimum width, 15 feet.
 - ii) Minimum Landscape Details. An evergreen planting screen shall be used to provide an adequate visual barrier. The plant material used shall be a minimum height of four feet at the time

of planting and shall be planted in a staggered arrangement in order to provide an immediate effect.

- (f) Outdoor Seating. A restaurant may provide outdoor seating, provided pedestrian circulation and building access is not impaired and the following standards are met:
- 1) Removable enclosures, such as planters, shall be used to define the area.
 - 2) The outdoor area must be physically separated from public or parking areas by a railing, fence, deck, planting boxes or a combination thereof.
 - 3) The outdoor area must not infringe on any public sidewalk, parking area or right-of-way
 - 4) The outdoor area cannot infringe or encroach on the minimum number of required parking spaces or further reduce available parking.
 - 5) Tables, chairs and related furniture must be removable and indoor storage provided for extended periods of nonuse (e.g., winter months).
 - 6) Extended awnings, canopies or umbrellas may be used to provide cover and shade.
 - 7) Additional trash receptacle shall be provided and maintained.
 - 8) No additional signage beyond what is allowed for the use is permitted.
- (g) Service. Areas for loading and unloading of delivery trucks and other vehicles and for the servicing of refuse collection, fuel and other services shall be provided and shall be adequate in size. A schedule for periodic disposal of solid waste material shall be required. All solid waste material shall be stored in covered containers. No solid waste shall be stored closer than within five feet of any property line. Provided, however, that no solid waste storage is to be closer than 30 feet to any outdoor principal use. Loading and refuse collection areas shall be shielded from the direct view of any adjacent property by walls, plantings or a combination thereof which measure a minimum of six feet in height. Such shielding shall be maintained at all times.

D. Communication Device. Permitted by conditional use in the underlying OC Office Campus District, C Commercial District, I Industrial District, and RSC Retail and Service Commercial District.

- (1) Dimensional Regulations. The height of communications devices shall not exceed 10 feet in height above the actual building height of the building on which the communication devices are proposed. These devices must be screened from public view.
- (2) Conditional Use Regulations.
 - (a) Communication devices shall be limited to those associated with and supportive of a principal permitted use contained within the building. It shall be located with other rooftop utilities as specified in §2703 P.S,
 - (b) Any applicant proposing communications devices to be mounted on a building or other structure shall submit evidence from a Pennsylvania registered professional engineer certifying that the proposed installation will not exceed the structural capacity of the building or other structure, considering wind and other loads associated with the communications devices location.

- (c) Any applicant proposing communications devices to be mounted on a building or other structure shall submit detailed construction and elevation drawings indicating how the communications devices are to be mounted on the structure.
- (d) Communications devices shall comply with all applicable standards established by the Federal Communications Commission (FCC).
- (e) Communications devices shall not cause radio frequency interference with other communications facilities located in the Borough or other radiodependent devices,
- (f) The owner or operator of communications devices shall be licensed, if applicable, by the Federal Communications Commission (FCC) to operate these communications devices.

E. TOD Transit-Oriented Development.

(1) Intent. The intent of the Borough in permitting development pursuant to this section is as follows:

- (a) To provide for an intensity and type of land use that is compatible with and supportive of the use of public transportation;
- (b) To recognize that, by having land use patterns that encourage use of public transit opportunities, traffic in the community can be reduced and travel choices for residents can be expanded;
- (c) To encourage redevelopment of obsolete properties whose prior or present uses adversely impair the property or surrounding properties;
- (d) To provide for flexibility in lot sizes, setbacks, and other area and bulk requirements so that imaginative and innovative designs can be developed;
- (e) To provide a mixed of -residential and commercial land uses development that is-are consistent in character and to promote mixed-use development that is consistent in character between its residential and nonresidential components;
- (f) To encourage the provision of an accessible pedestrian environment and to promote a pedestrian orientation of buildings and streets;
- (g) To encourage development that has open and recreational spaces as focal points;
- (h) To foster well-designed vibrant public and private gathering spaces that create a sense of place and encourage social interaction; and
- (i) To encourage the provision of additional amenities that benefit the public health, safety, and welfare, such as moderate-income housing, adequate open space, efficient roadways, safe bicycle and pedestrian connections, stormwater management, and green building practices,

(2) Definitions.

ARTISANAL MANUFACTURING - The on-site production, display, and sale of hand-fabricated or hand-manufactured parts and custom or craft consumer goods based on the skill and knowledge of the artisan and the use of hand tools or small-scale, light mechanical equipment. This involves activities such as small bakeries, candy or soap making, coffee roasters, breweries, distilleries, or the custom production of artisan products such as apparel, cabinetry, glass working, jewelry making, metal working, pottery, sculpture, wood working, and leather working

BUILD-TO LINE - A line established within a given lot, which is a certain distance from the curb line, along which the building shall be built

FRONTAGE OCCUPATION - The percentage of the street frontage that is occupied by a building.

GREEN ROOF - An engineered, multilayered roofing system sustaining the growth of plants on a rooftop while protecting the integrity of the underlying structure. The components of a green roof generally consist of, but may not be limited to, a waterproofing membrane, root barrier, drainage layer, retention layer, filter fabric, growing medium, and plants.

HEIGHT OF BUILDING — the vertical distance measured from the average elevation of the existing grade at the location of the building to the highest point of a flat or multi-level roof. For gable, hip or gambrel roofs, measured to the mean height between the eaves and ridge. Residential chimneys, parapet walls, mechanical penthouses, stairwells and elevator shafts, and similar projections not intended for human occupancy shall be excluded.

LEED - Leadership in Energy and Environmental Design, a certification system maintained by the U.S. Green Building Council, Inc. (GBCI). To achieve LEED certification, a project earns points by adhering to prerequisites and credits that address carbon, energy, water, waste, transportation, materials, health and indoor environmental quality. Projects go through a verification and review process by GBCI and are awarded points that correspond to a level of LEED certification: Certified (40-49 points), Silver (50-59 points), Gold (60-79 points) and Platinum (80+ points).

LOT – a designed parcel, tract, or area of land established by a plat or otherwise permitted by law and to be used, developed or built upon as a unit. Areas of land separated by a public street may be treated as a single lot when improved as a Transit-Oriented Development.

LOT LINE -- any property boundary line of a lot, further defined as follows:

A. Front lot line is the line identical with the legal right-of-way line.

B. Rear lot line is the line or lines most nearly parallel or concentric to the front lot line.

C. Side lot lines are the lines most nearly perpendicular or radial to the front lot line. On a corner lot, the side lot line shall be the line or lines most nearly perpendicular or radial to the higher classification of street, where applicable. The remaining line shall be considered the rear lot line.

D. On a lot which is comprised of areas of land separated by a public street and which is to be developed as Transit-Oriented Development, the lot lines, any build-to lines, and minimum building spacing shall be measured on each constituent area having frontage on one or more public street(s) provided that such measurements shall not be applied to preclude the creation of physical connections between several component o the single comprehensive plan of development.

MULTIFAMILY RESIDENTIAL DEVELOPMENT- A residential building containing at least three permanent dwelling units in a variety of combinations, including side-by-side, over and under, or back-to-back with another dwelling unit.

~~TRANSIT-ORIENTED DEVELOPMENT (TOD) — Dense residential and commercial development near transit that is meant to increase the use of public transit and alternative modes of transportation. Transit-oriented development capitalizes on public transit access by transforming underutilized spaces into walkable and sustainable communities, with a mix of land uses, a vibrant public realm, and excellent connectivity to transit amenities. a Transit-Oriented Development, or TOD, is an intensified development surrounding a rail or mass transit station that is compact, mixed-use, and pedestrian-friendly, and which is intended to encourage transit ridership. A TOD integrates nonresidential and residential components within the same building within a unified development, which can be of moderate to high density, and which may be developed in the form of either new construction or redevelopment.~~

(3) Use Regulations.

(a) Conditional Use Approval Required.

- 1) A TOD shall be permitted within the RO Redevelopment Overlay District when authorized as a conditional use by Borough Council.
- 2) In passing upon a conditional use application, Borough Council shall render a decision in accordance with the general conditional use criteria set forth in Part 4 of this Chapter, in addition to the specific criteria set forth in this Part.
- 3) In accordance with 5603(c)(2) of the Pennsylvania Municipalities Planning Code, the Borough may attach reasonable conditions and safeguards, in addition to those expressly set forth in the Borough ordinances, as it may deem necessary to implement the purposes of the Municipalities Planning Code and the Borough ordinances.

(b) Residential Use Required. A TOD shall provide a residential use in the form of multifamily residential development ~~within a mixed-use building.~~ The following standards shall apply:

- 1) Any building with a frontage on Butler Avenue or Main Street may only establish a residential use ~~Dwelling units behind or above the required nonresidential component, in accordance with § 27-2703.E.3.(c)1 shall be located on the second story and above.~~
- 1)2) Any building or portion thereof that does not have a frontage on Butler Avenue or Main Street may include a residential use on the ground floor, provided that such complies with § 27-2703.E.3.(c)1. and provided that architectural elements that provide visual interest are provided along any façade abutting a public right-of-way. Examples of architectural

treatments to comply with this requirement include: front stoops, porches, awnings, balconies, recessed entranceways, courtyards, trellises with plantings, or other similar architectural features.

~~2)3)~~ _____ The maximum residential density throughout a TOD shall be ~~35~~ 50 dwelling units per acre of Transit-Oriented Development Effective Tract Area, as defined in this Chapter. See §2704, Development Bonus, for optional residential density bonus provisions, however, that in no case shall the residential density throughout a TOD be greater than 75 dwelling units per acre of the Transit-Oriented Development Effective Tract Area, as defined in this Chapter.

~~3)4)~~ _____ Minimum dwelling unit size: each dwelling unit shall have a minimum of 600 square feet, plus an additional 100 square feet per additional bedroom.

(c) Nonresidential Use ~~Required~~.

- 1) ~~A minimum of 80% of the ground floor building frontage(s) shall be devoted to a ground floor nonresidential use. The floor area devoted to the~~ Any building with a frontage on Butler Avenue or Main Street shall provide a ground floor nonresidential use, ~~which~~ shall ~~be occupy~~ a minimum depth of 40 feet throughout the building's frontage ~~on Butler Avenue and Main Street~~. Nothing herein shall be construed to limit the location of nonresidential use in upper stories of a mixed-use building.
- 2) Permitted nonresidential use may be any of the following uses or a combination thereof:
 - a) Retail establishment for the sale of dry goods, variety and general merchandise, clothing, food, drugs, plants, furnishings or other household supplies, sale and repair of jewelry, watches, clocks, optical goods or musical, professional or scientific instruments.
 - b) Business or professional office or studio, bank or other financial institution, municipal use excluding dump, telephone central office, telegraph or other public utility office, passenger station for public transportation.
 - c) Restaurant, bar, tearoom, retail baker, confectionery or ice cream shops or places serving food or beverages, including:
 - a. outdoor dining; and
 - b. pedestrian takeout window.
 - d) Personal service shop, including tailor, barber, beauty salon, shoe repair, dressmaking or other similar service.
 - e) Indoor recreation or cultural facility, such as a bowling alley, theater, fitness center, or dance studio.
 - f) Hotel or motel.
 - g) Business services establishments, including copy centers, retail printing and duplication services, computer rental and copying centers, mailbox rental and shipping, cartage, express, and parcel delivery services.
 - h) Artisanal manufacturing.

(d) Accessory Uses. Accessory uses that are subordinate to and used for purposes customarily incidental to those uses provided within the TOD shall be permissible.

(e) Parking Lot, in accordance with §27-2804, and/or Parking Garage/Structure, in accordance with §27-2703.A, may be constructed as part of a TOD when in compliance with the following:-

1) Provision of a parking garage/structure internal to a building shall only be permissible when in compliance with § 27-2703.E.3.(c)1..

~~—2) Provision of a parking garage/structure internal to a building shall be permissible shall not may satisfy the nonresidential use requirement of §27-2704.E.(3)(c), only in the event the façade located between the internal parking area and the public right-of-way is consistent with the overall building aesthetic. Such design may be achieved by mimicking a traditional storefront design or through the use of~~ but shall be permissible behind the ground level nonresidential use required by §27-2703.E.(3).(c)1). with interchangeable public art displays that engage with pedestrians.

~~(e)(f)~~ _____ Prohibited Uses. The following uses, as well as any use not specifically permitted, are specifically prohibited within a TOD Development:

- 1) Drive-through windows or facilities;
- 2) Automobile or other vehicle sale, service, or repair establishments;
- 3) Gasoline service station;

- 4) Self-service storage facilities; and
- 5) Sexually oriented businesses (see §27-411)
- 6) Any use prohibited in the Industrial District (see §27-1502.3.)

(4) Conditional Use Standards. The following conditional use standards are in addition to the general conditional use criteria set forth in Part 4 of this Chapter:

(a) General:

- 1) A tract proposed for TOD must be zoned "OC," "RSC," or "I," and must be located within 800 feet of an active or proposed commuter rail station. The 800-foot requirement (for proximity to a commuter rail station) shall be measured from the nearest property line of the TOD to the nearest edge of the passenger platform of the commuter rail station.
- ~~2) A tract proposed for TOD shall provide for a mix of nonresidential uses and residential dwelling units within a mixed-use building or mixed-use buildings, which shall be within a unified development.~~
- ~~3) 2) Water and sewer.~~ All Transit-Oriented Developments shall be serviced by public water and public sewer.
- ~~4) 3) The lot to be developed shall be in one ownership or shall be the subject of an application filed jointly by the owners of each lot under consideration.~~
- ~~5) 4) A Transit-Oriented Development shall be designed to be compatible in use with the existing Borough development; and in its residential and nonresidential components in terms of architecture, building materials, massing and scale.~~
- ~~6) 5) TOD applications shall be considered with recognition for the need to have a mix of uses in the vicinity of the rail station and Borough Council may decline such an application if, after proper consideration of the proposal, it is determined that such use, when considered cumulatively with other uses in the area of the rail station, would cause a particular use to be disproportionately represented in the train station area.~~

(b) Dimensional Standards.

- 1) Minimum lot area: 3 acres
- 2) Minimum lot width: 300 feet. Notwithstanding provisions to the contrary, in the case of corner lots, the lot width shall be met along one of the street frontages.
- 3) Minimum frontage occupation for buildings with street frontage on Butler Avenue or Main Street: 90%
 - a) The following elements shall be excluded from the frontage occupation calculation: gathering spaces, width of the minimum side setbacks, and one vehicular driveway per street frontage.
- 4) Maximum impervious coverage: 80%. The impervious coverage may be increased up to a maximum of 85% only in the event that any increase over 80% shall require mitigation by providing a green roof at a 2:1 ratio of green roof square footage to impervious coverage square footage. The applicant shall submit an operations and maintenance plan, which shall be reviewed and approved by the Borough Engineer, that ensures the system remains functional so long as the building remains in active use/occupancy.
- 5) Build-To Line: 15 feet
 - a) The build-to line may be increased by up to 15 feet, for a maximum build-to line of 30 feet, for all or part of the building frontage length, provided the additional setback area is used for additional sidewalk width, streetscaping, outdoor dining areas, or additional landscaping between the building and the sidewalk.
 - b) Permitted encroachments.
 - i) The following architectural features may extend up to three (3) feet beyond the build-to line: awnings or overhangs, bay or oriel windows, upper floor balconies, loggias, pergolas, and similar architectural elements.
 - ii) A gathering space, pursuant to §27-2703.E.(4)(f), may extend the full depth of a lot, provided that it does not occupy more than 25% of the property's street frontage.
- 6) Minimum Side Yard Setback: 10 feet
- 7) Minimum Rear Yard Setback: 20 feet
 - a) Rear yards adjacent to a railroad right-of-way may be reduced by 50% to a minimum setback of 10 feet.
- 8) Maximum building height: 65 feet
 - a) For developments with underlying "RSC" or "I," zoning designation, the maximum height of any building shall be 65'.
 - b) For developments with underlying "OC" zoning designation, the following provisions shall apply:

(i) The average height of a building shall not exceed 65' and the maximum height of any portion of any building shall not exceed 75'. However, in cases where the building height exceeds 65' on portions of a building, the height of the building shall vary and have an average height of 65' measured from its lowest point to its highest; and
(ii) At a distance 400' or greater from the railroad right-of-way, the maximum height of a building or portion thereof shall not exceed 35'.

ac) Building setback required. The facade of any building exceeding three (3) stories or 35 feet shall be setback an additional 12 feet along street frontages. The required building setback may be reduced to a minimum of eight feet if the front build-to line is equal to or greater than 20 feet, as provided for in subsection §27-2704.E.(4)(b)5) above.

8)9) Minimum Building Spacing:

- a) Corner to corner: 30 feet
- b) Face to face: 40 feet

(c) Building Design Standards.

1) Overall design.

- a) All buildings within a single TOD project shall have a unified or complementary architectural character. Developments shall create focal points with respect to avenues of approach, or other buildings, and relate open space between all existing and proposed buildings.
- b) Blank walls shall not be permitted along any exterior wall facing a street, parking area, or walking area. Walls or portions of walls where windows are not provided shall have architectural treatments that are similar to the front facade, including materials, colors, and details.
- c) When flat roofs are proposed, a parapet wall or projecting cornice shall be included on the front facade(s).
- d) Convenient pedestrian connections shall be provided from all building entrances to parking areas, open space and recreational areas, and to the transit station intended to be served by the TOD.

2) Building materials.

- a) All facades of new buildings visible from a public or private street, parking area, or public gathering space shall consist of quality building materials, such as brick, stone, concrete, and glass, to create visual interest and enhance the quality of the development.
- b) The following building materials are prohibited: exterior insulation and finishing systems (E1FS); aluminum or vinyl siding or shutters; white, tan, or painted brick; concrete block; T-III or other similar plywood siding.

3) Building orientation and entrances.

- a) Front facades of buildings shall be oriented toward Main Street or Butler Avenue, whichever immediately abuts the property frontage. Such entrances shall be usable and well-defined through the use of architectural features (e.g., utilizing porticos, pediments, colonnades, canopies, or overhangs).
- b) Each ~~facade~~ facade of a building with frontage along a public or private street, parking area, or public gathering space shall feature at least one clearly-defined and highly-visible pedestrian entrance with a direct sidewalk connection to the abutting street. A building with multiple street frontages may locate a pedestrian entrance on the corner of the building where the two streets intersect to fulfill this requirement.
- c) Storefront entrance doors shall be recessed a sufficient distance to allow doors to swing out without conflicting with pedestrian flow on the sidewalk.

4) Windows.

- a) The nonresidential component of a ground floor of any building along ~~a primary street~~ Butler Avenue and Main Street shall have a minimum transparent ~~clear~~ window area of 60%, with windows providing views of display areas or the inside of the building. Window areas shall be between 12 inches and eight feet off the ground.

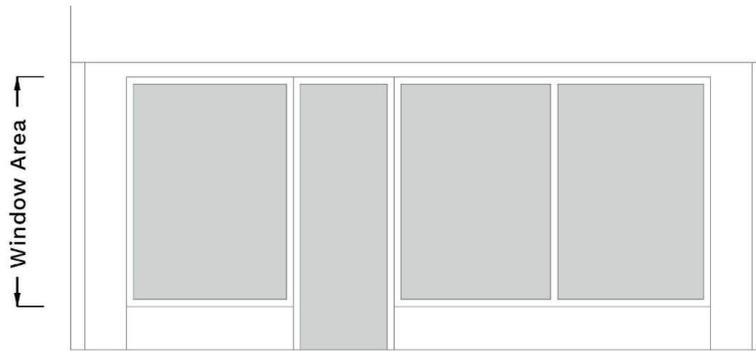


Figure 27-2703.C.1

b) For corner buildings with multiple frontages, the ground floor primary window street transparency requirement pursuant to subsection a), above, shall wrap on to the ground floor of secondary frontages for a minimum distance equal to at least 25% of the length of the building facade 40 feet along the secondary frontage, as measured from the corner of the primary and secondary frontages.

- c) The upper floors of any building along a primary street shall have a minimum clear window area of 35%.
- d) Smoked, reflective, or black glass in windows is prohibited.

5) Building Facade Elements. All buildings shall include a variety of architectural design elements to provide visual interest and to mitigate the apparent scale and mass of large buildings and facades. Any building facade along a public or private street, parking area, or public gathering space that is greater than 50 feet long shall be articulated with facade breaks of a minimum depth of three (3) feet for every 50 feet of building facade length. In addition to breaks in the facade, other architectural elements that provide facade articulation shall be utilized no less than every 50 feet on average:

- i) Masonry;
- ii) Concrete or Masonry plinth at the base of walls;
- iii) Belt courses of a different texture or color;
- iv) Projecting or decorative cornices;
- v) Quoins;
- vi) Decorative tile work;
- vii) Trellis containing planting;
- viii) Medallions;
- ix) Bay windows;
- x) Oriel windows;
- xi) Vertical articulation;
- xii) Stylized lighting fixtures;
- xiii) Porticos;
- xiv) Balconies;
- xv) Recessed entryways; and/or
- xvi) Building extensions.

