

## **AGENDA**

### **AMBLER BOROUGH PLANNING COMMISSION**

---

#### **I. CALL TO ORDER**

**April 22, 2025 (7:00 PM)**

#### **II. ROLL CALL**

#### **III. APPROVAL OF: March 25, 2025 minutes**

#### **IV. NEW BUSINESS:**

1. Review "220 S. Chestnut Street Sketch Plan" proposing to demolish an existing warehouse / industrial building to construct 16 stacked townhomes. Parking is provided in the rear of the buildings with access to Maple Avenue. Recommendation requested from the applicant.
2. Input is requested for ordinance language to require recreation area or open space for all new developments or subdivisions. This would also include provisions for a fee in lieu of in the event recreation area or open space is not feasible that can be put towards existing park improvements.

#### **V. OLD BUSINESS:**

1. A draft annual report for 2024 was presented for the meeting for discussion.
2. Input is requested on updating the 2013 Borough Comprehensive Plan.

#### **VI. ADJOURNMENT**



Stone Manor Corporate Ctr.  
2800 Kelly Road Suite 200  
Warrington, PA 18976  
Tel (215) 345-7500 Fax (215) 345-7507  
[www.foxrothschild.com](http://www.foxrothschild.com)

ANDREW R. STOLL  
Direct No: 215.918.3589  
Email: [astoll@FoxRothschild.com](mailto:astoll@FoxRothschild.com)

April 15, 2025

**VIA EMAIL ONLY**

Kyle B. Detweiler, MBA  
Manager for the Borough of Ambler  
131 Rosemary Avenue  
Ambler, PA 19002  
[kdetweiler@Borough.Ambler.pa.us](mailto:kdetweiler@Borough.Ambler.pa.us)

**Re: 220 South Chestnut Street, Ambler Borough, Montgomery County, PA, being Tax Parcel No. 25-0054-001 (the "Property")**

Mr. Detweiler:

As you know, this office represents Lot 2 Real Estate, LLC ("**Applicant**"), which submitted a sketch for the Property (the "**Sketch Plan**"). The Property is currently improved with a warehouse-like building that is currently used as an indoor sports facility, and related improvements. As per the Sketch Plan, Applicant proposes to demolish the existing building, and construct eight (8) stacked townhouses (comprising sixteen (16) dwelling units) and related improvements at the Property (the "**Proposed Project**"). The proposed stacked townhouses will front on South Chestnut Street.

The Applicant presented the Sketch Plan and Proposed Project to the Ambler Borough Planning Commission (the "**PC**") at the PC's meeting on March 25, 2025 (the "**March PC Meeting**"). The PC provided substantial feedback during that meeting. Additionally, prior to the March PC Meeting, the Applicant received two (2) review letters for the Proposed Project – a review letter from the Montgomery County Planning Commission, dated March 19, 2025, and a review letter from Gilmore & Associates, Inc., the Borough's Engineer, dated March 20, 2025 (collectively, the "**Review Letters**"). A representative of the Montgomery County Planning Commission and the Borough Engineer attended the March PC Meeting and discussed the comments in their respective review letters.

A Pennsylvania Limited Liability Partnership

California Colorado Delaware District of Columbia Florida Georgia Illinois Minnesota  
Nevada New Jersey New York North Carolina Pennsylvania South Carolina Texas Washington

The Applicant has thoughtfully reviewed the questions and feedback received during the March PC Meeting and provides the following responses.

**1. Plan Clarification and Changes**

At the March PC Meeting, the PC asked numerous questions about details on the plan submitted with the Sketch Plan Application. The Applicant advised that the plan submitted with the Sketch Plan was very conceptual in nature, and that more details would be included in the plan if the Proposed Project were to move forward. The Applicant advised that a revised plan would also address many of the comments included in the Review Letters.

To that end, enclosed is a revised Sketch Plan, prepared by the Applicant's Engineer, Protract Engineering, Inc. last revised April 14, 2025 (the "**Revised Plan**"). Some key changes and clarifications are outlined below.

**a. Clarification of sidewalks off South Chestnut**

The plan submitted with the initial Sketch Plan Application did not clearly show that the units will "front" on South Chestnut Street. In this regard, the initial plan did not show walkways from the public sidewalk on South Chestnut Street to the units, or more clearly delineate that the "fronts" of the units will face South Chestnut Street. That is now reflected on the Revised Plan.