(d) Street Furnishings Standards.

- 1) Location. Street furniture shall be located adjacent to the building facade, unless on-street parking is present, in which case street furniture may be located along the curb. Such amenities shall be maintained in perpetuity by the property owner.

- 2) Street Furnishings Required. At minimum, two (2) benches, one (1) bicycle rack, one (1) trash receptacle, and one (1) recycling receptacle shall be provided for every 300 feet of public street frontage. This requirement shall be exclusive of the requirements set forth in §2703- E(4)(d)3) below.
- 3) Additional Furnishings Required. In order to allow for flexibility and promote creative streetscaping design, the following options shall be provided based upon the scale of development described herein.
 - a) Building additions and new developments of 2,500 to 4,999 Gross Floor Area shall provide no less than four (4) points from either §2703-E(4)(d)4)a) or b) as set forth below. New Developments of 5,000 to 14,999 Gross Floor Area shall provide no less than one item from §2703-E(4)(d)4)a) and b), as set forth below, and shall provide no less than a cumulative total of eight (8) points.
 - b) New Developments of 15,000 Gross Floor Area and over, as well as any new building exceeding three (3) stories in height shall provide no less than one item from §2703-E(4)(d)4)a) and b), as set forth below, and shall provide no less than a cumulative total of twelve (12) points.
 - 4) Street furnishing options and points. In order to allow for a flexible and adaptable streetscape design, the following options shall be allowable to fulfill the minimum requirements set forth in §2703-E(4)(d)3), above. Category A contains planting and greening elements. Category B includes street furnishings, amenities, and decorations.
 - a) Category A: planting and greening options.
 - i) Hanging basket, one (1) point.
 - ii) Window box, two (2) points,
 - iii) In-ground planting area, two (2) points.
 - iv) Street planter, two (2) points
 - v) Roof garden or green roof, three (3) points.
 - vi) Green wall, three (3) points.
 - b. Category B: street furnishings, amenities, and decorations.
 - i) Bench, two (2) points.
 - ii) Bicycle rack, two (2) points.
 - iii) Trash and recycling receptacles (one of each), two (2) points.
 - iv) Public art, such as a mural or sculpture, three (3) points.
 - v) Public drinking fountain, three (3) points.
 - vi) Public restroom, three (3) points.
 - vii) Display fountain, three (3) points.
 - viii) Clock tower, three (3) points.
- (e) Parking Requirements.
 - 1) Compliance with §27-2101, General Provisions, §27-2105, Handicapped Parking, and §27-2106, Off-Street Loading, shall be complied with; however, all other sections of Part 21 (§§27-2102, -2103, and -2104) shall be superseded by the regulations of this section.
 - 2) Parking requirements by land use. Due to the anticipated use of transit by residents

and tenants of a TOD, a reduced parking requirement is appropriate. The minimum parking requirements based on land use are shown in Table 2703.1 below:

| Land Use | Minimum Parking Requirement |
|---|--|
| Retail establishment for the sale of dry goods, variety and general merchandise, clothing, food, drugs, plants, furnishings or other household supplies, sale and repair of jewelry, watches, clocks, optical goods or musical, professional or scientific instruments. | One (1) parking space per 200 SF GFA on the first floor + one (1) parking space per 400 SF GFA on upper floors |
| Business or professional office or studio, bank or other financial institution, municipal use excluding dump, telephone central office, telegraph or other public utility office, passenger station for public transportation | One (1) parking space per 300 SF GFA |
| Restaurant, bar, tearoom, retail baker, confectionery or ice cream shops or places serving food or beverages. | One (1) parking space per 200 SF GFA |
| Personal service shop, including tailor, barber, beauty salon, shoe repair, dressmaking or other similar service. | One (1) parking space per 300 SF GFA |
| Indoor recreation or cultural facility, such as a bowling alley, theater, fitness center, or dance studio. | One (1) parking space per 300 SF GFA |
| Hotel or motel. | One (1) parking space per guest room + One (1) parking space per 800 SF of public meeting space |
| Business services establishments, including copy centers, retail printing and duplication services, computer rental and copying centers, mailbox rental and shipping, cartage, express, and parcel delivery services. | 1/300 SF GFA |
| Artisanal manufacturing | One (1) parking space per 200 SF GFA on the first floor + one (1) parking space per 400 SF GFA on upper floors |
| Studio or One Bedroom Dwelling Unit | One parking space per dwelling unit |
| Two or More Bedroom Dwelling Unit | 1.5 parking spaces per dwelling unit |

Table 2703.1

- 3) Shared parking facilities. The off-street parking required for a mixed- use development may be provided in combined parking facilities, provided that the following standards are met:
 - a) The shared parking area(s) shall either be under common ownership or controlled by an access and parking easement agreement approved by the borough and recorded for each property affected by the shared parking.
 - b) The minimum number of parking spaces required shall be calculated according to the following formula:
 - 1) Multiply the minimum parking requirement for each individual use (as set forth in Table 2703.1, above, for each use) by the appropriate percentage (as set forth in Table 2703.2, below) for each of the six designated time periods and then add the resulting sums from each vertical column. The column total

having the highest total value is the minimum shared parking space requirement for that combination of land uses.

- ii) Calculate the minimum amount of parking required for each land use as if it were a separate use.
- iii) To determine peak parking requirements, multiply the minimum parking required for each proposed land use by the corresponding percentage in the table below for each of the six time periods.
- iv) Calculate the column total for each of the six time periods.
- v) The column (time period) with the highest value shall be the minimum shared parking requirement.

| Category of Use* | Monday to Friday | | | Saturday & Sunday | | |
|---|------------------|-----------|-----------|-------------------|-----------|-----------|
| | Sam - | 6pm -12am | 12am -Sam | Sam - 6pm | 6pm -12am | 12am -Sam |
| Retail establishment for the sale of dry goods, variety and general merchandise, clothing, food, drugs, plants, furnishings or other household supplies, sale and repair of jewelry, watches, clocks, optical goods or musical, professional or scientific instruments. | 70% | 90% | 5% | 100% | 70% | 5% |
| Business or professional office or studio, bank or other financial institution, municipal use excluding dump, telephone central office, telegraph or other public utility office, passenger station for public transportation. | 100% | 10% | 5% | 10% | 5% | 5% |
| Restaurant, bar, tearoom, retail baker, confectionery or ice cream shops or places serving food or beverages. | 60% | 100% | 10% | 60% | 100% | 20% |
| Personal service shop, including tailor, barber, beauty salon, shoe repair, | 70% | 90% | 5% | 100% | 70% | 5% |

| | | | | | | |
|---|-----|------|------|------|------|------|
| dressmaking or other similar service. | | | | | | |
| Indoor recreation or cultural facility, such as a bowling alley, theater, fitness center, or dance studio. | 40% | 100% | 10% | 80% | 100% | 50% |
| Hotel/Motel | 75% | 100% | 100% | 75% | 100% | 100% |
| Business services establishments, including copy centers, retail printing and duplication services, computer rental and copying centers, mailbox rental and shipping, cartage, express, and parcel delivery services. | 70% | 90% | 5% | 100% | 70% | 5% |
| Artisanal manufacturing. | 70% | 90% | 5% | 100% | 70% | 5% |
| Residential use | 60% | 100% | 100% | 80% | 100% | 100% |

*NOTE: the most appropriate category of use shall be selected based upon the proposed use. The category of use shall fall within one of the uses permitted

- 4) Parking Study. In order to ensure that the parking provided for a TOD is adequate to meet the anticipated demand, a Parking Generation Study prepared and submitted by the applicant. The following provisions shall be met:
 - a) The Parking Generation Study shall be prepared by a qualified traffic engineer and/or transportation planner. All costs associated with the preparation of a Parking Generation Study shall be borne by the applicant. The study shall be conducted by a qualified transportation professional using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, and the ITE Parking Generation Manual, 6th Edition, as applicable.
 - b) The Borough Engineer shall be provided an opportunity to review the proposed ITE land use codes selected by the transportation professional.
 - c) The study shall address the following:
 - i) Size and type of uses or activities on site;
 - ii) Composition of tenancy on site;
 - iii) Rate of parking turnover;
 - iv) Anticipated peak traffic and parking load;
 - v) Local parking habits; and
 - vi) Availability of public transportation.

- d) The findings of the study shall be submitted for review by the Borough Engineer; however, the study shall be considered complete and accurate unless proven otherwise by substantial evidence. In the event that the Parking Generation Study reveals a parking demand that differs significantly from the parking requirements of this section, the following options are available to the applicant:
 - i) If the anticipated parking demand exceeds the minimum parking requirement, the applicant shall be permitted the ability to provide up to the amount of parking spaces identified that exceed the minimum requirement.
 - ii) If the anticipated parking demand is lower than the minimum parking requirement, the applicant may have the reduced parking requirement authorized as a conditional use pursuant to §27-413, Conditional Uses.
 - e) In lieu of a standalone parking generation study, the applicant may instead opt to include parking generation figures within the Transportation Impact Study required by §27-2705.C., Transportation Impact Study.
- (f) Gathering space. Any TOD lot that exceeds 150 feet in frontage along Main Street or Butler Avenue shall provide no less than 5% of the Transit-Oriented Development Effective Tract Area as a gathering space designed as a pedestrian plaza, courtyard, square, or pocket park. Furthermore, the following provisions shall be met:
- 1) The gathering space shall be integral to the development and designed as a focal point for the TOD.
 - 2) The gathering space shall be located at street level, and shall be located adjacent to the sidewalk.
 - 3) The gathering space shall be convenient and accessible by sidewalk or internal pedestrian path.
 - 4) No fence or wall shall be erected between the gathering space and the sidewalk.
 - 5) At minimum, two (2) benches, one (1) bicycle rack, one (1) trash receptacle, and one (1) recycling receptacle shall be provided for every 2,500 square feet of gathering space.
 - 6) A minimum of 30%, but no more than 70%, of the gathering space shall be permeable planting beds landscaped with a combination of trees, shrubs, perennials, grasses, and groundcovers that provide year-round visual interest and color.
 - 7) The gathering space shall provide shade by using one or more of the following elements: canopies, trellises, umbrellas, or similar elements.
 - 8) Up to 25% of the gathering space area may be used for natural features preservation or stormwater management, provided the stormwater management facilities are designed as a vegetated amenity, such as rain gardens.

- 9) Any paved surface within a gathering space shall be composed of high- quality, durable paving materials, such as unit pavers, paving stones, or concrete. The use of permeable paving is encouraged. A minimum of one (1) shade tree shall be provided per 250 square feet of paved surface within a public gathering space.
 - 10) The public gathering space shall be entirely open to the air and no portion of a building, other than a balcony, shall project over the public gathering space.
 - 11) No parking, loading, or vehicular access shall occur within a gathering space (excepting emergency vehicular access).
 - 12) Any other landscaping feature specifically required by this chapter shall not be included in the calculation of this requirement.
 - 13) An operations and maintenance plan, ensuring that all landscaping and manmade items are maintained in perpetuity and are replaced if they can no longer be feasibly maintained, shall be submitted to the borough for review and approval.
- (g) Application for Approval.
- 1) TOD shall be permissible as a conditional use in the Redevelopment Overlay District only, and application shall be made for such approval in accordance with the provisions of this subsection.
 - 2) Such applications shall be accompanied by a conditional use plan showing the relationship among the various components of the development. The conditional use shall be prepared at a scale appropriate to the size of the property and in sufficient detail to demonstrate that the plan complies with the requirements of this chapter. The conditional use plan shall be conceptual in nature and shall not be required to meet the provisions of a preliminary subdivision or land development plan. The applicant shall have the option, however, of submitting preliminary subdivision or land development plans concurrent with the conditional use application. The conditional use plan shall include the following elements:
 - i) An existing features plan shall be submitted which shall indicate the tract size, out bounds of the tract, topography, wetlands, woodlands, floodplains, recorded easements and rights-of-way and any other significant physical or man- made feature existing on the tract.
 - ii) A general land use plan, indicating the tract area and the general locations of the land uses included, shall be submitted. The total number and type of dwelling units and the amount of nonresidential square footage shall be provided. The residential density and the overall tract intensity (building and impervious coverage) shall be provided. The plan shall indicate the location of proposed uses within the development; the location and amount of common open

space, along with any proposed recreational facilities, such as but not limited to pedestrian pathways, community greens, community centers, etc.

- iii) Conceptual architectural renderings, showing the general design, scale and materials of proposed buildings within the TOD.
 - iv) Photo simulations depicting the massing of the proposed building(s) from at least three locations near the development site shall be provided. The provided photo simulations shall reflect the location and envelope of any proposed building, but need not reflect the conceptual architectural renderings as provided for in the immediately preceding subsection.
 - v) A conceptual utility plan shall be included which shall indicate the proposed location of sanitary sewer and water lines, along with a narrative indicating the feasibility of such facilities. The plan shall also show the approximate areas needed for stormwater management.
 - vi) As required under Subsection 27-2703E(4)(k) above, a traffic study shall be submitted which analyzes the likely impacts of the proposed development and makes traffic improvement recommendations in accordance with standard traffic engineering procedures.
- (h) Decision on conditional use request. In allowing a conditional use, Borough Council may attach reasonable conditions and safeguards as may be deemed necessary to implement the purposes of this chapter and ensure the protection of adjacent uses and streets from adverse impacts that may be determined from credible testimony.

§27-2704. Development Bonus.

When a Transit-Oriented Development provides for public benefits as defined herein, a residential density bonus of 15 additional dwelling units per acre (up to a total of ~~75~~ dwelling units per acre) shall be granted, by right, to the applicant in accordance with the provisions of this section:

- A. A development shall qualify for the bonus if one of the following options are provided.
 - a. The development receives LEED Gold certification.
 - i. The applicant shall designate a project administrator that shall be the sole point-of-contact for the borough throughout the LEED certification process. The individual shall be qualified for the role, either being a LEED certified professional or a design professional having a proven track record of successfully navigating the LEED certification process. The contact information and qualifications of the assigned individual shall be provided to the borough at the time of application.
 - ii. The applicant shall provide a complete BD+C: New Construction and Major Renovation checklist to the Borough Engineer. The development shall qualify for gold certification and, as such, shall score a minimum of 60 points on the BD+C: New Construction and Major Renovation checklist, Version 4. Furthermore, the

applicant shall submit documentation that provides evidence that supports the checklist findings to the Borough Engineer.

- iii. Proof of compliance required.
 1. The applicant shall successfully submit for precertification from USGBC, or
 2. The applicant shall undertake a "split review" whereby the design credits and prerequisites are reviewed and approved by USGBC in an initial phase of review, while the construction credits are reviewed in a second phase of review.
 3. Any approvals and correspondence shall be submitted to the borough for review.
 - b. The development provides a direct pedestrian connection across the SEPTA railroad tracks, which directly connects the northbound and southbound train station platforms. Any such connection must provide for more direct and efficient movement between the two platforms than existing conditions, which necessitate walking up to and along Butler Avenue.
- B. Alternatively, a development shall qualify for the bonus if three (3) of the following five (5) options are provided for as part of the TOD.
- a. The development generates no less than 10% of their anticipated energy use through on-site renewable energy generation.
 - i. The development shall generate at least 10% of their anticipated energy use through building-integrated solar energy generation and/or geothermal energy generation facilities.
 - ii. The applicant shall provide specifications and other supporting documentation to the Borough Engineer for review.
 - iii. The applicant shall submit an annual report to the borough that describes the energy generation and energy use of the development.
 - b. No less than 10% of all dwelling units are provided as income-restricted dwelling units.
 - i. Price and income guidelines for income-restricted dwelling units shall meet the rent and income limits defined by the Pennsylvania Housing Finance Agency (PHFA) for agency financed properties for Montgomery County in a given year.
 - ii. A mix of income limitations shall be provided for, ranging from 20% to 60% of the area median income. No more than 50% of income-restricted units shall allocated to any one income limitation (60%, 50%, 40%, 30%, or 20%).
 - iii. The income-restricted dwelling units shall remain income-restricted in perpetuity with a covenant that runs with the land.
 - iv. The applicant shall designate the property manager or another permanent staff member as the sole point-of-contact for the borough to contact for all matters related to income-restricted dwelling units. The contact information and qualifications of the assigned individual shall be provided to the borough at the time of application.
 - v. The applicant shall submit an annual report to the borough that demonstrates the continued occupancy of the units by qualified individuals, as defined herein. Personal information of tenants may be redacted as necessary.

- c. The development provides free-use public parking spaces to support visitors of Ambler in an amount equal to at least 510% of their nonresidential parking requirement.
 - i. Public parking areas shall be owned, operated, and maintained by the property owner.
 - ii. Public parking spaces may be one and the same as those allocated to a nonresidential parking requirement, provided that the parking spaces are available between the close of business on Friday through Sunday evening.
 - iii. Public parking shall be clearly delineated through pavement markings and/or signage.
 - iv. Public parking shall be located near the train station, commercial land uses, or public gathering spaces, where applicable.
 - v. Wayfinding signage between the public right-of-way and the public parking spaces shall be provided.
 - vi. Reasonable parking restrictions, such as metering and limiting overnight parking, shall be permissible provided that the borough is made aware of changes no less than seven (7) days in advance of enforcement. All enforcement shall be the sole responsibility of the property owner.

d. The development provides an expanded gathering space. The development shall provide no less than 10% of TOD effective tract area as a contiguous public gathering space meeting the standards of §27-2703.E.(4)(f) and -
~~ii. The development shall provide a pocket park measuring at least 1,500 square feet in area.~~

e. The development provides all required off-street parking within a parking structure(s) meeting the standards of §27-2703.A and §27-2703.E.(3)(e), and which is integrated/attached to the mixed-use TOD building.

§27-2705. General Regulations.

The following regulations apply to all development in the Redevelopment Overlay District:

- A. Utilities. All buildings shall be served by a public sanitary sewage disposal system and public water supply or any available public utilities. All utility lines and services shall be placed underground.
- B. Stormwater Facilities. Stormwater facilities and supporting calculations must be provided in accordance with the Ambler Borough Subdivision and Land Development Ordinance [Chapter 22], Recognizing the intent of the Borough to encourage redevelopment and reuse and the need to protect the health, safety and welfare of property owners, employees and residents, the Borough may apply some flexibility in addressing stormwater and related issues. Developers are encouraged to utilize innovative stormwater control techniques such as porous pavements. Applicants and or landowners may challenge the official floodplain delineation in accordance with the procedures required by the Federal Emergency Management Agency, Federal Insurance Administration.
- C. Transportation Impact Study. A transportation impact study shall be completed for all development within the RO District in accordance with the provisions of this section, which shall supersede §22-310, Traffic Impact Study, of the Borough of Ambler Subdivision and Land Development Ordinance.
 - (1) Intent. A transportation impact study (TIS) is intended to enable Ambler Borough to assess the transportation impacts of a proposed development or redevelopment with the RO Redevelopment Overlay. Specifically, its purpose is to:
 - (a) Ensure a safe and efficient transportation network for all users, including drivers, pedestrians, bicyclists, and transit users.

- (b) Identify any transportation problems that may be created in the existing transportation system as a result of the proposed development.
 - (c) Identify solutions to potential problems and to present mitigation improvements to be Incorporated into the proposal or into the transportation systems within the study area.
 - (d) Assist in the protection of air quality and the conservation of energy and to encourage the use of alternative transportation modes where available.
 - (e) Ensure that TIS submissions to the Municipality are consistent with the PennDOT Publication 282, Appendix A, "Policies and Procedures for Transportation Impact Studies," (July 2017).
- (2) Preparation of study. The transportation impact study shall be prepared by a qualified traffic engineer and/or transportation planner in accordance with PennDOT Publication 46, Traffic Engineering Manual. All costs associated with the preparation of a TIS shall be borne by the applicant. The procedures and standards for the transportation impact study are set forth below. The applicant may provide funds to the Borough to enable the Borough to hire a traffic engineer of its choice to conduct the study, if this procedure is deemed appropriate and approved by the Borough.
- (3) Coordination. Coordination with PennDOT or county highway occupancy permit (HOP) managers shall occur as appropriate. A TIS prepared in accordance with the guidelines of PennDOT as part of an application for a state HOP should be submitted to the Borough in fulfillment of the requirement for a TIS by Ambler Borough.
- (4) Vehicle Trip generation. The anticipated number of peak hour trips and trips per day shall be determined using the Institute of Transportation Engineers (ITE) "Trip Generation Manual," 11th Edition. The proposed use or development shall be identified using the appropriate ITE land use code. The appropriate ITE land use code shall be agreed upon by the applicant and the Borough.
- (5) Municipal scoping meeting. A municipal scoping meeting may be required to ensure that the parameters used in the TIS accurately reflect municipal conditions and expectations. The applicant should confirm the need for a municipal scoping meeting prior to submission. The municipal scoping meeting will address the number and locations of proposed access points, project schedule and phasing, intersections to be included in the analysis, specific ITE trip generation land use codes, pass-by volumes, modal splits, any trip adjustments to be used, and other area developments and programmed roadway improvements to be included in the future conditions analysis as well as potential opportunities to implement transportation demand management (TDM) activities. Agreement on all scoping parameters shall be obtained prior to initiation of the TIS. The municipal scoping meeting may be held in conjunction with the PennDOT or county scoping meeting.
- (6) If a municipal scoping meeting is not held, the applicant shall include in the study report, at minimum, the three intersections of a local street with Butler Avenue that are closest to the proposed development.
- (7) General requirements and standards. A Transportation Impact Study shall contain the following information:
- (a) General site description. The site description shall include the size, location, proposed land uses, construction staging and completion date of the proposed subdivision or land development, if the development is residential, types of dwelling

units and number of bedrooms shall also be included. A brief description of other major existing and proposed developments within the study area shall be provided. The general site description shall also include probable socioeconomic characteristics of potential site users to the extent that they may affect the transportation needs of the site (i.e., number of senior citizens).

(b) Transportation facilities description. The description shall contain a full documentation of all aspects of the proposed internal and proposed and existing external transportation system. This description shall include proposed internal vehicular, bicycle, and pedestrian circulation; all proposed ingress and egress locations; all internal roadway widths and rights-of-way; roadway classifications; parking conditions; traffic channelization, traffic control and traffic calming devices; and any traffic signals or other intersection control devices at all intersections within or adjacent to the site. Data provided in the report should adequately document the following:

1. Traffic volume counts.
2. Land use context (in study area).
3. Sight distance and site access.
4. Photographs.
5. Pedestrian, bike, and transit facilities.

(c) Existing conditions scenario. Full documentation shall be provided to adequately describe and evaluate traffic conditions throughout the study area including, but not limited to, peak hourly volume, intersection turning movement counts, capacity and level of service analysis, and the past five years of crash analysis. Complete traffic counts encompassing and documenting the peak traffic and peak development generated hours shall be required for the three intersections of a local street with Butler Avenue that are closest to the proposed development.

(d) Background traffic. Projections of traffic volumes at the project opening year and design horizon shall be made by applying a growth factor to existing base traffic volumes. Planned and permitted developments that will impact the study area shall be evaluated for addition to future traffic volume. Existing traffic counts to be used for traffic volume projections should not be older than three years from the current year of the study, unless approved by the Borough Engineer.

(e) Traffic characteristics of the proposed development. The following characteristics of traffic generated by a proposed development shall be estimated based upon reasonable sources as agreed upon by Ambler Borough and the applicant.

1. Trip generation - total volume of traffic arriving at and departing from a site. This shall include projected vehicular, pedestrian, and bicycle volumes, as well as transit ridership.
 2. Modal split - the form or type of transportation used to reach or depart from a site.
 3. Trip distribution - the arrival and departure pattern of traffic at a site.
 4. Traffic assignment - typical routes used to arrive at or depart from a site.
- (f) Future analysis. Future traffic volumes for the study area at the project opening year and design horizon year shall be projected in at least two scenarios: with and without the proposed development.
- (g) Level of service requirements. The TIS shall compare the operating LOS and delay for the design horizon year both with and without the development. An evaluation comparing the without development and with development scenarios shall be used to determine if the overall LOS has dropped. The impact of development on the level of service at all intersections within the study area shall be evaluated. This shall include the three intersections of a local street with Butler Avenue that are closest to the proposed development. Level of service below "C" shall be considered deficient and a mitigation analysis shall be performed.
- (h) Mitigation analysis. If level of service requirements are not realized, the study shall outline mitigation measures and demonstrate any changes to the level of service achieved by these measures. Any alternatives or suggested phasing of improvements shall be described. The mitigation measures may include recommendations such as roadway widening, changes in striping, turning lanes, deceleration lanes/tapers, changes to signalization, use of access management techniques, or a reduction in the proposed intensity of the use. The responsibility and timing of all recommended roadway improvements shall be described within the transportation impact study.
- (i) Street improvements. The study shall include recommendations for street improvements bordering the site that will be used to accommodate the traffic generated by the proposed subdivision or land development; and cost estimates for the associated recommendations. In any location where signalization is considered, so too shall the addition of a roundabout or miniroundabout be considered and studied.
- (j) Multiple phases. If the proposed subdivision or land development will occur in multiple phases, then calculations for the completion of each phase shall be provided in the study.
- (8) Time of submission. The transportation impact study shall be submitted to the Borough with the preliminary plan submission. Revisions to preliminary plans may constitute the need for re-submission of the transportation impact study for the revised conditions. An application which requires a TIS shall not be considered complete until the TIS is submitted.
- (9) Implementation. Borough Council shall review the transportation impact study to analyze its adequacy in solving any traffic problems that will occur due to the land development or subdivision. Borough Council may determine that certain improvements on and/or adjacent to the site, including those related to access or egress, are necessary requirements for land development or subdivision plan approval and may attach these as conditions to the approval. If Borough Council determines that such additional improvements are necessary, the developer shall have the opportunity to submit alternative improvement designs to obtain plan approval.

- (10) Emergency response organizations. The Borough shall submit all land development plans to the fire department, police department, and any other emergency response organization having jurisdiction within the area of the proposed development for review and comment. If requested by any emergency response organization, Borough Council may require the developer of a land development to provide emergency signal preemption for any traffic signals located within or immediately adjacent to the development.
- D. Access. Each development shall have physical access to a public street. Developers are encouraged to share access points and/or driveways.
- E. Streets. Streets proposed for dedication within the development shall be interconnected with each other and with streets on abutting properties and approved by Borough Council.
- F. Ownership and Maintenance of Common Open Space and Facilities. Ownership and maintenance of common open space and other common facilities shall be provided for in accordance with the regulations of §27-402 of this Chapter. All open space shall be permanently deed restricted from future subdivision and development.
- G. Solid Waste. All solid waste facilities shall be located no closer than five feet from any property line and a site element screen shall be provided in accordance with the landscape planting requirements of the Borough Subdivision and Land Development Ordinance [Chapter 22].
- H. Signs. All signs shall meet the requirements of Part 20.
- I. Lighting Facilities.
 - (1) All nonpublic sidewalk, walkway, parking and building lighting fixtures shall be of a style and design that is either consistent with or complementary to those utilized throughout the Redevelopment Overlay.
 - (2) Lamp posts for all existing and proposed streets shall match existing lamp posts utilized throughout the Redevelopment Overlay District. The specifications for existing lamp posts may be requested from the Borough Engineer.
 - (3) Strict adherence to §27-412, Lighting Criteria Applicable to All Zoning Districts, is required.
- J. Landscaping. Landscaping requirements in the RO District shall meet all provisions of the Borough's Subdivision and Land Development Ordinance [Chapter 22], except as modified or supplemented below:
 - (1) General standards.
 - (a) All areas of the site not devoted to buildings, parking, roadways, pedestrian pathways, and public gathering spaces or plazas shall be landscaped with trees, shrubs, ornamental plants and grasses, or other appropriate groundcover.
 - (b) All landscaping shall be guaranteed for a period of ten (10) years and any dead, diseased, or dying plant materials shall be replaced no later than the next planting season.
 - (c) Plant species shall be selected from §100.6, Recommended Plant Material List, where applicable.
 - (2) Street trees. Street trees shall be provided in accordance with §100.3, Street Trees.
 - (3) Foundation plantings.
 - (a) Foundation plantings shall be provided between a sidewalk and any building facade.
 - (b) Foundation plantings shall include a mix of shrubs, perennials, and ornamental grasses, and may be located either within an in-ground planting bed or within a permanent architectural planter.
 - (c) Notwithstanding the above, foundation plantings shall not be required where

the sidewalk is extended to the build-to line and directly abuts the facade of a building.

- (4) Planting buffer. All mixed-use or nonresidential developments shall provide a permanent landscaped planting area of at least 10 feet in depth (inclusive of curb, but not sidewalk, of up to one foot in width) along all property lines adjacent to a residentially zoned property. The buffer shall meet the requirements of §100.4. Buffers and Screens.

K. Pedestrian Design Standards. Public and private pedestrian access and circulation shall be included in all development proposals. Pedestrian access links shall be provided for all uses as specified on the Redevelopment Area Plan for access to open space areas and principal destinations such as the Ambler Borough Main Street Corridor, the SEPTA train station and the Wissahickon Conservation Corridor. The following standards shall apply throughout the RO:

- (1) Sidewalks within an unimpeded pedestrian pathway width of at least eight (8) feet shall be required along all existing and proposed streets and driveways within the RO.
- (2) Paved pedestrian walkways, sidewalks, trails or equivalent with a minimum width of five (5) feet shall connect road frontage sidewalks to building entries, parking area(s) and other significant destination areas (i.e., passenger rail station, major open space areas and/or historically or culturally important sites).
- (3) Sidewalks shall connect to existing sidewalks on abutting tracts and other nearby pedestrian destination points and transit stops. Unpaved walking trails may be substituted for paved sidewalks in cases where the developer has proven that such trails would be more appropriate to the development's surroundings (i.e., along a watercourse, connection to an existing trail network, etc.),
- (4) All pedestrian amenities shall be designed in accordance with the standards of the Americans with Disabilities Act.
- (5) Walkways between office buildings, retail establishments and housing areas shall facilitate "walkability." Direct pedestrian connections to public transit stops, the Downtown Commercial District and adjacent properties shall be accommodated within the overall land use plan.
- (6) Sidewalks and pedestrian access links shall be constructed of a hard, durable, all-weather surface. Alternative paving materials, such as high density concrete pavers, may be utilized but must be of a color and texture matching that existing elsewhere in the Borough's Main Street and/or development areas and must be approved by the Borough.
- (7) For frontages on Main Street and Butler Avenue, a four (4) foot wide verge shall be provided between the sidewalk and curblin which may be either landscaped or hardscaped. For frontages other than Main Street and Butler Avenue, a two (2) foot wide verge shall be provided between the sidewalk and curblin which may be either landscaped or hardscaped.
- (8) Crosswalks. Crosswalks shall be clearly delineated at all intersections and marked to the width of the largest contributing sidewalk or internal pedestrian pathway. In no case shall the width of the crosswalk be less than five (5) feet. Furthermore, pedestrian signalization shall be provided at intersections where traffic signals exist.

L. Bus stops.

- (a) The developer shall coordinate with SEPTA, or any other public transit provider, on providing or improving existing bus stops when a public bus transit route operates or has a stop located on a public or private street frontage directly abutting a development within the RO.
- (b) The developer shall coordinate with SEPTA on the stop design. The appropriate transit stop improvements and shelter shall be provided meeting the most

recent SEPTA Bus Stop Design Guidelines. Transit stops shall include, at a minimum, a shelter or enclosure, seating, and schedule information.

- (c) The developer shall sign a perpetual maintenance agreement with Ambler Borough demonstrating that the applicant is responsible for the maintenance of the bus shelter and associated amenities.

M. Application and Review of Development Proposals,

- (1) For all proposed developments in the RO District, a tentative conceptual sketch plan shall be submitted to the Borough Planning Commission, as defined in §22-302 of the Ambler Borough Subdivision and Land Development Ordinance [Chapter 22] with the following information also to be shown:

- (a) A conceptual site plan showing the location of all existing and proposed buildings, drives, roadways, proposed traffic patterns, parking lots and garages, pedestrian walkways and plazas and other constructed features on the lot, plus all designated open space and open space/recreational facilities, and all water, floodway/floodplains and topographic features. Surrounding existing features may be indicated with aerial photographic information, which can be obtained from the Borough.
- (b) Conceptual architectural plans for any proposed buildings or modifications to existing buildings shall be submitted in adequate detail to indicate building setback, footprint dimensions, building heights, building mass, entrances, loading/unloading areas and a schematic layout of building uses.
- (c) A preliminary landscape plan meeting the requirements of §100.7.1 of the Ambler Borough Subdivision and Land Development Ordinance [Chapter 22],
- (d) Schematic layout of utilities and stormwater facilities.
- (e) Any other pertinent data or evidence that Borough Council may require.

N. Building Design Standards and Guidelines. The following architectural design criteria shall be complied with in all development in the RO District, and thus provide a basis for the encouragement of innovative and sound design and development practices and ensure consistency of improvements and architectural elements throughout the development area. The following criteria shall be met at preliminary and/or final plan submission.

- (1) Preliminary architectural elevations shall be submitted with any conditional use application or land development application, whichever occurs first. A registered architect shall prepare such elevations. Such elevation shall illustrate the general design, character and materials for sides of buildings visible from public streets, the passenger rail line and open space lands available for public use.
- (2) The details of the architectural designs may be modified after conditional use approval and/or preliminary land development approval, provided the overall designs and types of materials conform to the approved plans.
- (3) The architectural designs of all buildings shall provide a variety of rooflines and treatments, when viewed from public streets, the passenger rail line and public open space. Buildings shall not have the appearance of a single monolithic structure. Instead, large buildings shall have the appearance of connected smaller buildings. Building walls shall not have unbroken single appearance for more than 50 feet on the average in horizontal length. Instead, variations in materials, colors, textures, overhangs, building recesses of at least 20 feet, display windows and/or entrance ways shall be used to provide visual interest.

- (4) The architectural design of a building's vertical height shall be broken with variations in materials, colors, textures, setbacks, fenestration and architectural detailing. All buildings within a development project shall have a unified or complementary architectural character. Developments shall create focal points with respect to avenues of approach, or other buildings, and relate open space between all existing and proposed buildings.
- (5) Screening of certain features.
 - (a) Rooftop equipment or features. Rooftop HVAC systems, elevator equipment, or any other mechanical or utilitarian protuberances shall be screened from view from adjacent buildings and from ground level using similar building materials and in a manner that is consistent with the architectural design of the building.
 - (b) Loading docks. Loading docks shall be incorporated into the overall site design. These areas shall be located and screened so that the visual and acoustic impact of these functions are fully contained and out of view of adjacent properties and public streets.
 - (c) Refuse collection facilities. Refuse collection areas shall be located with buildings wherever feasible; however, where indoor refuse collection and storage is not feasible, the refuse collection area shall be located to the rear of the building. All exterior refuse collection areas shall be screened from neighboring properties, public and private streets, parking areas, and public gathering spaces through a combination of low walls, fencing, or hedges.
- (6) Applicants are encouraged to use color schemes that contribute to the overall character of the Borough. However, companies will not be required to abandon their legally protected trademarks, logos, color schemes and trim colors provided they are appropriately integrated into an aesthetically pleasing overall design.
- (7) A coordinated design scheme shall be presented that will promote attractive sign designs among tenants. A detailed design shall be presented for freestanding signs for the development during the subdivision/land development process
0. Demolition of Existing Structures. Demolition of existing structures shall require a demolition permit from the Borough. Proposed demolition of existing structures in the RO District must be included in all conceptual sketch plan submittals.

5.27-2706. Miscellaneous

- A. To the extent of any inconsistency between this ordinance and any earlier-adopted ordinance, the inconsistent language in the earlier ordinance is repealed to the extent of such inconsistency.
- B. In the event that a court of competent jurisdiction invalidates any portion of this ordinance, then to the extent possible, the invalid portion shall be severed from the remainder, which shall remain in full force and effect.
- C. This ordinance is effective on the earliest effective date recognized by section 3301.3(b) of the Pennsylvania Borough Code.

SO ORDAINED this _____ day of February, 2026.

Elizabeth Iovine, Ambler Borough Council President

Attest: _____
Kyle Detweiler, Secretary

**MONTGOMERY COUNTY
BOARD OF COMMISSIONERS**

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

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**MONTGOMERY COUNTY
PLANNING COMMISSION**

MONTGOMERY COUNTY • PO Box 311
NORRISTOWN, PA 19404-0311

610-278-3722
PLANNING@MONTGOMERYCOUNTYPA.GOV

SCOTT FRANCE, AICP
EXECUTIVE DIRECTOR

January 21, 2025

Mr. Kyle Detweiler, Borough Manager
Borough of Ambler
131 Rosemary Avenue
Ambler, Pennsylvania 19002

Re: MCPC #26-0008-001
Plan Name: Redevelopment Overlay District Amendments
Borough of Ambler

Dear Mr. Detweiler:

We have reviewed the above-referenced zoning text amendments in accordance with Section 609 of Act 247, "The Pennsylvania Municipalities Planning Code," as you requested on January 13, 2026. We forward this letter as a report of our review.

BACKGROUND

Ambler Borough is proposing a series of amendments to Article 27, Redevelopment Overlay District, of Chapter 27, Zoning, of the Borough Code of Ordinances. The proposed amendments include the following:

1. **Section 27-2703.A.** – Clarifying the interpretation of dimensional standards related to parking garages and structures when integrated within a Transit-Oriented Development.
2. **Section 27-2703.E.(1)** – Amending the legislative intent.
3. **Section 27-2703.E.(2)** – Establishing a new definition for the term "Green Roof" and amending the definition of "Transit-Oriented Development."
4. **Section 27-2703.E.(3)(b)** – Addressing residential uses within a Transit-Oriented Development. The proposal would allow buildings other than those with frontage on Butler Avenue or Main Street to provide ground-floor residential use when certain design standards are met.
5. **Section 27-2703.E.(3)(c)** – Addressing nonresidential uses within a Transit-Oriented Development. The proposal would continue to require that buildings fronting on Butler Avenue or Main Street include a ground-floor nonresidential use with a minimum depth of 40 feet, while removing this requirement from frontages on other roadways.
6. **Section 27-2703.E.(3)(e)** – Addressing ground-level structured parking. The proposal would allow ground-level structured parking internal to a building when fronting on roadways other than Butler Avenue and Main Street, provided that certain design standards are met.

7. **Section 27-2703.E.(4)(a)** – Striking former subsection “2,” which required that every building in a Transit-Oriented Development be mixed-use. This requirement was removed to reflect the proposed allowance for multifamily development under Section 27-2703.E.(3)(b).
8. **Section 27-2703.E.(4)(b)** – Dimensional standards:
 - A. Clarifying the interpretation of minimum lot width for corner lots.
 - B. Modifying the 90% frontage occupation requirement to apply only to buildings fronting on Butler Avenue and Main Street.
 - C. Establishing an allowance for 85% impervious coverage when a green roof is provided at a ratio of 2:1 green roof area to impervious surface.
 - D. Establishing a new allowance for buildings in the Redevelopment Overlay District with an underlying zoning of Office Campus District to permit height averaging, whereby the overall average height must remain 65 feet while allowing portions of the building to reach up to 80 feet and requiring other portions to be limited to 35 feet.
9. **Section 27-2703.E.(4)(c)** – Clarifying the requirements for transparent window area for ground-floor nonresidential uses.
10. **Section 27-2704.B.(c)** – Revising the development bonus for public parking provided by the applicant. The proposal increases the required amount to 10% of the non-residential parking requirement, establishes required hours of public availability (from close of business on Friday through Sunday evening), and adds a provision clarifying that parking may be metered.
11. **Section 27-2704.B.(d)** – Revising the development bonus related to the provision of an expanded gathering space. The proposal establishes a minimum area of 1,500 square feet.

COMPREHENSIVE PLAN COMPLIANCE

Montco 2040: A Shared Vision (2015; amended 2021)

Montco 2040, Montgomery County’s Comprehensive Plan, designates this portion of the community as a ‘Town Center’ in the future land use plan. Town Centers are traditional downtown areas with a mix of retail, institutional, office, and residential uses. These centers are pedestrian-oriented, with buildings built close to sidewalks and often attached. Buildings should be designed with a wall-to-window ratio that reflects existing historic structures in the area and should generally have a vertical orientation. Parking should be located to the rear of buildings wherever it is feasible. When structured parking is used and faces a primary pedestrian route, stores and other uses should be placed in the ground floor of the building. A central park or green should be created within developments within a Town Center. The proposed amendments to the Redevelopment Overlay District are generally consistent with the goals for a Town Center; however, the ultimate design and layout of future development will determine the degree to which consistency is achieved.

Comprehensive Plan Update (2013)

Ambler Borough’s 2013 *Comprehensive Plan Update* recommended the creation of a Redevelopment Overlay District (ROD) to promote Transit-Oriented Development in the station area. The district was ultimately created via a zoning map and ordinance amendment. The district saw subsequent edits at various points since its creation. The plan states that, “the intent of this district is to permit Transit-Oriented Development (TOD) that is compact, mixed-use, and pedestrian-friendly while encouraging mass-transit ridership.” The proposed amendments to the ROD appear to be generally consistent with the goals of the borough’s comprehensive plan.