**b. Stormwater Management**

At the March PC Meeting, a comment was made by a member of Borough Council, during the public comment portion of the meeting, regarding stormwater management. Specifically, that they would like to see stormwater management be a point of emphasis for the Proposed Project. The Applicant intends to develop the Proposed Project in accordance with all applicable laws and regulations and believes the Proposed Project will represent an improvement both from an aesthetic and effectiveness standpoint over the current stormwater management systems.

Notably, the Applicant's Engineer will be attending the next Planning Commission meeting for the Proposed Project (referenced below), and any subsequent meetings for the Sketch Plan so that more technical stormwater management related questions can be answered.

**c. Parking spaces due to parking easement**

The Property is subject to a shared parking easement with the owner of the adjacent property located at 124 Maple Street (the "**Shared Parking Easement**"). The Shared Parking Easement requires that twenty-two (22) spaces be provided at the Property. The intent of the Shared Parking Easement was to provide additional parking during the daytime for the owner of the adjacent office building, on the Property (at a time when the existing baseball facility was not in use). Similarly, the Shared Parking Easement contemplated that, at nighttime, the baseball facility could use the parking at the adjacent office building (when it was not occupied) for spillover parking, if needed.

Obviously, a change in use at the Property vis-à-vis the Proposed Project would alleviate the need for the Shared Parking Easement. Nevertheless, unfortunately the Property is subject to this restriction. The required number of parking spaces are included on the Revised Plan.

It is worth noting that this additional parking can be a benefit to and from the Proposed Project. Parking is at a premium in the Borough, including along South Chestnut Street (as was mentioned at the March PC Meeting). Thus, having additional parking will ensure that occupants of the units or their guests will not use on-street parking on South Chestnut Street.

## **2. Locating garages in the “front” of Property, facing South Chestnut Street**

The Proposed Project is currently designed such that the dwelling units face South Chestnut Street, with garages in the rear of the units. This provides the ability to exit the Property to the east, and access Maple Street. At the March PC Meeting, it was suggested that the Applicant consider locating the garages off South Chestnut Street so that they can be accessed in that location.

It was determined that locating the garages off South Chestnut Street is not feasible because doing so would cause a loss of on-street parking while also significantly minimizing any potential for additional street trees/landscaping along South Chestnut Street. It has been communicated to the Applicant that preserving on-street parking on South Chestnut Street is a critical component of any development of the Property. This includes a comment made at the March PC Meeting by someone who resides on South Chestnut Street, and directly across the street from the Property, *i.e.* that residents along South Chestnut Street would be *very upset* if on-street parking is removed.

## **3. Access**

Relatedly, at the March PC Meeting, it was suggested that the Applicant explore other options for access to the Property and the units. Unfortunately, the extremely unique configuration of the Property restricts a change to the vehicular access from what exists today, *i.e.* to the east of the Property and through Maple Street.

Moreover, as previously stated, to locate access to the Property off South Chestnut Street would result in a loss of on-street parking on South Chestnut Street. As noted above, this is not a desirable result for the residents along South Chestnut Street. However, each unit will be accessible by walkways connecting to the public sidewalk on South Chestnut Street keeping in line with the residential character of the existing homes on South Chestnut Street.

## **4. Adding a mix of commercial and residential uses for the proposed units.**

It was suggested that the Applicant explore integrating commercial use(s) as part of the Proposed Project. The Applicant has determined that this is not feasible for several reasons.

First, a compatible and sustainable commercial use is not feasible. Simply, the Applicant has been unable to identify a particular use(s) and/or user that would commit to a commercial use at the Property. As such, any commitment for the inclusion of a commercial use would be on complete speculation. Such risk is not practical for the Applicant or any other developer of the Property, especially given the limited scope of the development.

Second, parking would become a significant issue for a commercial use at the Property. The Property has a unique configuration which makes it such that the only true area for development is the portion of the Property along South Chestnut Street. A commercial use will necessitate parking that would be very difficult to integrate into any use or development. Relatedly, if a commercial business were to prosper at the Property (which the Applicant believes is unlikely), there would presumably be additional vehicular traffic to / from the Property and, in turn, additional parking. The Property simply would not be able to accommodate such parking needs, and does not have the area for circulation to accommodate a commercial use, especially not in common with the proposed residential uses. As such, potential customers would presumably park, among other areas, along South Chestnut Street which would mean residents have less on-street parking in that area. As noted above, this is a concern of residents along South Chestnut Street.