It is important to note that the Borough Planning Commission is in the process of drafting an update to the comprehensive plan with assistance from MCPC through the Community Planning Assistance Contract Program.

RECOMMENDATION

The Montgomery County Planning Commission (MCPC) generally supports the proposed ordinance amendments; however, in the course of our review we have identified one regulation where additional detail may be appropriate. Our comments are as follows:

REVIEW COMMENTS

GREEN ROOF OPERATIONS & MAINTENANCE PLAN

The proposed amendments to Section 27-2703.E.(4)(b) establish a new allowance for up to 85% impervious surfacing when a green roof is provided at a rate of 2:1 of green roof to impervious coverage. While we support this provision, we recommend that the borough consider adding a requirement for submission of an operations and maintenance plan to ensure the long-term viability of the green roof. For example, the regulation could include a provision stating that “an operations and maintenance plan shall be prepared for the green roof and submitted to the Borough for approval.”

CONCLUSION

We wish to reiterate that MCPC generally supports the applicant’s proposal; however, we believe that our suggested revision will ensure that the intent of the regulations are more clearly defined in the ordinance.

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 adopt this proposed zoning ordinance amendment, Section 609 of the Municipalities Planning Code requires that we be sent an official copy within 30 days.

Sincerely,



Timothy Konetchy, AICP, Senior Community Planner
Timothy.Konetchy@montgomerycountypa.gov - 610.292.4917

- c: Glenn Kucher, Borough Code Officer
- John Oswald, Chair, Borough Planning Commission
- Al Comly, Vice Chair, Borough Planning Commission
- Carol DiPietro, Secretary, Borough Planning Commission
- Jessica Buck, District Manager, MCCD

Borough Of Ambler

131 ROSEMARY AVENUE
AMBLER, PENNSYLVANIA 19002-4476

PHONE 215-646-1000
FAX 215-641-1355 ADMINISTRATION
FAX 215-641-1921 WATER DEPARTMENT
WEBSITE: www.boroughofambler.com



January 27, 2026

Kyle Detweiler, Borough Manager
Borough of Ambler
131 Rosemary Avenue
Ambler, PA 19002

Re: Amendments to Downtown Commercial
And Commercial Zoning Districts

Dear Mr. Detweiler:

At the direction of Council, the Planning Commission had been requested to review "BT Ambler LLC – Mixed Use Development" proposing a mixed-use development at 100– 112 W. Butler Avenue and 19, 23, and 27 S. Chestnut Street under the TOD option in the Redevelopment Overlay District pursuant to ordinance amendment request to Ordinance No. 1140.

At the January 27, 2026, Ambler Borough Planning Commission meeting, after review and discussion, a motion was made and seconded to recommend to move the zoning ordinance amendment requests to Borough Council as submitted with the following revisions to be worked out with Montgomery County Planning Commission, Borough Solicitor, and Borough Staff:

Add green roof operations and maintenance plan approval under 27-2703.E.4.b as per MCPC letter;

Revise height reach up to 75 feet maximum; and

Allow for stair tower access for green roof to be excluded from the maximum height

The vote taken was unanimous. If you have any questions, please do not hesitate to contact our Chairman, John Oswald.

Very truly yours,

Carol Ann DiPietro
Secretary
Ambler Borough Planning Commission

BET Ambler Mixed Use Development (Planning Commission Statement)
December 16, 2025 Borough Council Meeting

Good evening, Council. My name is John Oswald, and I am the Chairman of the Borough Planning Commission, here along with Tim Konetchy, Borough Community Planner with the Montgomery County Planning Commission.

At last Thursday's Borough Planning Commission meeting, the Commission and I unanimously approved this statement regarding the BT Ambler ordinance amendment requests.

Please be aware that a motion to advertise for a public hearing on these amendments is only the first step in a long process before this development could come to fruition.

This application would still need to come before both the Planning Commission and Borough Council for Conditional Use approval, as well as undergo a full Land Development review and approval.

As you know, the BT Ambler proposed mixed-use redevelopment project is located at 100–112 W. Butler Avenue and 19, 23, and 27 S. Chestnut Street, within the OC–Office Campus Zoning District and the Redevelopment Overlay District. The property currently contains an existing office building and surface parking.

BT Ambler presented an initial sketch plan and zoning amendment requests at the September 2025 Planning Commission meeting. During that meeting, the Planning Commission provided several comments and suggested revisions to their original proposal.

At our October meeting, BT Ambler submitted a revised application. The applicant incorporated the Commission's recommendations and made the following changes:

- **Reduced the proposed density by 12 units.**
- **Added ordinance language establishing an average building height rather than a maximum height**, as recommended by the Planning Commission, to create a more neighborhood-scaled appearance and avoid a monolithic “box” structure. The proposed ordinance permits an average height in the OC-Office Campus district not to exceed 65’ and a maximum height of any portion of the building not to exceed 80ft.
- **Provided a 20-foot sidewalk width from curb to building along all streets** to prevent a “canyon effect,” particularly along Maple Street.
- **Addressed concerns about integration with the existing residential neighborhood.** The ordinance now limits maximum building height to 35 feet beyond 400 feet of the rail right-of-way to protect homes along Chestnut Street. The applicant also added language establishing an arts walk/community public space and a pocket park at the intersection of Wissahickon and Chestnut Street. This public space and arts walk will be required along all

street frontages, including pedestrian pathways on both sides of the building connecting to the train platform.

- **Included ordinance language defining public parking.** The project will provide more than 200 metered parking spaces available to the public on evenings and weekends—spaces that will require no maintenance or enforcement cost to Ambler Borough.

At the October 28, 2025 Ambler Borough Planning Commission meeting, after review and discussion, the Commission voted unanimously to recommend that Borough Council move forward with the zoning ordinance amendment requests as submitted, with the understanding that the remaining revisions will be coordinated with the Montgomery County Planning Commission, the Borough Solicitor, and Borough Staff.

The Commission discussed at the October meeting the fact that the development ordinance was looked at as a baseline for future development around the train station. The Planning Commission would always look at amendment requests with flexibility within reason. Key phrase being within reason.



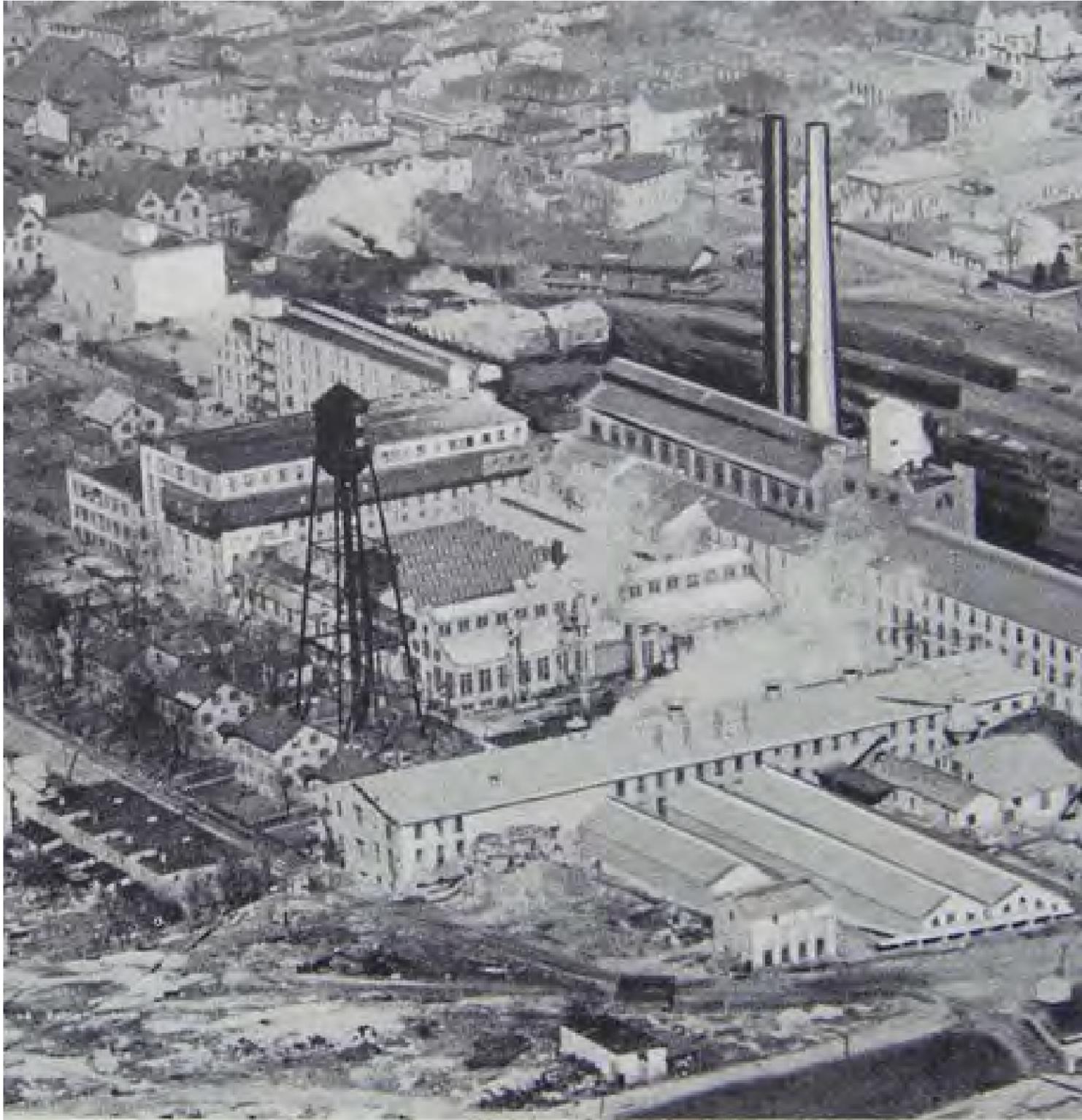


NO
PARKING
THIS SIDE
OF STREET









AMBLER MIXED USE

BOROUGH OF AMBLER, PA
BET INVESTMENTS



ARCHITECTURAL EXHIBITS | 28 OCTOBER 2025

BET INVESTMENTS | AMBLER MIXED USE

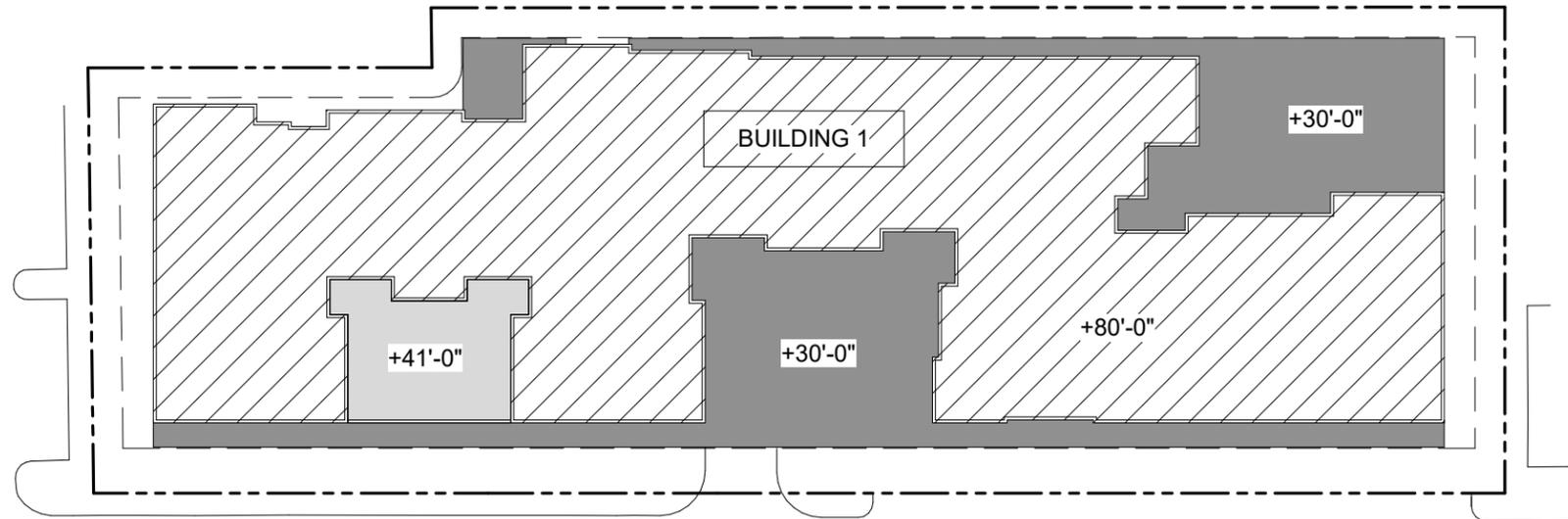


HEIGHT DIAGRAM

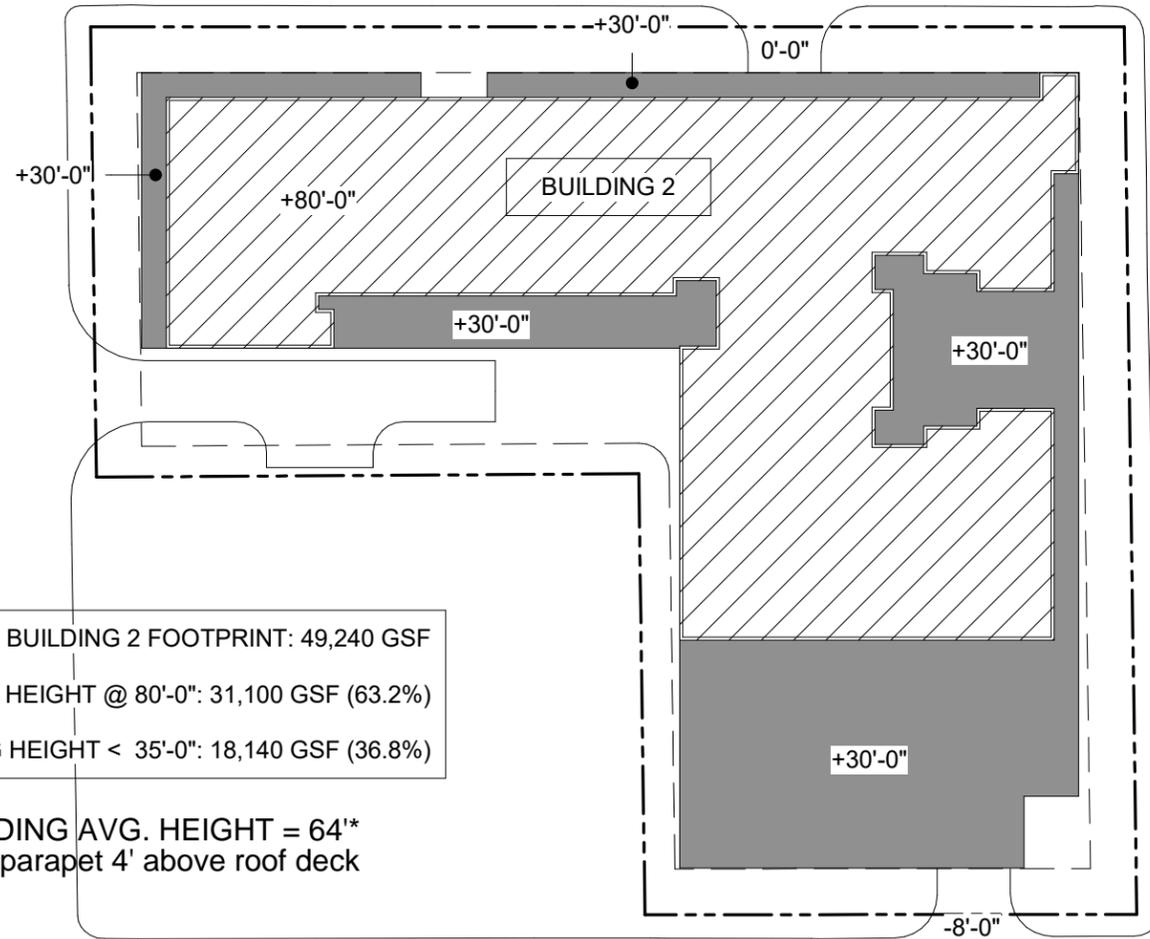
BUILDING 1 FOOTPRINT: 56,450 GSF

-  BUILDING HEIGHT @ 80'-0": 38,750 GSF (68.6%)
-  BUILDING HEIGHT < 45'-0": 2,570 GSF (4.6%)
-  BUILDING HEIGHT < 35'-0": 15,130 GSF (26.8%)

NORTH BUILDING AVG. HEIGHT = 67'*
* measured to parapet 4' above roof deck



SOUTH MAPLE STREET

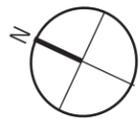


BUILDING 2 FOOTPRINT: 49,240 GSF

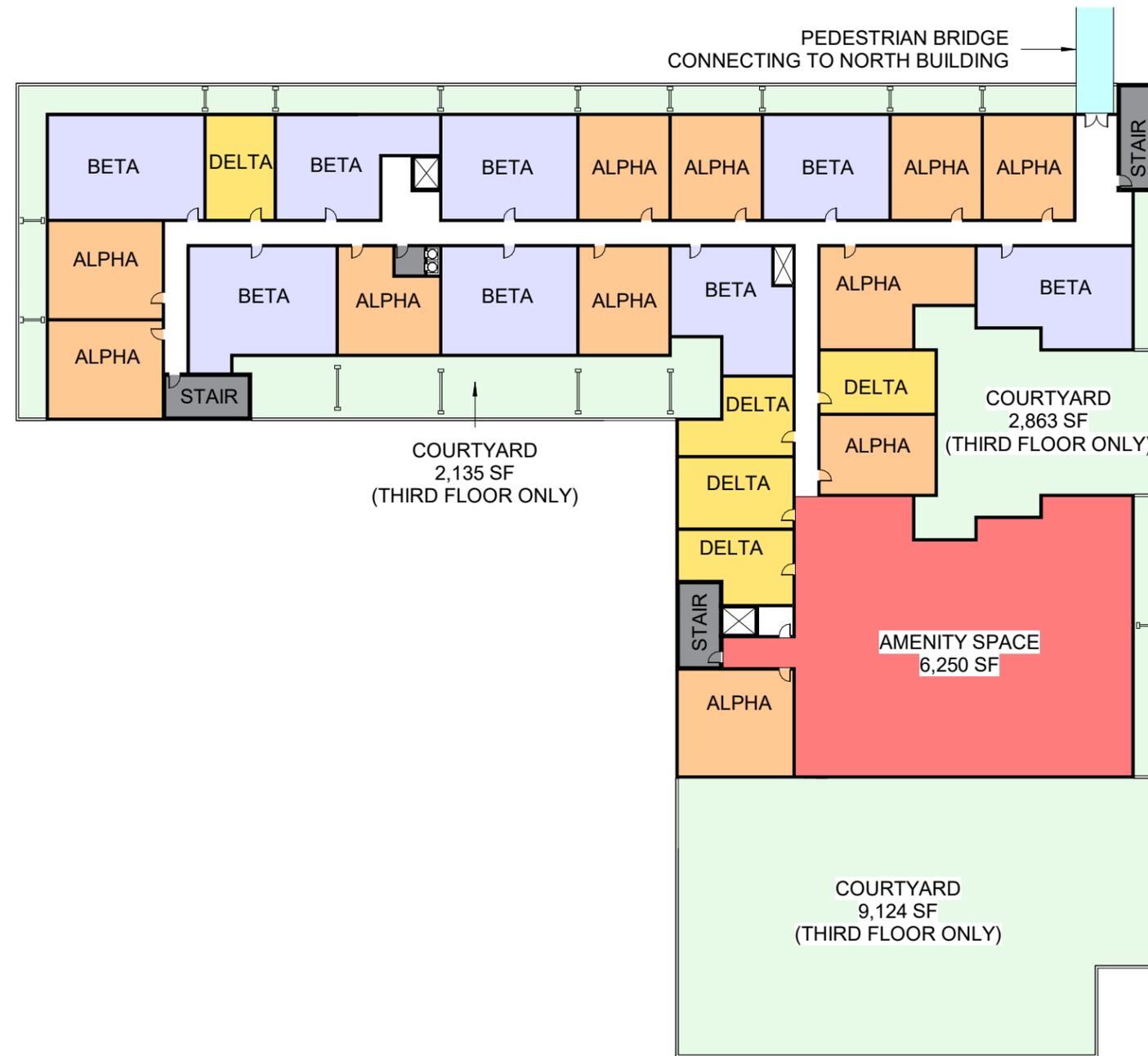
-  BUILDING HEIGHT @ 80'-0": 31,100 GSF (63.2%)
-  BUILDING HEIGHT < 35'-0": 18,140 GSF (36.8%)