Further to this point, as noted above, the Property is subject to a Shared Parking Easement. The Shared Parking Easement would complicate the Property's ability to handle parking requirements for a mix of residential and commercial uses.

Lastly, the Applicant explored different building configurations to allow for the inclusion of a commercial use. However, given that any commercial use would be entirely on speculation (and would likely detract from the residential character of the Proposed Project in relation to the existing neighborhood), it is difficult to configure the Proposed Project to account for a potential, but unknown, commercial use. This obviously impacts the design and feasibility of the Proposed Project.

#### **5. Price Point / Proposal to Provide Affordable Housing**

At the March PC Meeting, the Applicant gave a preliminary price point starting in the \$500,000's, but given the preliminary stage of the Proposed Project, it is very difficult for the Applicant to know the exact price point at this time given a variety of uncertain factors.

By way of example, construction for the Proposed Project is not intended to occur in the immediate future, and the price will largely depend on fluctuating costs. There is a current tenant at the Property, a baseball training facility. It is currently the Applicant's intent to not disrupt the tenant's use at the Property. In other words, the Proposed Project is not immediate, but rather a forward-thinking project. Thus, the Applicant fully expects construction costs to fluctuate in the coming years. This is unfortunately even more true given current market conditions.

Moreover, the units may have been different amenities and, accordingly, be offered at different prices. It is difficult to forecast the exact price or range for a future project, especially when the prices could be amenity driven.

Relatedly, comment that the Applicant received at the March PC Meeting is that the Applicant should consider building a "more affordable" unit, *i.e.* lower price, and something akin to affordable housing. The Applicant is proposing what it believes to be market rate units which will fit nicely into the community, be desirable units for purchase, and help increase values of surrounding properties. However, the addition of 16 units to the "for sale" market may help to



alleviate the affordability concern simply by the ripple effect of adding additional inventory to the market.

That said, the Applicant intends for the price point to be commensurate with comparable new product of this type and size in the Ambler area.

## **6. Density**

Similarly, at the March PC Meeting, it was suggested that the Applicant consider a way to include more density for the Proposed Project, presumably to help lower the potential sale price of the units. Unfortunately, this will not work for several reasons.

Additional density / apartments are very challenging given the constraints of the Property. As noted above, the Property is uniquely shaped like a sideways “T” with only one (1) means of vehicular ingress / egress, and only consists of slightly less than one (1) acre of land. Adding additional density with limited areas for parking will present a perhaps insurmountable challenge for a feasible development.

Furthermore, there are 114 apartments (The Crossings at Ambler Station) in close proximity to the Proposed Project with several more proposed larger-scale apartments approved/contemplated in the nearby area. Thus, the Applicant believes there is an oversaturation for apartments in the area, and a smaller apartment development complex on a uniquely shaped and small property (*i.e.* the Property) may hinder the potential success of the Proposed Project.

Moreover, adding more density will effectively change the use proposed for the Proposed Project, which is one of the most attractive aspects of what is proposed by the Applicant. As noted above, the Proposed Project is for stacked townhouses, which unlike apartments, are a medium density for-sale product with a condominium ownership structure. As such, ownership will be vested in sixteen (16) different owners versus one (1) apartment complex owner.

This is what other municipalities have described as the “missing middle” type of use. It is not the typical single-family detached dwelling or twin, nor is it the apartment. Thus, people looking to downsize from a single-family detached dwelling, or first-time homebuyers looking to buy something with more space than a typical apartment would desire this type of product. It is the Applicant’s understanding that Ambler Borough does not have this product. As highlighted at the March PC Meeting, this offering would attract people to the Borough, help residents looking to downsize stay in the Borough, and would add much needed “for sale” inventory to the market helping to alleviate the upward price pressure currently being experienced in the market due to lack of available homes in the Borough.

Adding density to the Proposed Project would effectively change the use from the desirable stacked townhouses to additional apartments. Based on other feedback received to date, and Applicant’s research of current market conditions, the Applicant respectfully believes that additional density could unfortunately not be accomplished without changing the use.

To this point, as was presented at the March PC Meeting and as depicted in the below aerial photograph, the Property is located between high density apartment uses, and a mix of detached and attached single-family homes. Thus, the Proposed Project does not just add a new product

offering to the Borough in general, it provides for a better product offering and transition of uses in the area of the Property.