SOUTH BUILDING AVG. HEIGHT = 64'*
* measured to parapet 4' above roof deck

WISSAHICKON AVE



SITE PLAN - BUILDING HEIGHT DIAGRAM

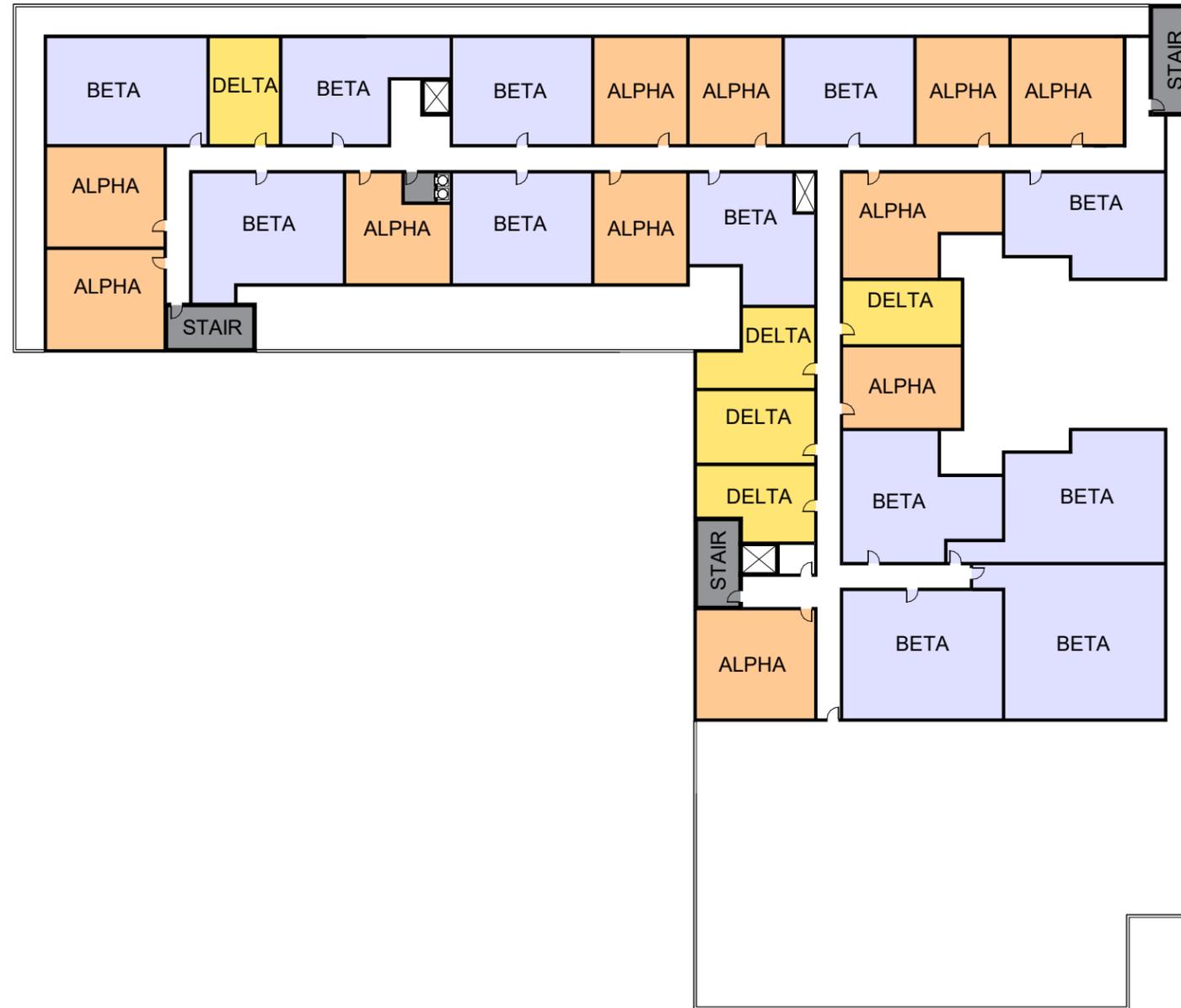


SOUTH BUILDING - THIRD FLOOR

AEI | 28 OCTOBER 2025

BET INVESTMENTS

AMBLER MIXED USE

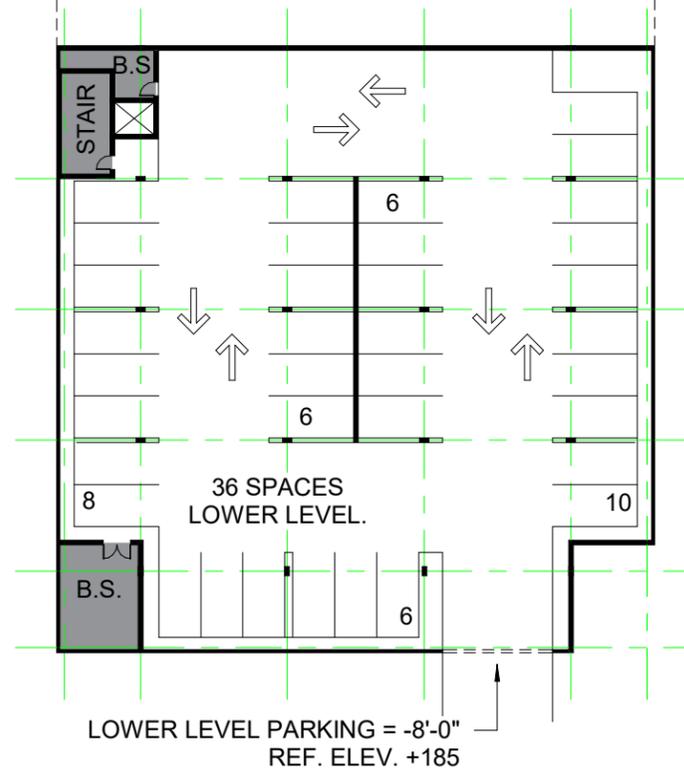
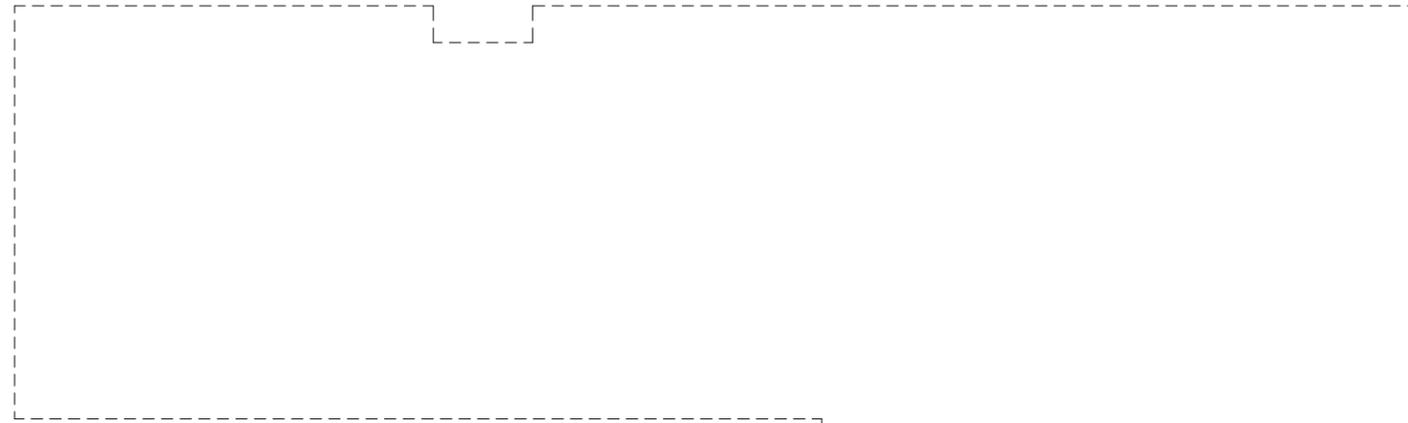


SOUTH BUILDING - TYPICAL FLOOR

AEI | 28 OCTOBER 2025

BET INVESTMENTS

AMBLER MIXED USE

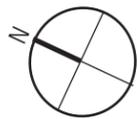
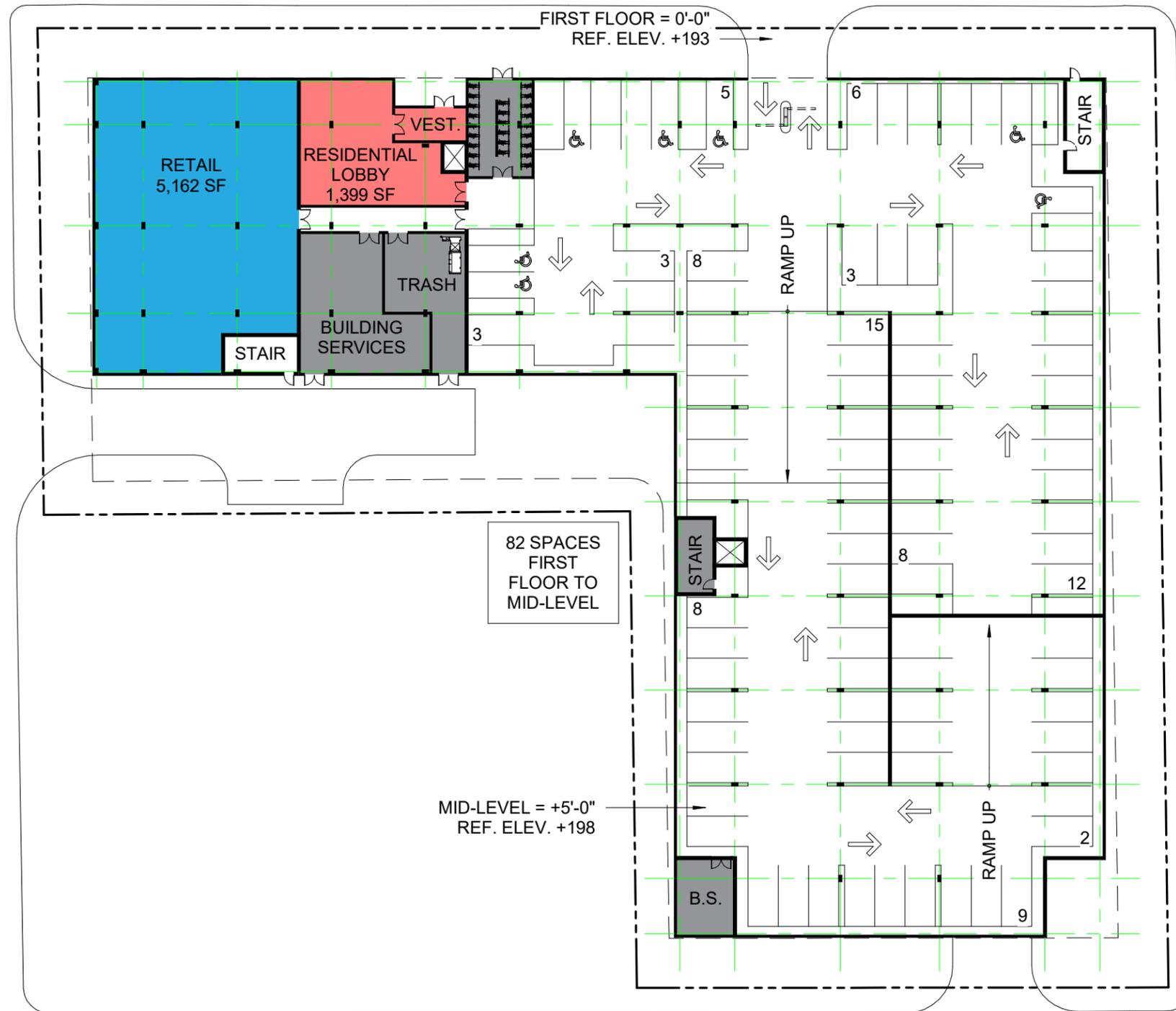


SOUTH BUILDING - LOWER PARKING LEVEL

AEI | 28 OCTOBER 2025

BET INVESTMENTS

AMBLER MIXED USE



SOUTH BUILDING - FIRST FLOOR

AEI | 28 OCTOBER 2025

BET INVESTMENTS

AMBLER MIXED USE



SOUTH BUILDING - SECOND FLOOR

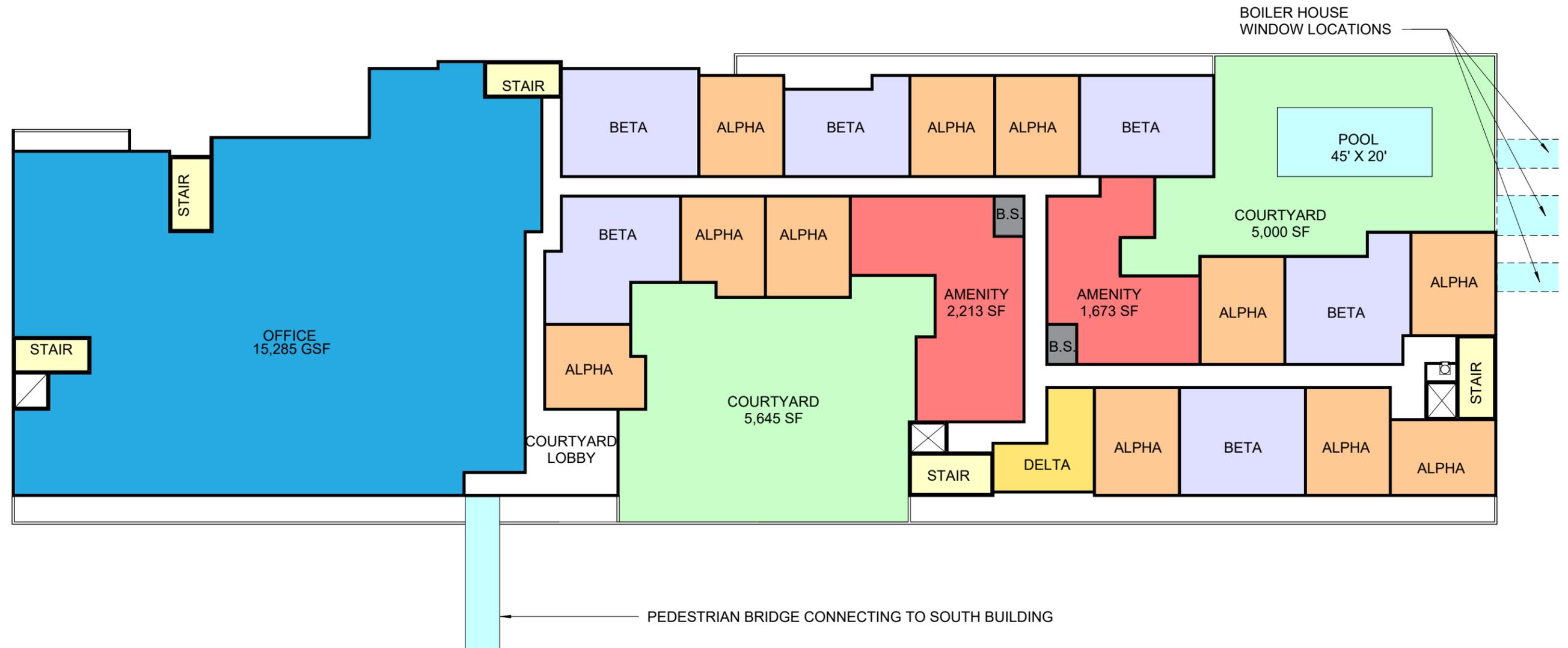
AEI | 28 OCTOBER 2025

BET INVESTMENTS

AMBLER MIXED USE

SOUTH BUILDING TABULATIONS

| UNIT NAME | LOWER LEVEL | FIRST FLOOR | SECOND FLOOR | THIRD FLOOR | FOURTH FLOOR | FIFTH FLOOR | SIXTH FLOOR | PERCENTAGE | TOTAL |
|--|---|-------------|--------------|-------------|--------------|-------------|-------------|------------|-------------------|
| UNITS | | | | | | | | | |
| DELTA (0BR/1BA) | - | - | - | 5 | 5 | 5 | 5 | 18.5% | 20 |
| ALPHA (1BR/1BA) | - | - | - | 11 | 11 | 11 | 11 | 40.7% | 44 |
| BETA (2BR/2BA) | - | - | - | 8 | 12 | 12 | 12 | 40.7% | 44 |
| TOTAL UNITS | | | | | | | | | 108 |
| BUILDING LOBBY, LEASING & AMENITY | | | | | | | | | 7,650 GSF |
| RETAIL | | | | | | | | | 5,165 GSF |
| COURTYARDS | | | | | | | | | 11,985 GSF |
| RESIDENTIAL PARKING REQUIRED | 1 SPACE PER STUDIO/ONE BEDROOM DWELLING UNIT & 1.5 SPACES PER TWO OR MORE BEDROOM DWELLING UNIT | | | | | | | | 130 |
| RETAIL PARKING REQUIRED @ 1ST FLR | 1 SPACE PER 200 GSF | | | | | | | | 26 |
| TOTAL PARKING REQUIRED | | | | | | | | | 156 |
| PARKING PROVIDED (GARAGE) | 36 | 82 | 121 | | | | | | 239 |

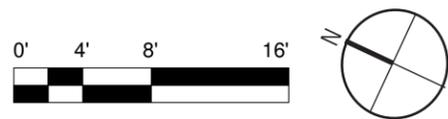
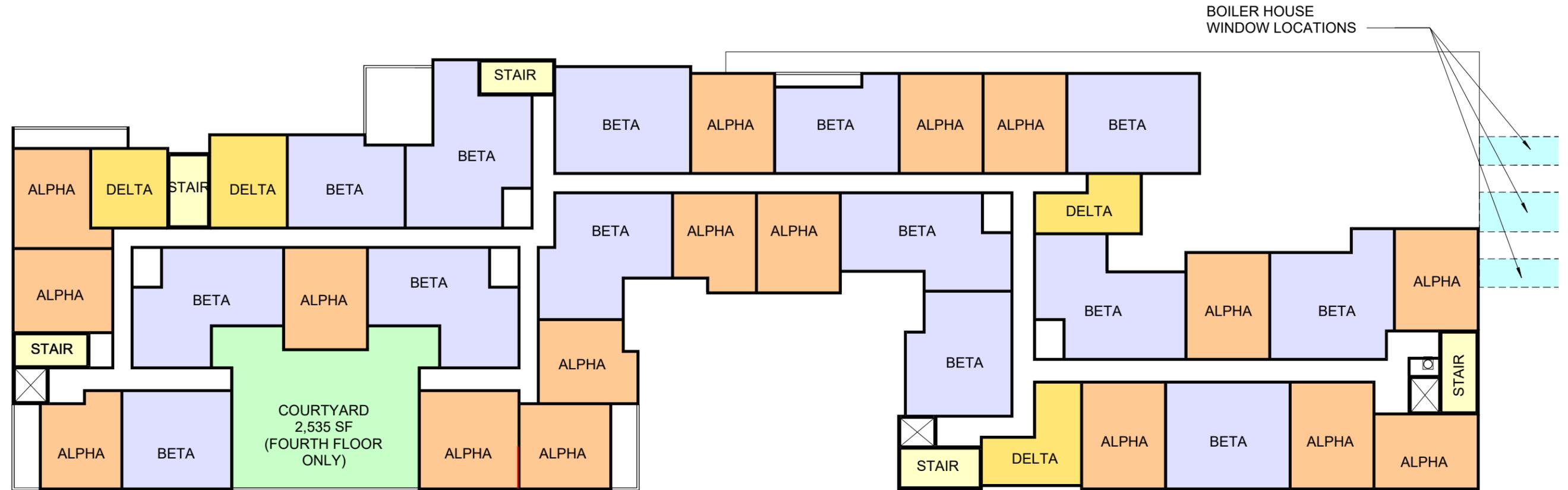