## **7. Target Market / Student Population**

At the March PC Meeting, the Applicant explained that the Proposed Project is intended to take full advantage of the Property's unique location in close proximity to the Septa rail station and the commercial corridor of Butler Pike (*i.e.* Main Street). The Proposed Project is a perfect candidate for a Transit Oriented Development and given the low maintenance/walkable nature of the Proposed Project will likely target "empty nesters" (including residents of Ambler looking to move out of their single-family detached dwelling, but desiring to stay in the Borough), and first-time homebuyers. Typically, neither of these users would have children occupying the units with them. The "empty nester" would have children that have already moved out. Further, the first-time homebuyer would likely not be purchasing the units if they intend to have children reside there with them. The units do not have the space typically sought by a family with children, nor do they have the amenities parents with children in their home desire, *e.g.* space for outdoor play area. It is for these reasons that the Applicant believes any increase to the student population would likely be minimal, if any.

## **8. Grading**

At the March PC Meeting, a member of the PC asked that we review the grading for the Proposed Project to ensure that it does not severely increase the height. As was discussed at that time, the Proposed Project will be comparable in height to the existing building, and will have less building coverage. However, the height of the Proposed Project will be less than what is currently permitted in the Office Campus District (50').

While the Revised Plan does not indicate any major grading challenges, both the finished grade and finished floor elevation of the stacked townhouses will be carefully evaluated as the Proposed Project enters the engineering phase.

Moreover, the Applicant's Engineer will be attending the next Planning Commission on the Revised Plan to discuss more technical aspects of the grading for the Property and the Proposed Project.

### **CONCLUSION**

The Applicant believes this adequately addresses the primary comments and questions raised during the March PC Meeting. The Applicant respectfully requests the Revised Plan be included on the April 22, 2025 Planning Commission meeting agenda, both for further discussion, including to discuss the above-points, and for the PC to make a recommendation that Borough Council review and take action to authorize the next procedural steps so that the Proposed Project can move forward.

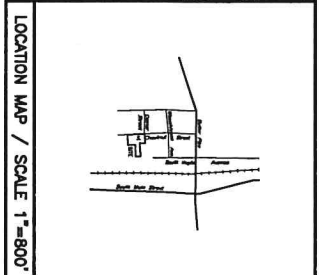
Very truly yours,

A handwritten signature in black ink, appearing to read 'AS', is positioned above the printed name.

Andrew R. Stoll

Enclosure





 **ProTract**  
Engineering, Inc.

84 East Moreland Avenue, P.O. Box 55  
Halters, Pennsylvania 19045

Phone (815) 448-9822  
Fax (815) 448-9822

AHLER					
County					
MONTGOMERY					
Date					
4-14-25					
Scale					
1"=20'					
Sheet Number					
1 1					
No.	Date	Description	By	Auth/Check	Qty
1230		GIS File Name	File Name		
		BASE.DWG		DMS/NTR	

**MONTGOMERY COUNTY  
BOARD OF COMMISSIONERS**

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

WWW.MONTGOMERYCOUNTYPA.GOV



**MONTGOMERY COUNTY  
PLANNING COMMISSION**

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

610-278-3722  
PLANNING@MONTGOMERYCOUNTYPA.GOV

SCOTT FRANCE, AICP  
EXECUTIVE DIRECTOR

March 19, 2025

**SUBJECT:** Sketch Plan Review – 220 S. Chestnut Street (MCPC #25-0054-001)

**TO:** Kyle Detweiler, Borough Manager;  
Glenn Kucher, Code Enforcement Officer  
Ambler Borough Planning Commission;

**FROM:** Tim Konetchy, Senior Community Planner

---

We have reviewed the above-referenced sketch plan as you requested on March 4, 2025. We forward this letter as a report of our review. John J. Jefferson and Sally Jefferson-Stephens ('the applicant') have submitted a sketch plan that provides for the construction of 16 stacked townhomes on a 0.9-acre lot that is roughly a 'T' shape. The site is currently occupied by a 10,000 square foot warehouse-style building, which is proposed for demolition. The existing building is oriented towards and takes vehicular access from S. Maple Street, while the frontage on S. Chestnut Street features the rear of the building, a chain-link fence along the sidewalk, and informal vegetation. The proposed stacked townhome development would have a footprint of 9,600 square and would contain eight (8) side-by-side dwelling units along S. Chestnut Street, as well as eight (8) additional dwelling units located above the other eight (8) dwellings. All parking is proposed to the rear of the property, with each townhome being provided with a surface parking space and a garage parking space. 14 additional visitor parking spaces are proposed along the rear access driveway. Several new trees are proposed to be planted throughout the site.