NORTH BUILDING - THIRD FLOOR

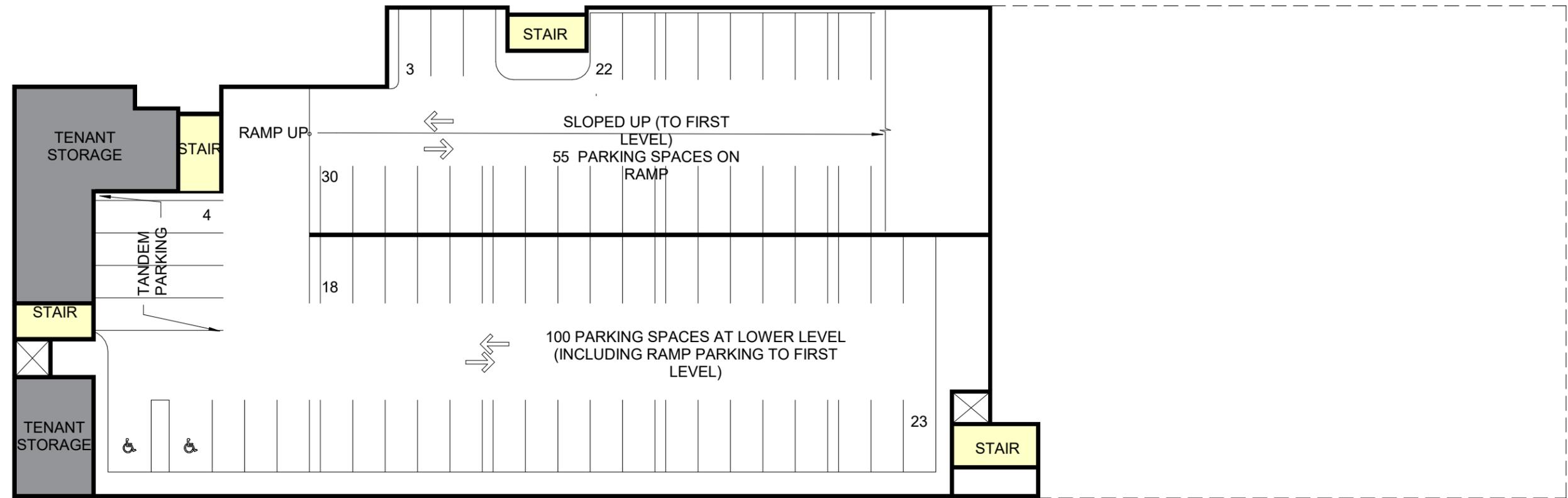
AEI | 28 OCTOBER 2025

BET INVESTMENTS

AMBLER MIXED USE



NORTH BUILDING - TYPICAL FLOOR

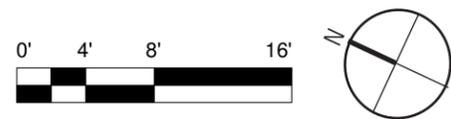
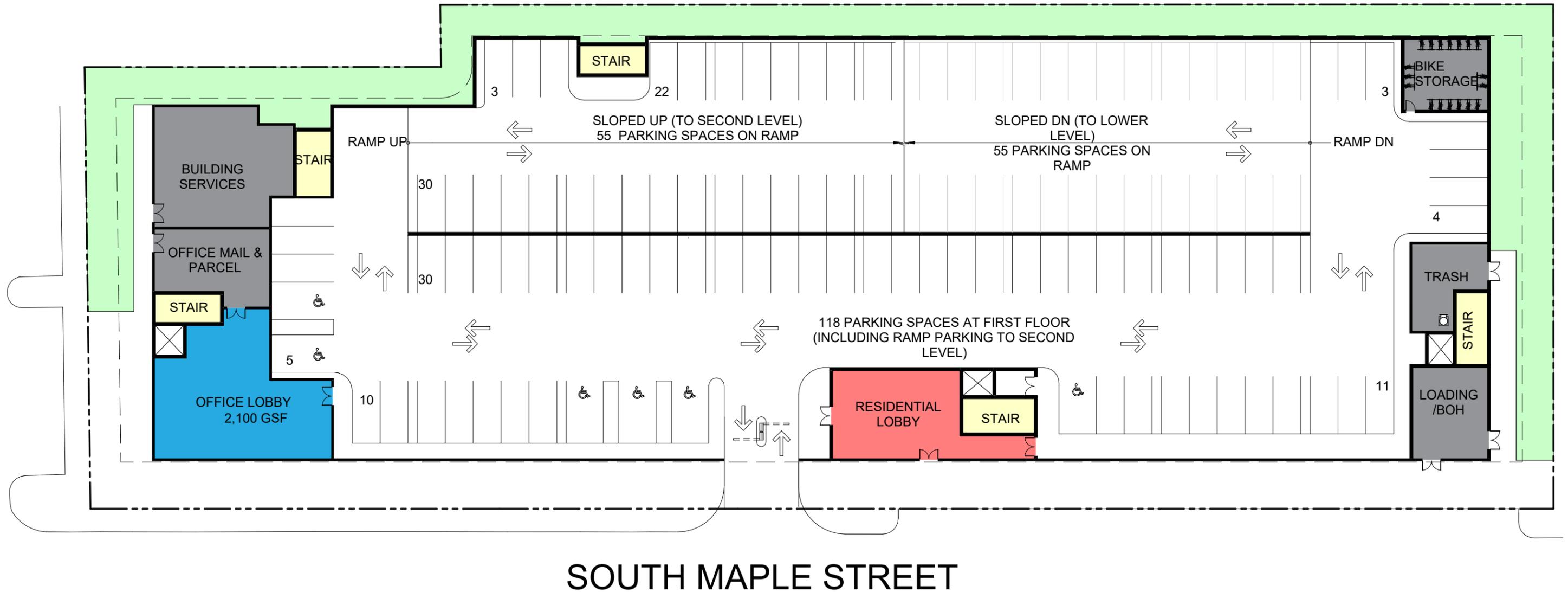


NORTH BUILDING - LOWER PARKING LEVEL

AEI | 28 OCTOBER 2025

BET INVESTMENTS

AMBLER MIXED USE



NORTH BUILDING - FIRST FLOOR

AEI | 28 OCTOBER 2025

BET INVESTMENTS

AMBLER MIXED USE

NORTH BUILDING TABULATIONS

| NORTH BUILDING TABULATIONS | | | | | | | | | |
|--|--|-------------|--------------|-------------|--------------|-------------|-------------|------------|-------------------|
| UNIT NAME | LOWER LEVEL | FIRST FLOOR | SECOND FLOOR | THIRD FLOOR | FOURTH FLOOR | FIFTH FLOOR | SIXTH FLOOR | PERCENTAGE | TOTAL |
| UNITS | | | | | | | | | |
| DELTA (0BR/1BA) | - | - | - | 1 | 4 | 4 | 4 | 10.6% | 13 |
| ALPHA (1BR/1BA) | - | - | - | 11 | 17 | 17 | 17 | 50.4% | 62 |
| BETA (2BR/2BA) | - | - | - | 6 | 14 | 14 | 14 | 39.0% | 48 |
| TOTAL UNITS | | | | | | | | | 123 |
| BUILDING LOBBY, LEASING & AMENITY | | | | | | | | | 5,180 GSF |
| OFFICE | | | | | | | | | 36,940 GSF |
| COURTYARDS | | | | | | | | | 13,180 GSF |
| RESIDENTIAL PARKING REQUIRED | 1 SPACE PER STUDIO/ONE BEDROOM DWELLING UNIT & 1.5 SPACES PER TWO OR MORE BEDROOM DWELLING UNIT | | | | | | | | 147 |
| OFFICE PARKING REQUIRED | 1 SPACE PER 300 GSF | | | | | | | | 124 |
| TOTAL PARKING REQUIRED | | | | | | | | | 271 |
| PARKING PROVIDED (GARAGE) | 100 | 118 | 51 | | | | | | 269 |

OVERALL SITE TABULATIONS

| UNIT NAME | LOWER LEVEL | FIRST FLOOR | SECOND FLOOR | THIRD FLOOR | FOURTH FLOOR | FIFTH FLOOR | SIXTH FLOOR | PERCENTAGE | TOTAL |
|--|--|-------------|--------------|-------------|--------------|-------------|-------------|------------|-------------------|
| UNITS | | | | | | | | | |
| DELTA (0BR/1BA) | - | - | - | 6 | 9 | 9 | 9 | 14.3% | 33 |
| ALPHA (1BR/1BA) | - | - | - | 22 | 28 | 28 | 28 | 45.9% | 106 |
| BETA (2BR/2BA) | - | - | - | 14 | 26 | 26 | 26 | 39.8% | 92 |
| TOTAL UNITS | | | | | | | | | 231 |
| BUILDING LOBBY, LEASING & AMENITY | | | | | | | | | 12,830 GSF |
| OFFICE | | | | | | | | | 36,940 GSF |
| RETAIL | | | | | | | | | 5,165 GSF |
| COURTYARDS | | | | | | | | | 25,165 GSF |
| RESIDENTIAL PARKING REQUIRED | 1 SPACE PER STUDIO/ONE BEDROOM DWELLING UNIT & 1.5 SPACES PER TWO OR MORE BEDROOM DWELLING UNIT | | | | | | | | 279 |
| OFFICE PARKING REQUIRED | 1 SPACE PER 300 GSF | | | | | | | | 124 |
| RETAIL PARKING REQUIRED @ 1ST FLR | 1 SPACE PER 200 GSF | | | | | | | | 26 |
| TOTAL PARKING REQUIRED | | | | | | | | | 429 |
| PARKING PROVIDED (GARAGE) | 136 | 200 | 172 | | | | | | 508 |



perspective view of North Building from Maple Street

AEI | 28 OCTOBER 2025

BET INVESTMENTS

AMBLER MIXED USE



perspective view of North and South Buildings from adjacent property

AEI | 28 OCTOBER 2025

BET INVESTMENTS

AMBLER MIXED USE



perspective view looking into Public Gathering Space on Maple Street

AEI | 28 OCTOBER 2025

BET INVESTMENTS

AMBLER MIXED USE



perspective view of Public Gathering Space on Maple Street

AEI | 28 OCTOBER 2025

BET INVESTMENTS

AMBLER MIXED USE



perspective view of South Building from Maple Street

AEI | 28 OCTOBER 2025

BET INVESTMENTS

AMBLER MIXED USE



perspective view of South Building from intersection of Maple Street and Wissahickon Avenue

AEI | 28 OCTOBER 2025

BET INVESTMENTS

AMBLER MIXED USE



perspective view of South Building from Wissahickon Avenue

AEI | 28 OCTOBER 2025

BET INVESTMENTS

AMBLER MIXED USE



perspective view of Public Gathering Space on Wissahickon Avenue & Chestnut Street

AEI | 28 OCTOBER 2025

BET INVESTMENTS

AMBLER MIXED USE



perspective view of Public Gathering Space on Wissahickon Avenue

AEI | 28 OCTOBER 2025

BET INVESTMENTS

AMBLER MIXED USE

TAX/REVENUE IMPACT FROM FISCAL IMPACT ANALYSIS

Wissahickon School District

| | |
|--------------------------------------|------------------|
| Net Revenue Generated by project:* | \$641,000 |
| Less Existing Office Revenue: | \$101,000 |
| Increased Yearly Revenue To Schools: | \$540,000 |

Ambler Borough

| | |
|--------------------------------------|------------------|
| Net Revenue Generated: | \$343,000 |
| Less Existing Office Revenue: | \$29,000 |
| Increased Yearly Revenue To Borough: | \$314,000 |

*Accounts for 15 public school children from a study prepared
By David C Babbitt & Associates at \$22,823 cost per student

FISCAL IMPACT ANALYSIS
Ambler Redevelopment
Ambler Borough, Montgomery County

April 24, 2025

Prepared for:
BET Investments

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Fiscal Impact Analysis

Ambler Redevelopment

Ambler Borough

Montgomery County

April 24, 2025

This report examines the annual fiscal impact to Ambler Borough and the Wissahickon School District (WSD) of the Ambler Redevelopment proposed by BET Investments. The report examines the fiscal impact to the Borough and School District during any given year after the completion of the proposed project and full occupancy, based on 2025 levels of revenue, expenditures, and taxation.

The proposed development consists of the following elements:

- 83 one bedroom apartments, to be rented for an average of \$2,400 per month.
- 160 two bedroom apartments, to be rented for an average of \$3,500 per month.
- 38,957 square feet of office commercial development.
- 4,016 square feet of retail commercial development, in the same building as the proposed apartments.
- 547 structured parking spaces. The remaining parking is proposed to be surface parking.

The proposed development scenario totals 243 rental apartments, 42,973 square feet of nonresidential development, and 547 structured parking spaces. At buildout and full occupancy, the proposed development is projected to generate \$29,874,917 of assessed value, which represents 8.8 percent of the total assessed value of all properties in the Borough, and 0.8 percent of the total assessed value of all properties in the School District. At full occupancy, the proposed development is projected to house 393 persons, including 19 school age children (ages 5-17) of whom 15 are projected to attend public (WSD) schools, and 120 workers.

The proposed development scenario will be measured against the existing development on the site, which includes 72,680 square feet of office commercial development currently housing 110 workers. These 110 existing workers, and the company they represent, are projected to relocate into the proposed office commercial development when it becomes available.

The table below shows the annual net fiscal impact (revenue minus expenditures) to the Borough and School District of each element of the proposed and existing development. Below the table are sections on assessments, demographics, Borough expenditures and revenue, and School District expenditures and revenue. At the end of this report are the spreadsheets for the Borough and School District impact, which show the major expenditure and revenue categories for each entity. All cell addresses in the text refer to these spreadsheets.

| Proposed Dwelling Type/ Use | Number of Units/ SF/ Spaces | Annual Net Borough Impact | Annual Net School District Impact | Annual Net Combined Impact | Annual Net Combined Impact per Unit/ 1K SF / Space |
|-----------------------------|-----------------------------|---------------------------|-----------------------------------|-----------------------------------|--|
| 1 BR Apartment | 83 | \$83,818 | \$164,055 | \$247,873 | \$2,986 |
| 2 BR Apartment | 160 | \$189,809 | \$285,010 | \$474,820 | \$2,968 |
| Office Commercial | 38,957 | \$17,302 | \$60,545 | \$77,847 | \$1,998 |
| Retail Commercial | 4,016 | \$4,207 | \$12,636 | \$16,843 | \$4,194 |
| Structured Parking | 547 | \$47,883 | \$118,821 | \$166,705 | \$305 |
| Total Proposed | 243/42,973/547 | \$343,020 | \$641,068 | \$984,088 | |
| Existing Office | 72,680 | \$29,216 | \$100,990 | \$130,205 | \$1,791 |
| Difference | | \$313,804 | \$540,078 | \$853,882 | |

The annual net fiscal impact of the proposed development is projected to be highly favorable for the Borough and School District, creating annual net surpluses for each entity. **The annual net combined fiscal impact for the proposed Ambler Redevelopment is projected to total positive (or surplus) \$984,088.** The annual combined revenue is projected to exceed the annual combined expenditures by 284.0 percent.

By contrast, the annual net fiscal impact of the existing office development is estimated to be moderately favorable for the Borough and School District, creating much smaller annual net surpluses for each entity. The annual net combined fiscal impact of the existing office development is estimated to total positive \$130,205, for a difference of \$853,882.

There are three important reasons for the positive annual net fiscal impacts projected for the proposed development:

- First, the proposed development is comprised of smaller apartment units, which house fewer persons and far fewer school age children than single family detached and attached dwellings, the predominant dwelling types in the Borough. The lower number of persons and school age children result in lower expenditures for the Borough and School District, which lead to annual surpluses for each entity.
- Second, the proposed apartments are proposed to be high end and will generate higher revenue in the real estate tax and earned income tax categories than many of the existing apartments in the Borough.
- Third, the proposed office and retail commercial development and structured parking add very low Borough expenditures and no School District expenditures at all, but generate considerable revenue to both entities.

The combination of lower expenditures and higher revenue results in annual surpluses to the Borough and School District from the proposed development.

Assessments

The projected assessed value of the proposed rental apartments is based on five comparable apartment

complexes constructed since 2004 in central Montgomery County, as shown in the table below with data from the County Board of Assessment database.

| Name | Municipality | Built | Assessment | Units | per Unit |
|----------------------------|----------------|-------|----------------------|--------------|-----------------|
| Ambler Crossing | Ambler | 2022 | \$9,265,370 | 114 | \$81,275 |
| Willow Pointe | Upper Moreland | 2019 | \$21,384,000 | 246 | \$86,927 |
| Willow Grove Station Apts. | Upper Moreland | 2019 | \$23,711,580 | 275 | \$86,224 |
| Plymouth Apartments | Plymouth | 2015 | \$38,137,200 | 398 | \$95,822 |
| Avenel | Montgomery | 2004 | \$23,668,500 | 256 | \$92,455 |
| TOTALS | | | \$116,166,650 | 1,289 | \$90,122 |

The average assessment of these 1,289 units is \$90,122. The proposed one bedroom units are projected to average \$87,122 (cell C6), which is the average assessment minus \$3,000. The proposed two bedroom units are projected to average \$93,122 (cell C7), which is the average assessment plus \$3,000. The assessed value of the proposed apartments is determined by multiplying the number of units (totaling 243, cells B6-B7) by the assessed value for each dwelling type (cells C6-C7). The assessed value of the proposed apartments is projected to total \$22,130,531 (cells D6-D7).

The projected assessed value of the proposed office commercial development is based on three comparable developments constructed since 2004, as shown in the table below with data from the County Board of Assessment database. Please note that only the building assessment is included here, since the land assessment is projected to be included with the rental apartments, above.

| Name | Municipality | Built | Bldg. Assessment | SF | per SF |
|------------------|--------------|-------|---------------------|----------------|----------------|
| Blue Bell Center | Whitpain | 2006 | \$2,089,340 | 37,776 | \$55.31 |
| ACTS Management | Upper Dublin | 2006 | \$6,316,520 | 79,746 | \$79.21 |
| URS | Upper Dublin | 2004 | \$3,682,130 | 75,370 | \$48.85 |
| TOTALS | | | \$12,087,990 | 192,892 | \$62.67 |

The assessed value of these three existing developments averages \$62.67 per square foot (cell C8). This figure is applied to the number of square feet of proposed office commercial development (38,957, cell B8) to find the assessed value of \$2,441,324 (cell D8).

The projected assessed value of the proposed retail commercial development is based on three comparable developments constructed since 2004, as shown in the table below with data from the County Board of Assessment database. Please note that only the building assessment is included here, since the land assessment is included with the rental apartments, above.

| Name | Municipality | Built | Bldg. Assessment | SF | per SF |
|----------------------------|--------------|-------|--------------------|---------------|-----------------|
| Chase Bank | Ambler | 2021 | \$392,700 | 2,756 | \$142.49 |
| Dunkin Donuts | Ambler | 2011 | \$275,250 | 3,920 | \$70.22 |
| Mercedes Benz of Ft. Wash. | Upper Dublin | 2006 | \$6,185,850 | 47,093 | \$131.35 |
| TOTALS | | | \$6,853,800 | 53,769 | \$127.47 |

The assessed value of these three existing developments averages \$127.47 per square foot (cell C9). This figure is applied to the number of square feet of proposed retail commercial development (4,016, cell B9) to find the assessed value of \$511,909 (cell D9).

The projected assessed value of the proposed structured parking is based on two comparable structured parking garages constructed since 2008, as shown in the table below with data from the County Board of Assessment database. Both garages are in Norristown Borough, and the assessed value reflects the buildings only, and excludes the land value.

| Name | Address | Built | Bldg. Assmnt. | Spaces | per Space |
|-----------------------------|------------------------|-------|--------------------|------------|----------------|
| SEPTA Transportation Center | 40 E. Lafayette Street | 2008 | \$4,329,570 | 500 | \$8,659 |
| Cherry Street Garage | 101 W. Main Street | 2008 | \$4,280,490 | 483 | \$8,862 |
| TOTALS | | | \$8,610,060 | 983 | \$8,759 |

The assessed value (for the buildings only) of these two existing structured parking garages averages \$8,759 per space (cell C10). The assessed value of the proposed structured parking is determined by multiplying the number of spaces (547, cell B10) by the assessed value per space (\$8,759, cell C10). The assessed value of the proposed structured parking is projected to total \$4,791,152 (cell D10).

The assessed value of the entire proposed development is projected to total \$29,874,917 (cells D6-D11). This projected assessed value represents 8.8 percent of the total assessed value of all properties in the Borough (\$338,639,170, according to the Montgomery County Board of Assessment *Land Use Classification Report* of January 4, 2024), and 0.8 percent of the total assessed value of all properties in the Wissahickon School District (\$3,800,696,680, according to the 2024-2025 WSD budget).

The assessed value of the existing office development is \$4,072,130 (cell D12), which translates to \$56.03 (cell C12) per square foot for the 72,680 square foot building constructed in 1952. The difference in assessed value between the proposed development and the existing office building is \$25,802,787 (cell D13). The assessed value of the proposed development is projected to more than seven times that of the existing office development.

Please note that the actual assessments will be applied by the Montgomery County Board of Assessment only after the proposed development is constructed and inspected.