The Montgomery County Planning Commission (MCPC) has reviewed the sketch plan and we present the following comments to serve as preliminary feedback based on the contents of that plan. We encourage the applicant to consider the following comments as the land development process progresses as we believe that they will lead to an improved preliminary plan which better achieves local and regional planning goals.

Please note that these comments are preliminary and are subject to change upon the submission of a preliminary plan. Our comments are as follows:

**ZONING**

- A. Current OC Office Campus District Zoning. The proposed use is not permitted under the current zoning. This is a partial list of considerations related to the current zoning:
1. Uses. Permitted uses in the OC Office Campus District include office, financial institutions, personal services, training centers, printing/publishing, cafés and delicatessens, light manufacturing, and parking lots. The applicant proposes a multifamily development with a total

- of 16 dwelling units; however, multifamily residential use is not permitted within the OC Office Campus District.
2. Minimum lot area. The minimum lot area within the OC Office Campus District is one acre, and the lot area is deficient at 0.9 acres.
  3. Traffic Impact Analysis. Pursuant to §27-1604.6, a Traffic Impact Analysis is required for any development within the OC Office Campus District.
- B. Potential Rezoning to R-3 Residential District. If the applicant intends to pursue rezoning from OC Office Campus District to the adjacent R-3 Residential District, as we infer is the applicant's plan of action based on the inclusion of R-3 Residential dimensional standards on the submitted sketch plan, the following considerations apply:
1. Uses. The R-3 Residential District allows for single-family attached dwellings, also known as townhomes, but the definition of such under §27-202 indicates that stacked townhomes do not qualify ("no unit is located over another"). Instead, it appears that the proposed use would fall under the definition of a multifamily development, a use that is not currently permitted within the R-3 Residential District. Notwithstanding, MCPC would defer to the Borough Zoning Officer for interpretation of these terms.
  2. §27-803. If the proposed use is ultimately interpreted as a single-family attached dwelling, then § 27-803 would require a minimum lot area per dwelling unit of 2,500 square feet. With 39,576 square feet available, no more than 17 dwelling units could be accommodated while complying with this standard.
  3. §27-807.1. If the proposed use is ultimately interpreted as a single-family attached dwelling, then § 27-807.1. would limit the number of contiguous dwelling units to no more than six (6).
  4. If the proposed use is ultimately interpreted as a single-family attached dwelling, then § 27-807.1. would limit the number of contiguous dwelling units to no more than six (6).
  5. Height. The maximum permitted height of a building in the R-3 District is 40 feet, while the submitted photo appears to exceed this at 4-5 stories.

## BUILDING DESIGN AND ORIENTATION

- A. Front Façade. The front façade of the building should be oriented toward S. Chestnut Street, which is a residential neighborhood primarily composed of attached homes. This appears to be the proposed orientation based upon the submitted image; however, the sketch plan does not support this layout at present. If the front façades are to face S. Chestnut Street, then pedestrian connections from each building to the sidewalk along S. Chestnut Street should be provided and the existing vegetation and fencing must be removed. Furthermore, it is recommended that the front entrances be built close to street-level in order to reduce the overall height of the buildings.
- B. Building Scale. Existing homes immediately across S. Chestnut Street appear to be two-stories in height, building materials vary, and both flat and pitched roofs are present. In order to integrate the existing neighborhood, the massing of the building should be carefully considered and should take cues from existing buildings. The maximum allowable height in the R-3 Residential District would be 40 feet, which may exceed the height of the aforementioned homes on S. Chestnut Street. With these factors in mind, it is recommended that the front façade of the building be both vertically and horizontally differentiated with architectural features, such as building recesses and extensions or changes in material, and the

roofline should be varied with a mix of architectural treatments found within the neighborhood (e.g., cornice articulation, dormers, mansard, etc.) in order to break up the massing of the proposed building.

## TRANSPORTATION

### A. Sidewalk.

1. The existing sidewalk along S. Chestnut Street is in need of repair. It is recommended that the applicant be required to repair or replace the sidewalk. See also Landscaping comment B, below.
2. It is recommended that the sidewalk along the rear access driveway be extended to S. Maple Street. This missing segment appears to fall within an access easement that the property is subject to.

- B. Parking. The applicant is proposing to provide 14 parking spaces beyond the 32 that are required (two per dwelling unit). While we understand the desire for additional dedicated parking spaces, this does not appear to be necessary given existing availability of on-street parking on S. Chestnut Street and the shared parking agreement for 22 additional parking spaces (via the neighboring property). Therefore, it is recommended that some or all of the parking spaces along the northern property line be removed. We would strongly encourage the applicant to consider providing residents with an outdoor recreation area within this area, which could be composed of landscaping and seating (e.g., benches, picnic table, etc.).

## LANDSCAPING

- A. Street Trees. Street trees should be installed along S. Chestnut Street, as required by §100.3. Street Trees of the Subdivision and Land Development Ordinance. Street trees are required every 40 feet on average.
- B. Existing Vegetation along S. Chestnut Street. In order to meet the design discussed under the heading 'Building Design Orientation' comment 'A', the existing vegetation along S. Chestnut Street must be removed (along with the existing chain-link fencing). New plantings should be provided that accentuate and compliment the front entrances along S. Chestnut Street.
- C. Property Line Buffers. We commend the amount of new plantings proposed; however, we would recommend that additional trees be installed along the southern property line between the proposed sidewalk and the neighboring property. Furthermore, a landscape buffer surrounding the proposed trash disposal area would help to screen it from the proposed residences as well as neighboring properties.

## STORMWATER MANAGEMENT

The applicant appears to be proposing to tie into existing storm drains; however, it is recommended that on-site stormwater detention be provided by way of green stormwater infrastructure methods, such as rain gardens, downspout diversion to planters, etc., if feasible.

*Attachment A: Aerial Image of Site*

*Attachment B: Reduced Copy of Applicant's Submitted Sketch Plan*



ATTACHMENT A. AERIAL IMAGE OF SITE



220 South Chestnut Street  
MCPC#250054001

Montgomery  
County  
Planning  
Commission

Montgomery County City Planner - Planning Commission  
For the City of Ambler, PA 19002-1111  
April 15, 2025 10:00 AM - 11:00 AM  
www.montgomerycountypa.gov  
Aerial photo courtesy provided by Google Maps

0 50 100 200 Feet



Center Street

South Chestnut Street

220 S. CHESTNUT STREET

LOCATION MAP / SCALE 1"=800'