Demographics

The number of persons per unit is projected to be 1.36 for all one bedroom apartments and 1.75 for all two bedroom apartments (cells E6-E7). These demographic multipliers are from *Residential Demographic Multipliers – Estimates of the Occupants of New Housing*, by Robert W. Burchell, David Listokin, and William Dolphin of the Rutgers University Center for Urban Policy Research (CUPR), published in June, 2006. These multipliers are based on the U.S. Bureau of the Census 2000 Public Use Microdata Sample, and are specific to each dwelling type, size, rent and state. The Rutgers CUPR (the group that developed the fiscal impact analysis methodology) examined housing built between 1990 and 2000 specifically in Pennsylvania, and determined the demographic multipliers for a variety of dwelling types (detached, attached, multifamily, etc.), size (in number of bedrooms), and value or monthly rent. The multipliers in this analysis are for the highest rent level for each dwelling type. The number of persons projected to reside in the proposed development is determined by multiplying the number of units (totaling 243, cells B6-B7) by the number of persons per unit for each dwelling type (cells E6-E7). The number of persons projected to reside in the proposed development at buildout and full occupancy totals 393 (cells F6-F7).

The number of workers in the proposed office development is projected to be the same as in the existing office development (110, cells F8 and F12), which translates to 2.82 workers per thousand square feet of proposed office commercial development (cell E8) and 1.51 workers per thousand square feet of existing office commercial development (cell E12). It is anticipated that the engineering company in the existing office building will occupy the proposed office commercial development, with the same number of workers. The number of workers for the proposed retail commercial development is projected to be 2.50 per thousand square feet (cell E9). This figure is based on *Who Lives in New Jersey Housing? New Jersey Demographic Multipliers*, by the CUPR, published in November, 2006. In addition to the residential demographic multipliers specific to New Jersey (which were not used in this analysis – see above for the source of the Pennsylvania multipliers used in this analysis), this CUPR document also includes nonresidential multipliers from nationwide studies. The number of workers projected to work in the proposed retail commercial development is determined by multiplying the number of square feet (4,016, cell B9) by the number of workers per thousand square feet (2.50, cell E9). The number of workers projected to work in the proposed retail commercial development at buildout and full occupancy totals 10 (cell F9). The number of workers in the proposed development is projected to total 120 (cells F8-F9). Please note that these figures represent the number of full time equivalent positions, not the number of employees. Given part time positions and turnover within positions, the number of employees for each use is likely to be higher. No workers are projected for the proposed apartments or structured parking (cells F6-F7 and F10).

The workers at the engineering company in the existing office building are projected to be engaged in the following positions, shown in the table below with their respective average annual salaries.

| Position | % of Workers | Average Annual Salary |
|---|--------------|-----------------------|
| Architecture & Engineering Occupations | 50% | \$99,380 |
| Civil Engineering Technologists & Technicians | 25% | \$62,240 |
| Office & Administrative Support Positions | 20% | \$50,070 |
| Architectural & Engineering Managers | 5% | \$167,520 |
| TOTALS | 100% | \$83,640 |

The source of the average annual salaries is the *Pennsylvania Metropolitan Area Employment and Wage Estimates*, prepared by the Bureau of Labor Statistics, U. S. Department of Labor, in May, 2023 (the most recent data available). The weighted average annual salary of all office positions is projected to be \$83,640 (cell I39).

The prospective workers at the proposed retail commercial development are projected to be engaged in the following positions, shown in the table below with their respective average annual salaries.

| Position | % of Workers | Average Annual Salary |
|---|--------------|-----------------------|
| Retail Salespersons | 90% | \$36,330 |
| First Line Supervisors of Retail Salespersons | 10% | \$54,620 |
| TOTALS | 100% | \$38,159 |

The source of the average annual salaries is the same BLS data as above. The weighted average annual salary of all retail positions is projected to be \$38,159 (cell I40).

The number of school age children per unit is projected to be 0.05 for all one bedroom apartments and 0.09 for all two bedroom apartments (cells E52-E53 of the School District spreadsheet). These demographic multipliers are also for the highest rent level for each dwelling type, and are from the Rutgers CUPR study for Pennsylvania. The number of public school students is determined by multiplying the number of units (totaling 243, cells B52-B53) by the number of school age children per unit in each category (cells E52-E53), and by 79.9 percent (cell D85), which is the percentage of school age children in Ambler Borough attending public schools, according to the 2023 American Community Survey, a function of the U.S. Census Bureau, which reported 1,011 public school students out of 1,266 school age children. The remaining school age children are projected to attend private school or be schooled at home. The number of public school (WSD) students projected to reside in the proposed development at buildout and full occupancy totals 15 (cells F52-F57). No school age children or public school students are projected to be generated by the proposed nonresidential development or structured parking (cells F54-F56), or the existing office commercial development (cell F58).

Annual Borough Expenditures

Annual Borough expenditures are determined in two ways. The residential expenditures are determined using the per capita multiplier method, by multiplying the projected number of residents in the proposed development (totaling 393, cells F6-F7) by the 2025 annual Borough per capita operating expenditure of \$400.09 (cell D45). The per capita operating expenditures are determined by estimating the proportion of existing Borough operating expenditures applied to existing Borough residential development, and dividing by the existing Borough population. The nonresidential expenditures are determined using the proportional valuation method, based on the projected assessed value of the proposed development.

The Borough’s 2025 budget includes the following nine funds, shown in the table below with their respective expenditures:

| Fund | Budgeted Expenditure |
|----------------------------------|----------------------|
| General Fund | \$7,135,000 |
| Street Lights Fund | \$62,600 |
| Fire Fund | \$1,276,800 |
| Refuse Fund | \$957,500 |
| Parks and Recreation Fund | \$204,400 |
| Water Fund | \$6,402,100 |
| Sewer Fund | \$1,465,600 |
| Waste Water Treatment Plant Fund | \$4,052,100 |
| Liquid Fuels Fund | \$167,500 |
| Total | \$21,723,600 |

The Borough budgeted expenditures in 2025 total \$21,723,600. However, this analysis focuses on annual operating expenditures only, and therefore includes only the following five operating funds, totaling \$8,846,300 (cell D39) and shown in the table below with their respective sums in the 2025 budget:

The other funds are excluded from this analysis because they are proprietary funds (e.g., the Refuse Fund, Water Fund, Sewer Fund, etc.), where user fees are dedicated to cover the expenditures in each fund, and no Borough-wide tax revenue is used.

| Fund | Budgeted Expenditure |
|---------------------------|----------------------|
| General Fund | \$7,135,000 |
| Street Lights Fund | \$62,600 |
| Fire Fund | \$1,276,800 |
| Parks and Recreation Fund | \$204,400 |
| Liquid Fuels Fund | \$167,500 |
| Total | \$8,846,300 |

Four categories of funds are subtracted from the total expenditures of \$8,846,300 (cell D39) in order to find a more accurate measure of the average annual expenditures for the proposed and existing development. The first category is pass-through funds, which are excluded because the proposed development will have no net impact on these funds, since revenue always equals expenditures. Pass-through funds that are excluded are as follows, shown here with their respective sums in the Borough’s 2025 budget:

| Pass-Through Fund | Fund | Budgeted Amount |
|--------------------------------|---------------------------|--------------------|
| Beverage Licenses | General Fund | \$2,000 |
| Rent Municipal Lots | General Fund | \$28,000 |
| Rent Municipal Buildings | General Fund | \$50,000 |
| All Other Grants | General Fund | \$949,700 |
| State Pension Aid | General Fund | \$320,500 |
| Annual Recycle Grant | General Fund | \$10,000 |
| PennDOT Winter Snow Contract | General Fund | \$2,900 |
| Public Utility Realty Tax | General Fund | \$3,700 |
| School District Crossing Guard | General Fund | \$75,000 |
| Police Service Reimbursement | General Fund | \$7,000 |
| Cell Tower Rental | General Fund | \$1,900 |
| WWTP Administrative Fee | General Fund | \$101,300 |
| Lower Gwynedd Contribution | Fire Fund | \$16,100 |
| Foreign Fire Relief | Fire Fund | \$47,200 |
| All Other Grants | Fire Fund | \$1,000,000 |
| Park Rental | Parks and Recreation Fund | \$200 |
| Total | | \$2,615,500 |

The excluded pass-through funds total \$2,615,500. Please note that just as the expenditures for the above pass-through funds are not included in the per capita expenditure calculations of this section, the revenue from these sources is also not included in the revenue analysis, below.

Another pass-through category is charges related to the processing and administration of proposed subdivisions and land developments in the Borough, shown in the table below with their respective sums in the Borough’s 2025 budget, all in the General Fund.

| Development Related Expenditures | Budgeted Amount |
|--|-----------------|
| Zoning Permits & Land Development Fees | \$3,000 |
| Building Permits | \$67,000 |
| Total | \$70,000 |

Such charges for services and departmental earnings are excluded because they are in essence one-time pass-through funds for specific functions normally associated with new development. For example, the Borough is budgeted to receive \$67,000 in building permits, which will be expended on the building inspections and the administration of those permits while a development is under construction, not on other functions associated with the time after a development is completed. Once a development is completed, the revenue and expenditures for such permits and application fees decreases significantly, but not completely.

The development related expenditures total \$70,000. Only 90 percent of the development related funds (or \$63,000) is excluded from the expenditure analysis, in acknowledgment that there will still be some expenditures on buildings once they are complete, for building additions, inspections for violations, ongoing permits, etc. Please note that in the revenue analysis, below, only 10 percent of the revenue from development related funds (or \$7,000) is included in the category of miscellaneous revenue.

The third category of excluded funds is interfund transfers, for two reasons. The \$19,500 transfer between the General Fund and the Fire Fund (both included operating funds) is excluded in order to avoid double counting the same expenditure in two funds. And the \$30,000 transfer from an the Refuse Fund (an excluded fund) to the General Fund is excluded because it covers administrative costs to manage the Refuse Fund. Excluded interfund transfers total \$49,500 and are shown in the table below, with their respective sums in the Borough's 2025 budget.

| Interfund Transfers | Budgeted Amount |
|-----------------------------|-----------------|
| General Fund to Fire Fund | \$19,500 |
| Refuse Fund to General Fund | \$30,000 |
| Total | \$49,500 |

The fourth category of excluded funds is road maintenance expenditures, based on the assumption that the Borough will not incur any new expenditures since no new Borough roads will be created as part of the proposed development or the existing office building. All the roads surrounding the site have existed for years, and since the Borough has been expending funds to maintain those roads under its jurisdiction (*i.e.*, local roads, excluding county and PennDOT roads) for that time, such expenditures are not likely to rise significantly with the proposed development. The road maintenance expenditures total \$1,248,200 and are shown in the table below with their respective sums in the 2025 budget.

Please note that the excluded road maintenance expenditures do not include the other funds budgeted for public works in the General Fund. These expenditures are included in this analysis. Also, please note that the reason why the \$166,000 in state liquid fuels grants to the Liquid Fuels Fund is not excluded as pass-through funds, above, is because \$167,500 is excluded as road maintenance expenditures.

| Excluded Expenditures | Fund | Budgeted Amount |
|------------------------------------|-------------------|--------------------|
| Street Cleaning | General Fund | \$38,700 |
| Snow Removal | General Fund | \$66,200 |
| Street Signs/Parking | General Fund | \$66,600 |
| General Road Maintenance | General Fund | \$899,700 |
| General Road Maintenance | General Fund | \$9,500 |
| All Liquid Fuels Fund Expenditures | Liquid Fuels Fund | \$167,500 |
| Total | | \$1,248,200 |

The excluded funds, including pass-through funds, development related funds, interfund transfers, and excluded expenditures, total \$3,976,200 (cell D40). The 2025 net Borough operating expenditures minus the pass-through funds, development related expenditures, interfund transfers, and excluded funds, total \$4,870,100 (cell D41).

Then, the Borough expenditures associated with existing nonresidential development are subtracted from the net operating expenditures using the “proportional valuation method” of *The New Practitioner's Guide to Fiscal Impact Analysis*. First, a portion of the total Borough expenditures is assigned to existing nonresidential development, based on the average value of property. According to the Montgomery County Board of Assessment *Land Use Classification Report* as of December 18, 2024 (the most recent available), the total assessed value of the 2,155 properties in Ambler Borough was \$338,639,170, yielding an average assessed value of \$157,141. Of those properties, 261 are nonresidential (commercial, industrial, institutional, utility, etc., whether taxable or exempt), with a total assessed value of \$97,106,490 (representing 28.7 percent of the Borough total), and an average assessed value of \$372,056. The proportion of average nonresidential assessed value to average Borough assessed value (residential and nonresidential combined) is 2.37, which is then used to determine the refinement coefficient of 1.53 from a graph in the *New Practitioner's Guide to Fiscal Impact Analysis*, also by Robert W. Burchell, David Listokin, and William Dolphin of the Rutgers University Center for Urban Policy Research (1985). The refinement coefficient is based on empirical research by the Rutgers University CUPR, and is necessary to adjust the costs of existing nonresidential development in communities without extensive nonresidential development of very high average assessed value, such as Ambler Borough. By comparison, in communities where the ratio between the average nonresidential assessment and the average overall assessment is above 6, an economy of scale reduces the nonresidential expenditures on a per square foot basis, and the refinement coefficient is below 1.00.

The proportion of Borough assessed value in nonresidential uses (28.7 percent) is then multiplied by the refinement coefficient of 1.53, and by the 2025 Borough net operating expenditures (\$4,870,100, cell D41). The result of this calculation is that \$2,136,684 of the net Borough operating expenditures (representing 43.9 percent) is attributable to existing nonresidential development (cell D42). This sum is subtracted from the net Borough operating expenditures (\$4,870,100, cell D41), and the remainder (\$2,733,416 in expenditures attributable to existing residential development or 56.1 percent, cell D43) is divided by the estimated number of Borough residents in 2025, which is 6,832 (from the 2023 American Community Survey of the U.S. Census Bureau estimate of 6,822 extrapolated to 2025 by adding two years' worth of the average annual increase between 2020 and 2023, cell D44). The 2025 projected Borough per capita operating expenditures attributable to existing residential development are \$400.09 (cell D45).

The 2025 projected Borough per capita operating expenditures of \$400.09 (cell D45) are then applied to the projected number of residents of the proposed development at buildout and full occupancy (totaling 393, cells F6-F7) to find the annual projected Borough operating expenditures for the proposed residential

development of \$157,187 (cells G6-G7). The annual Borough operating expenditure per unit is projected to be \$544 for the one bedroom apartments and \$700 for the two bedroom apartments (cells H6-H7).

The annual Borough expenditures associated with the proposed office and retail commercial development are also determined using the proportional valuation method. The proposed nonresidential development has a combined projected assessed value totaling \$2,953,233 (cells D8-D9) which is 3.0 percent of the assessed value of all 261 existing nonresidential properties in the Borough (which is \$97,106,490). The ratio of the assessed value of the proposed nonresidential development (\$2,953,233) to the average assessed value of all existing nonresidential properties in the Borough (\$372,056) is 7.9 which is used to determine a refinement coefficient of 0.38 from a different line on the same graph in the *Guide*. Then, the proportion of proposed nonresidential assessed value to existing overall Borough nonresidential assessed value (3.0 percent) is multiplied by the refinement coefficient of 0.38 and by the 2025 Borough operating expenditures attributable to existing nonresidential development (\$2,136,684, cell D42). The result of this calculation is that the proposed nonresidential development is projected to generate \$24,693 in annual Borough expenditures, which sum is then allotted to the two proposed nonresidential uses in proportion to their projected assessed value, with \$22,385 (or 82.7 percent) attributable to the proposed office commercial development and \$2,308 (or 17.3 percent) attributable to the proposed retail commercial development (cells G8-G9). The annual Borough expenditures per 1,000 square feet of development are projected to be \$575 for both proposed uses (cells H8-H9).

No annual Borough expenditures are projected from the proposed structured parking (cell G10). Instead, all Borough expenditures are associated with the primary use the structured parking is intended to serve (*i.e.*, the proposed residential development). The annual Borough expenditures from the proposed development are projected to total \$181,880 (cells G6-G11).

The annual Borough expenditures associated with the existing office commercial development are also determined using the proportional valuation method. The existing office development has an assessed value of \$4,072,130 (cell D12) which is 4.2 percent of the assessed value of all 261 existing nonresidential properties in the Borough (which is \$97,106,490). The ratio of the assessed value of the existing office development (\$4,072,130) to the average assessed value of all existing nonresidential properties in the Borough (\$372,056) is 10.9 which is used to determine a refinement coefficient of 0.30 from the second line on the same graph in the *Guide*. Then, the proportion of existing office commercial development assessed value to existing overall Borough nonresidential assessed value (4.2 percent) is multiplied by the refinement coefficient of 0.30 and by the 2025 Borough operating expenditures attributable to existing nonresidential development (\$2,136,684, cell D42). The result of this calculation is that the existing office commercial development is estimated to generate \$26,880 in annual Borough expenditures (cell G12) or \$370 per 1,000 square feet of development (cell H12). The difference in annual Borough expenditures between the two scenarios is projected to be \$155,000 (cell G13).

Annual Borough Revenue

Real Estate Tax (cells B18-B25)

The annual real estate tax revenue is determined by applying the Borough's 2025 combined real estate tax millage totaling 9.815 (cell D46) to the projected assessed value of the proposed development (totaling \$29,874,917, cells D6-D11). The 2025 proposed millage rates are shown in the table below.

The annual real estate tax revenue is projected to total \$293,222 for the proposed development and \$39,968 for the existing office commercial development, for a difference of \$253,254. The difference in projected annual real estate tax revenue more than offsets the difference in projected annual Borough expenditures (\$155,000, cell G13).

| Fund | Millage Rates |
|---------------------------|---------------|
| General Fund | 8.275 |
| Street Lights Fund | 0.210 |
| Fire Fund | 0.650 |
| Parks and Recreation Fund | 0.680 |
| TOTAL | 9.815 |

Earned Income Tax (cells C18-C25)

The annual earned income tax revenue is determined in two ways. The earned income tax revenue from the future residents of the proposed apartments is determined by applying the Borough’s tax rate of 0.5 percent to the projected household income of the residents. Household income is calculated by multiplying the monthly rent for each dwelling type by twelve months and dividing by 25 percent, which is the industry standard for the maximum percentage of household income used for rent for prospective tenants of a multifamily development. The monthly rent, total annual housing cost, and minimum annual household income for each proposed apartment type are shown in the table below.

| Proposed Dwelling Type | Monthly Rent | Total Annual Housing Cost | Minimum Annual Household Income |
|------------------------|--------------|---------------------------|---------------------------------|
| 1BR Rental Apartment | \$2,400 | \$28,800 | \$115,200 |
| 2 BR Rental Apartment | \$3,500 | \$42,000 | \$168,000 |

The minimum annual household income for each dwelling type is then multiplied by the number of units (totaling 243, cells B6-B7) and by the Borough’s earned income tax rate of 0.5 percent. Please note that these are the minimum levels of annual income necessary to cover the projected rents of the apartments. Most households will have higher income levels and will use a lower percentage of their household incomes towards their rents, which will result in significantly higher earned income tax revenue to the Borough. The earned income tax revenue from the prospective residents of the proposed apartments is projected to total \$182,208 (cells C18-C19).

The annual earned income tax revenue from the prospective workers at the proposed nonresidential development is determined by multiplying the projected number of workers (totaling 120, cells F8-F9) by the average annual worker salary of \$83,640 for the office commercial workers (cell I39) and \$38,159 for the retail commercial workers (cell I40), and by the Borough tax rate for nonresident workers of 1.0 percent. This figure is then reduced by 90 percent to reflect the likelihood that most workers will live in municipalities that charge the earned income tax. Ambler Borough is projected to retain only 10 percent of the earned income tax revenue it collects from the nonresident workers, and the remaining 90 percent is forwarded to the municipalities where these nonresident workers live. Municipalities in the area that do not charge the earned income tax include Lower Merion, Upper Merion, Radnor, Easttown and Tredyffrin Townships, and Ambler Borough will retain all of the earned income tax revenue from the workers at the proposed development who reside in these municipalities. The annual earned income tax revenue from the 120 workers at the proposed office and retail commercial development is projected to total \$9,584 (cells C20-C21). No earned income tax revenue is projected from the proposed structured parking. The annual earned income tax revenue is projected to total \$191,792 for the proposed development and \$9,200 for the existing office commercial development, for a difference of \$182,591.

Business Privilege Tax (cells D18-D25)

The annual business privilege tax revenue is determined by applying the annual tax rate of \$240 per business entity (cell I41) to the number of businesses projected for the proposed development (totaling one apartment complex, one business office, and two retail commercial entities) and for the existing office commercial development (one entity). The annual business privilege tax revenue is projected to total \$960 for the proposed development and \$240 for the existing office commercial development, for a difference of \$720.

Liquid Fuels Revenue and Local Services Tax (cells E18-E25)

The annual liquid fuels revenue is determined by multiplying the projected number of residents of the proposed apartments (totaling 393, cells F6-F7) by the 2025-2026 per capita revenue from PennDOT of \$17.9967 (cell I42), according to the current Department of Transportation Bureau of Municipal Services *Municipal Liquid Fuels Allocations Report* (dated March 6, 2025). The annual liquid fuels revenue is projected to total \$7,071 (cells E18-E19). The proposed nonresidential development and structured parking, and the existing office commercial development are projected to generate no per capita liquid fuels revenue, and the proposed development is projected to generate no per mile liquid fuels revenue, since no new Borough roads are proposed.