LEGEND

1. WALLS

2. DOORS

3. WINDOWS

4. FURNITURE

5. PLANTING

6. PAVING

7. LIGHTING

8. SIGNAGE

9. UTILITY

10. ELEVATION

11. SECTION

12. DETAIL

13. MATERIAL

14. FINISH

15. COLOR

16. TEXTURE

17. SCALE

18. DATE

19. DRAWN BY

20. CHECKED BY

21. APPROVED BY

22. REVISION

23. NOTES

24. TITLES

25. INDEX

26. SHEET

27. TOTAL

28. PROJECT

29. CLIENT

30. ARCHITECT

31. ENGINEER

32. LANDSCAPE

33. INTERIOR

34. EXTERIOR

35. MECHANICAL

36. ELECTRICAL

37. PLUMBING

38. HVAC

39. SANITARY

40. FIRE

41. SAFETY

42. SECURITY

43. ACCESSIBILITY

44. HISTORIC

45. ENVIRONMENTAL

46. SUSTAINABLE

47. WELLNESS

48. TECHNOLOGY

49. MOBILITY

50. COMMUNITY

51. CULTURE

52. ARTS

53. RECREATION

54. EDUCATION

55. HEALTHCARE

56. HOUSING

57. TRANSPORTATION

58. INFRASTRUCTURE

59. UTILITIES

60. ENVIRONMENTAL

61. SUSTAINABLE

62. WELLNESS

63. TECHNOLOGY

64. MOBILITY

65. COMMUNITY

66. CULTURE

67. ARTS

68. RECREATION

69. EDUCATION

70. HEALTHCARE

71. HOUSING

72. TRANSPORTATION

73. INFRASTRUCTURE

74. UTILITIES

75. ENVIRONMENTAL

76. SUSTAINABLE

77. WELLNESS

78. TECHNOLOGY

79. MOBILITY

80. COMMUNITY

81. CULTURE

82. ARTS

83. RECREATION

84. EDUCATION

85. HEALTHCARE

86. HOUSING

87. TRANSPORTATION

88. INFRASTRUCTURE

89. UTILITIES

90. ENVIRONMENTAL

91. SUSTAINABLE

92. WELLNESS

93. TECHNOLOGY

94. MOBILITY

95. COMMUNITY

96. CULTURE

97. ARTS

98. RECREATION

99. EDUCATION

100. HEALTHCARE

101. HOUSING

102. TRANSPORTATION

103. INFRASTRUCTURE

104. UTILITIES

105. ENVIRONMENTAL

106. SUSTAINABLE

107. WELLNESS

108. TECHNOLOGY

109. MOBILITY

110. COMMUNITY

111. CULTURE

112. ARTS

113. RECREATION

114. EDUCATION

115. HEALTHCARE

116. HOUSING

117. TRANSPORTATION

118. INFRASTRUCTURE

119. UTILITIES

120. ENVIRONMENTAL

121. SUSTAINABLE

122. WELLNESS

123. TECHNOLOGY

124. MOBILITY

125. COMMUNITY

126. CULTURE

127. ARTS

128. RECREATION

129. EDUCATION

130. HEALTHCARE

131. HOUSING

132. TRANSPORTATION

133. INFRASTRUCTURE

134. UTILITIES

135. ENVIRONMENTAL

136. SUSTAINABLE

137. WELLNESS

138. TECHNOLOGY

139. MOBILITY

140. COMMUNITY

141. CULTURE

142. ARTS

143. RECREATION

144. EDUCATION

145. HEALTHCARE

146. HOUSING

147. TRANSPORTATION

148. INFRASTRUCTURE

149. UTILITIES

150. ENVIRONMENTAL

151. SUSTAINABLE

152. WELLNESS

153. TECHNOLOGY

154. MOBILITY

155. COMMUNITY

156. CULTURE

157. ARTS

158. RECREATION

159. EDUCATION

160. HEALTHCARE

161. HOUSING

162. TRANSPORTATION

163. INFRASTRUCTURE

164. UTILITIES

165. ENVIRONMENTAL

166. SUSTAINABLE

167. WELLNESS

168. TECHNOLOGY

169. MOBILITY

170. COMMUNITY

171. CULTURE

172. ARTS

173. RECREATION

174. EDUCATION

175. HEALTHCARE

176. HOUSING

177. TRANSPORTATION

178. INFRASTRUCTURE

179. UTILITIES

180. ENVIRONMENTAL

181. SUSTAINABLE

182. WELLNESS

183. TECHNOLOGY

184. MOBILITY

185. COMMUNITY

186. CULTURE

187. ARTS

188. RECREATION

189. EDUCATION

190. HEALTHCARE

191. HOUSING

192. TRANSPORTATION

193. INFRASTRUCTURE

194. UTILITIES

195. ENVIRONMENTAL

196. SUSTAINABLE

197. WELLNESS

198. TECHNOLOGY

199. MOBILITY

200. COMMUNITY

201. CULTURE

202. ARTS

203. RECREATION

204. EDUCATION

205. HEALTHCARE

206. HOUSING

207. TRANSPORTATION

208. INFRASTRUCTURE

209. UTILITIES

210. ENVIRONMENTAL

211. SUSTAINABLE

212. WELLNESS

213. TECHNOLOGY

214. MOBILITY

215. COMMUNITY

216. CULTURE

217. ARTS

218. RECREATION

219. EDUCATION

220. HEALTHCARE

221. HOUSING

222. TRANSPORTATION

223. INFRASTRUCTURE

224. UTILITIES

225. ENVIRONMENTAL

226. SUSTAINABLE

227. WELLNESS

228. TECHNOLOGY

229. MOBILITY

230. COMMUNITY

231. CULTURE

232. ARTS

233. RECREATION

234. EDUCATION

235. HEALTHCARE

236. HOUSING

237. TRANSPORTATION

238. INFRASTRUCTURE

239. UTILITIES

240. ENVIRONMENTAL

241. SUSTAINABLE

242. WELLNESS

243. TECHNOLOGY

244. MOBILITY

245. COMMUNITY

246. CULTURE

247. ARTS

248. RECREATION

249. EDUCATION

250. HEALTHCARE

251. HOUSING

252. TRANSPORTATION

253. INFRASTRUCTURE

254. UTILITIES

255. ENVIRONMENTAL

256. SUSTAINABLE

257. WELLNESS

258. TECHNOLOGY

259. MOBILITY

260. COMMUNITY

261. CULTURE

262. ARTS

263. RECREATION

264. EDUCATION

265. HEALTHCARE

266. HOUSING

267. TRANSPORTATION

268. INFRASTRUCTURE

269. UTILITIES

270. ENVIRONMENTAL

271. SUSTAINABLE

272. WELLNESS