The annual local services tax revenue is determined by applying the Borough's tax rate of \$52 per worker per year to the 120 workers projected for the proposed nonresidential development, and to the 110 workers currently at the existing office commercial development. The annual local service tax revenue is projected to total \$6,242 for the proposed development and \$5,720 for the existing office commercial development (cells E20-E24). The annual liquid fuels and local service tax revenue is projected to total \$13,313 for the proposed development and \$5,720 for the existing office commercial development, for a difference of \$7,593.

Franchise Fee and Miscellaneous Revenue (cells F18-F25)

The annual cable TV franchise fee and miscellaneous revenue is determined by adding 10 percent of the \$70,000 for development related funds (or \$7,000; see expenditure analysis, above), and the Borough's 2025 projected cable television franchise fee revenue of \$88,000, for a total of \$95,000. This sum is divided by the current number of housing units in the Borough (2,896, from the 2023 American Community Survey of the U.S. Census Bureau estimate of 2,835 extrapolated to 2025 by adding two years' worth of the average annual increase between 2020 and 2023, cell I43), and that average per unit revenue (\$32.80, cell I44) is then multiplied by the number of units in the proposed apartment development (totaling 243, cells B6-B7) as well as by the number of square feet of proposed nonresidential development (totaling 42,973, cells B8-B9) and existing office commercial development (72,680, cell B12) divided by 10,000. In other words, each 10,000 square feet of proposed or existing nonresidential development is projected to generate the same franchise fee and miscellaneous revenue as one home in the Borough. The proposed structured parking is projected to generate no franchise fee or miscellaneous revenue.

The annual Borough rental fee revenue is determined by applying the \$50 fee per unit per year (cell I45) to the number of units in the proposed development (totaling 243, cells B6-B7). No rental fee revenue is projected for the proposed nonresidential development or structured parking, or the existing office commercial development.

The annual franchise fee, miscellaneous revenue, and rental fee revenue is projected to total \$20,262 for the proposed development and \$238 for the existing office commercial development, for a difference of \$20,024.

Interest Earnings (cells G18-G25)

The annual interest earnings are determined by dividing the projected assessed value of the proposed development (totaling \$29,874,917, cells D6-D11) and the existing assessed value (\$4,072,130, cell D12) by the total Borough taxable assessment of \$298,669,870 (from the Montgomery County *Land Use Classification Report*, representing the total Borough assessed value minus the assessment of all institutional, utility and government owned properties), and multiplying that quotient by the sum the Borough budgeted for interest earnings in the five operating funds in 2025, totaling \$53,500 (cell I46) and shown in the table below.

| Fund | Interest Earnings |
|---------------------------|-------------------|
| General Fund | \$50,000 |
| Street Lights Fund | \$100 |
| Fire Fund | \$300 |
| Parks and Recreation Fund | \$1,600 |
| Liquid Fuels Fund | \$1,500 |
| TOTAL | \$53,500 |

The annual interest earnings are projected to total \$5,351 for the proposed development and \$729 for the existing office commercial development, for a difference of \$4,622.

Total Borough Revenue (cells H18-H25)

The annual Borough revenue from all sources is projected to total \$524,900 for the proposed development and \$56,096 for the existing office commercial development, for a difference of \$468,804. Annual revenue per unit is projected to be \$1,554 for the proposed one bedroom apartments, \$1,886 for the proposed two bedroom apartments, \$1,019 per 1,000 square feet of proposed office commercial development, \$1,622 per 1,000 square feet of proposed retail commercial development, \$88 per structured parking space, and \$772 per 1,000 square feet of existing office commercial development (cells I18-I24).

Annual Net Borough Revenue (cells B29-B36)

After subtracting the expenditures from the revenue, the annual net impact to the Borough is projected to total positive (or surplus) \$343,020 for the proposed development and \$29,216 for the existing office commercial development, for a difference of \$313,804. Annual net revenue per unit is projected to be positive \$1,010 for the proposed one bedroom apartments, positive \$1,186 for the proposed two bedroom apartments, positive \$444 per 1,000 square feet of proposed office commercial development, positive \$1,048 per 1,000 square feet of proposed retail commercial development, positive \$88 per proposed structured parking space, and positive \$402 per 1,000 square feet of existing office commercial development (cells C29-C35).

Annual revenue is projected to exceed annual expenditures by 185.6 percent for the proposed one bedroom apartments, 169.4 percent for the proposed two bedroom apartments 77.3 percent for the proposed office commercial development, 182.3 percent for the proposed retail commercial development, and 188.6 percent overall for the proposed development and 108.7 percent for the existing office commercial development (cells D29-D35). Since the proposed structured parking is projected to generate no annual Borough expenditures, all revenue from this use becomes surplus.

Please note that these are annual revenue and expenditure figures after buildout, and do not include the one-time revenue sources during development, such as traffic impact fees, park and recreation fees in lieu of open space, and permits.

Annual School District Expenditures

The number of units (totaling 243, cells B52-B53 of the School District spreadsheet), square feet of proposed nonresidential development (totaling 42,973, cells B54-B55), structured parking spaces (547, cell B56), number of square feet of existing office commercial development (72,680, cell B58), the average assessed value per unit, per 1,000 square feet of nonresidential development and per structured parking space (cells C52-C58), and the projected assessed value (totaling \$29,874,917 for the proposed development and \$4,072,130 for the existing office commercial development, cells D52-D58) are determined using the same method as was used for the Borough impact, above. As noted in the demographic section, above, the number of public school (WSD) students at buildout and full occupancy is projected to total 15 for the proposed development (cells F52-F57) and 0 for the existing office commercial development (cell F58), for a difference of 15.

The Wissahickon School District General Fund budgeted expenditures total \$127,628,540 for the 2024-2025 year (cell D86). The following pass-through funds are subtracted from this total:

| Pass-Through Fund | Budgeted Amount |
|-----------------------------------|--------------------|
| Public Utility Realty Taxes | \$86,000 |
| Revenue from LEA Activities | \$155,000 |
| Revenue from Intermediary Sources | \$979,964 |
| Rentals | \$100,000 |
| Tuition from Patrons | \$186,000 |
| TOTAL | \$1,506,964 |

The pass-through funds total \$1,506,964 (cell D87), with the remaining net 2024-2025 School District expenditures totaling \$126,121,576 (cell D88). This figure is then divided by the 2024-2025 District-wide enrollment of 5,294 students (cell D89, from the WSD website) to find the 2024-2025 WSD annual net expenditure of \$23,823 per student (cell I85).

This annual per student expenditure of \$22,823 (cell I85) is applied to the 15 students from the proposed development projected to attend public schools (cells F52-F57) to determine the projected annual School District expenditures of \$352,912 for the proposed development (cells G52-G57), and \$0 for the existing office commercial development, for a difference of \$352,912. No annual School District expenditures are projected from the proposed nonresidential development or structured parking. The annual School District expenditure per unit is projected to be \$951 for the proposed one bedroom apartments and \$1,712 for the proposed two bedroom apartments (cells H52-H53).

Annual School District Revenue

Real Estate Tax (cells B64-B71)

The annual real estate tax revenue is determined using the same method as was used for the Borough impact, above, except that the School District's 2024-2025 tax millage rate of 24.3200 (cell I86) is applied to the assessed value of the proposed development (totaling \$29,874,917, cells D52-D57) and the existing

office commercial development (\$4,072,130, cell D58). No School District homestead exemption is applied, because the proposed units are rentals, not owner occupied. The annual real estate tax revenue is projected to total \$726,498 for the proposed development and \$99,034 for the existing office commercial development, for a difference of \$627,464. Please note that this one revenue source is nearly two times the projected annual School District expenditures of \$352,912 for the proposed development (cells G52-G57).

Earned Income Tax (cells C64-C71)

The annual earned income tax from the proposed apartments is determined using the same method as was used for the Borough impact, above. Please note that the School District is statutorily prohibited from taxing the income of nonresident workers, so no annual earned income tax revenue is projected from the proposed or existing nonresidential development. The annual earned income tax revenue is projected to total \$182,208 for the proposed development and \$0 for the existing office commercial development, for a difference of \$182,208.

State & Federal Revenue (cells D64-D71)

The annual state and federal revenue is determined by combining the School District's 2024-2025 budgeted revenue of \$25,347,998 from the state and federal governments, and dividing by the 2024-2025 student enrollment of 5,294 (cell D89) for an annual per student revenue of \$4,788 (cell I87), and applying that per student revenue to the projected number of WSD students from the proposed development (totaling 15, cells F52-F57) and from the existing office commercial development (0, cell F58). The annual state and federal revenue is projected to total \$70,929 for the proposed development and \$0 for the existing office commercial development, for a difference of \$70,929.

Earnings on Investments (cells E64-E71)

The annual earnings on investments are determined by dividing the projected assessment of the proposed development (totaling \$29,874,917, cells D52-D57) and the existing office commercial development (\$4,072,130, cell D58) by the total School District taxable assessment of \$3,800,696,680 (from the 2024-2025 WSD budget), and multiplying that quotient by the sum the School District budgeted for interest earnings in 2024-2025 (\$1,825,000). The annual earnings on investments are projected to total \$14,345 for the proposed development and \$1,955 for the existing office commercial development, for a difference of \$12,390.

Total School District Revenue (cells F64-F71)

The annual School District revenue from all sources is projected to total \$993,980 for the proposed development and \$100,990 for the existing office commercial development, for a difference of \$892,991. Annual revenue per unit is projected to be \$2,928 for the proposed one bedroom apartments, \$3,494 for the proposed two bedroom apartments, \$1,554 per 1,000 square feet of proposed office commercial development, \$3,146 per 1,000 square feet of proposed retail commercial development, \$217 per proposed structured parking space, and \$1,390 per 1,000 square feet of existing office commercial development (cells G64-G70).

Annual Net School District Revenue (cells B75-B82)

After subtracting the expenditures from the revenue, the annual net impact to the School District is projected to total positive (or surplus) \$641,068 for the proposed development and positive \$100,990 for the existing office commercial development, for a difference of \$540,078. Annual net revenue per unit is projected to be positive \$1,977 for the proposed one bedroom apartments, positive \$1,781 for the proposed

two bedroom apartments, positive \$1,554 per 1,000 square feet of proposed office commercial development, positive \$3,146 per 1,000 square feet of proposed retail commercial development, positive \$217 per proposed structured parking space, and positive \$1,390 per 1,000 square feet of office commercial development (cells C75-C81).

Annual revenue is projected to exceed annual expenditures by 207.8 percent for the proposed one bedroom apartments, 104.0 percent for the proposed two bedroom apartments and 181.7 percent overall (cells D75-D80). Since there are no projected School District expenditures from the proposed office or retail commercial development or structured parking, or the existing office commercial development, all revenue from these uses becomes surplus.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|----------------|---|
| | A | B | C | D | E | F | G | H | I |
| 1 | ANALYSIS OF THE ANNUAL FISCAL IMPACT TO AMBLER BOROUGH | | | | | | | | |
| 2 | Of the Proposed Ambler Redevelopment | | | | | | | April 24, 2025 | |
| 3 | | | | | | | | | |

| | Proposed Use/ Scenario | Number of Units / SF / Spaces | Assessment per Unit / SF / Space | Total Assessed Value | Persons per Unit/ Workers per 1K SF | Total Residents/ Total Workers | Annual Borough Expenditures | Exp's per Unit / 1K SF / Space |
|----|---------------------------|----------------------------------|-------------------------------------|-------------------------|--|-----------------------------------|--------------------------------|-----------------------------------|
| 4 | 1 BR Apartments | 83 | \$87,122 | \$7,231,087 | 1.36 | 113 | \$45,162 | \$544 |
| 5 | 2 BR Apartments | 160 | \$93,122 | \$14,899,445 | 1.75 | 280 | \$112,025 | \$700 |
| 6 | Office Commercial | 38,957 | \$62.67 | \$2,441,324 | 2.82 | 110 | \$22,385 | \$575 |
| 7 | Retail Commercial | 4,016 | \$127.47 | \$511,909 | 2.50 | 10 | \$2,308 | \$575 |
| 8 | Structured Parking | 547 | \$8,759 | \$4,791,152 | | 0 | \$0 | \$0 |
| 9 | Total Proposed | 243 / 42,973 / 547 | | \$29,874,917 | | 393 / 120 | \$181,880 | |
| 10 | Existing Office | 72,680 | \$56.03 | \$4,072,130 | 1.51 | 110 | \$26,880 | \$370 |
| 11 | Difference | | | \$22,130,531 | | | \$155,000 | |

| | Annual Borough Revenue | | | | | | | | |
|----|---------------------------|--------------------|----------------------|---------------------------|---|----------------------------------|----------------------|-------------------------|----------------------------------|
| | Proposed Use/ Scenario | Real Estate Tax | Earned Income Tax | Business Privilege Tax | Liquid Fuels Rev. Local Services Tax | Franchise Fee & Misc. Revenue | Interest Earnings | Total Annual Revenue | Rev. per Unit / 1K SF / Space |
| 12 | 1 BR Apartments | \$70,973 | \$47,808 | \$0 | \$2,031 | \$6,873 | \$1,295 | \$128,981 | \$1,554 |
| 13 | 2 BR Apartments | \$146,238 | \$134,400 | \$240 | \$5,039 | \$13,249 | \$2,669 | \$301,835 | \$1,886 |
| 14 | Office Commercial | \$23,962 | \$9,200 | \$240 | \$5,720 | \$128 | \$437 | \$39,687 | \$1,019 |
| 15 | Retail Commercial | \$5,024 | \$383 | \$480 | \$522 | \$13 | \$92 | \$6,514 | \$1,622 |
| 16 | Structured Parking | \$47,025 | \$0 | \$0 | \$0 | \$0 | \$858 | \$47,883 | \$88 |
| 17 | Total Proposed | \$293,222 | \$191,792 | \$960 | \$13,313 | \$20,262 | \$5,351 | \$524,900 | |
| 18 | Existing Office | \$39,968 | \$9,200 | \$240 | \$5,720 | \$238 | \$729 | \$56,096 | \$772 |
| 19 | Difference | \$253,254 | \$182,591 | \$720 | \$7,593 | \$20,024 | \$4,622 | \$468,804 | |

| | Proposed Use/ Scenario | Annual Net Borough Revenue | Annual Net Borough Rev. per Unit / 1K SF / Space | Revenue > Expenditure |
|----|---------------------------|-------------------------------|---|--------------------------|
| 20 | 1 BR Apartments | \$83,818 | \$1,010 | 185.6% |
| 21 | 2 BR Apartments | \$189,809 | \$1,186 | 169.4% |
| 22 | Office Commercial | \$17,302 | \$444 | 77.3% |
| 23 | Retail Commercial | \$4,207 | \$1,048 | 182.3% |
| 24 | Structured Parking | \$47,883 | \$88 | -- |
| 25 | Total Proposed | \$343,020 | | 188.6% |
| 26 | Existing Office | \$29,216 | \$402 | 108.7% |
| 27 | Difference | \$313,804 | | |

| | NOTES: | | | | |
|----|---|-------|-------------|---|-----------|
| 28 | 2025 Borough Operating Expenditures (5 Funds) | | \$8,846,300 | Average Annual Office Worker Salary (BLS, 2023) | \$83,640 |
| 29 | Minus 2025 Pass-Through and Excluded Expenditures | | \$3,976,200 | Average Annual Retail Worker Salary (BLS, 2023) | \$38,159 |
| 30 | 2025 Net Borough Operating Expenditures | | \$4,870,100 | Annual Business Privilege Tax per Entity | \$240 |
| 31 | 2025 Borough Non-Residential Expenditures | 43.9% | \$2,136,684 | 2025-2026 PennDOT per Capita Subsidy | \$17,9967 |
| 32 | 2025 Borough Residential Expenditures | 56.1% | \$2,733,416 | 2025 Borough Housing Unit Estimate | 2,896 |
| 33 | 2025 Estimated Borough Population | | 6,832 | Annual Miscellaneous Revenue per Unit/10,000 SF | \$32.80 |
| 34 | 2025 Borough Expenditure per Capita | | \$400.09 | Annual Rental Fee per Unit | \$50 |
| 35 | 2025 Borough Real Estate Tax Millage (5 Funds) | | 9.815 | 2025 Interest Earnings (5 Funds) | \$53,500 |

ANALYSIS OF THE ANNUAL FISCAL IMPACT TO THE WISSAHICKON SCHOOL DISTRICT

Of the Proposed Ambler Redevelopment April 24, 2025

| Proposed Use/ Scenario | Number of Units / SF / Spaces | Assessment per Unit / SF / Space | Total Assessment | School Age Children per Unit | WSD (Public School) Students | Annual School Dist. Expenditures | Exp's per Unit / 1K SF / Space |
|---------------------------|----------------------------------|-------------------------------------|---------------------|---------------------------------|---------------------------------|-------------------------------------|-----------------------------------|
| 1 BR Apartments | 83 | \$87,122 | \$7,231,087 | 0.05 | 3 | \$78,953 | \$951 |
| 2 BR Apartments | 160 | \$93,122 | \$14,899,445 | 0.09 | 11 | \$273,959 | \$1,712 |
| Office Commercial | 38,957 | \$62.67 | \$2,441,324 | 0.00 | 0 | \$0 | \$0 |
| Retail Commercial | 4,016 | \$127.47 | \$511,909 | 0.00 | 0 | \$0 | \$0 |
| Structured Parking | 547 | \$8,759 | \$4,791,152 | 0.00 | 0 | \$0 | \$0 |
| Total Proposed | 243 / 42,973 / 547 | | \$29,874,917 | | 15 | \$352,912 | |
| Existing Office | 72,680 | \$56.03 | \$4,072,130 | 0.00 | 0 | \$0 | \$0 |
| Difference | | | \$25,802,787 | | 15 | \$352,912 | |

| Annual School District Revenue | | | | | | |
|--------------------------------|--------------------|----------------------|----------------------------|----------------------------|-------------------------|----------------------------------|
| Proposed Use/ Scenario | Real Estate Tax | Earned Income Tax | State & Federal Revenue | Earnings on Investments | Total Annual Revenue | Rev. per Unit / 1K SF / Space |
| 1 BR Apartments | \$175,860 | \$47,808 | \$15,868 | \$3,472 | \$243,008 | \$2,928 |
| 2 BR Apartments | \$362,354 | \$134,400 | \$55,060 | \$7,154 | \$558,969 | \$3,494 |
| Office Commercial | \$59,373 | \$0 | \$0 | \$1,172 | \$60,545 | \$1,554 |
| Retail Commercial | \$12,390 | \$0 | \$0 | \$246 | \$12,636 | \$3,146 |
| Structured Parking | \$116,521 | \$0 | \$0 | \$2,301 | \$118,821 | \$217 |
| Total Proposed | \$726,498 | \$182,208 | \$70,929 | \$14,345 | \$993,980 | |
| Existing Office | \$99,034 | \$0 | \$0 | \$1,955 | \$100,990 | \$1,390 |
| Difference | \$627,464 | \$182,208 | \$70,929 | \$12,390 | \$892,991 | |

| Proposed Use/ Scenario | Annual Net School District Revenue | Annual Net School Dist. Rev. per Unit / 1K SF / Space | Revenue > Expenditure |
|---------------------------|---------------------------------------|--|--------------------------|
| 1 BR Apartments | \$164,055 | \$1,977 | 207.8% |
| 2 BR Apartments | \$285,010 | \$1,781 | 104.0% |
| Office Commercial | \$60,545 | \$1,554 | -- |
| Retail Commercial | \$12,636 | \$3,146 | -- |
| Structured Parking | \$118,821 | \$217 | -- |
| Total Proposed | \$641,068 | | 181.7% |
| Existing Office | \$100,990 | \$1,390 | -- |
| Difference | \$540,078 | | |

NOTES:

| | | | |
|--|---------------|---|-------------|
| Pct. of Borough School Age Children in Public Schools (2023 ACS) | 79.9% | 2024-2025 WSD Net Expenditure per Student | \$23,823 |
| 2024-2025 WSD Total Expenditures | \$127,628,540 | 2024-2025 WSD Real Estate Tax Millage | 24.3200 |
| Minus Pass-Through Expenditures & Budgetary Reserve | \$1,506,964 | 2024-2025 WSD State/Federal Revenue per Student | \$4,788 |
| 2024-2025 WSD Net Expenditures | \$126,121,576 | 2024-2025 WSD Earnings on Investments | \$1,825,000 |
| 2024-2025 WSD Student Enrollment | 5,294 | | |