273. TECHNOLOGY

274. MOBILITY

275. COMMUNITY

276. CULTURE

277. ARTS

278. RECREATION

279. EDUCATION

280. HEALTHCARE

281. HOUSING

282. TRANSPORTATION

283. INFRASTRUCTURE

284. UTILITIES

285. ENVIRONMENTAL

286. SUSTAINABLE

287. WELLNESS

288. TECHNOLOGY

289. MOBILITY

290. COMMUNITY

291. CULTURE

292. ARTS

293. RECREATION

294. EDUCATION

295. HEALTHCARE

296. HOUSING

297. TRANSPORTATION

298. INFRASTRUCTURE

299. UTILITIES

300. ENVIRONMENTAL

301. SUSTAINABLE

302. WELLNESS

303. TECHNOLOGY

304. MOBILITY

305. COMMUNITY

306. CULTURE

307. ARTS

308. RECREATION

309. EDUCATION

310. HEALTHCARE

311. HOUSING

312. TRANSPORTATION

313. INFRASTRUCTURE

314. UTILITIES

315. ENVIRONMENTAL

316. SUSTAINABLE

317. WELLNESS

318. TECHNOLOGY

319. MOBILITY

320. COMMUNITY

321. CULTURE

322. ARTS



March 20, 2025

Project No. 2500293

Kyle Detweiler, Borough Manager  
Borough of Ambler  
122 E. Butler Avenue  
Ambler, PA 19002

Reference: Sketch Plan Application  
220 South Chestnut Street  
B/U 01-028/025, Parcel 01-00-01157-01-2

Dear Kyle:

As requested, Gilmore & Associates, Inc. has reviewed the information listed below regarding the sketch plan application referenced above.

1. Sketch Plan Application for Subdivision and Land Development Review, dated February 27, 2025.
2. Multi-Family Sketch Plan for 220 S. Chestnut Street (1 sheet), prepared by ProTract Engineering, Inc., dated February 5, 2025.
3. Building Photograph, not dated.

The purpose of a sketch plan application is for the applicant to present a concept plan to the Borough Planning Commission for informal discussion. The sketch plan application is not a formal land development application. The applicant is required to submit a preliminary land development application for Borough review and approval prior to recording a plan or proceeding with any construction. As part of the sketch plan review, we offer the following comments:

#### **PROJECT DESCRIPTION**

The Owner/Applicant, John J Jefferson & Sally Stephens-Jefferson, proposed demolition of the existing nonresidential use at 220 South Chestnut Street and construction of 16 single-family residential units in 8 attached buildings. The subject 39,576 sf (0.909 ac) parcel is in the OC-Office Campus District and the RO-Redevelopment Overlay District, fronts on South Chestnut Street, and has access to South Maple Avenue via an access easement to the rear. The provided photograph of an example building front depicts 4 to 5-story, attached buildings with separate pedestrian accesses to the front. The sketch plan depicts individual vehicle garage access on the ground level of each unit to the rear. Each dwelling unit has a footprint of 24 ft x 50 with a total building footprint of approximately 9,600 square feet. A total of 46 parking spaces are proposed and provided in private garages and surface parking.

#### **ZONING**

1. §27-1602 & 2703-E – The parcel is in the OC-Office Campus District and the RO-Redevelopment Overlay District. Residential uses are not permitted in the OC District. With minimum lot area and width of 3 acres and 300 feet being the minimum for a TOD use; the existing lot (0.909 acres and 239.7 feet) does not qualify for the TOD use of the RO district. The proposed use would require variances from the current Zoning Ordinance, or the Borough would need to consider other mechanisms to permit the project, such as rezoning the parcel, or a text amendment.
2. The plan lists R-3 Residential as a potential if rezoning were to be considered. It is noted that the existing residential uses abutting to the north and west of this lot are zoned R-3. The following comments are based on the requirements of the R-3 District.

---

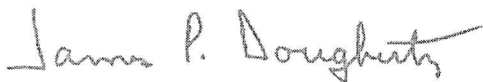
65 East Butler Avenue | Suite 100 | New Britain, PA 18901 | Phone: 215-345-4330 | Fax: 215-345-8606



- a. §27-202 – The proposed use and configuration may not meet the Borough Zoning Ordinance definition of Single-Family Attached Dwelling. The proposed use may better fit as a Multifamily Dwelling as defined in the Borough Ordinance.
  - b. §27-802.1.A & The R-3 District permits single-family detached, twins, duplexes, and single-family attached uses. The Borough should determine if the proposed multi-family use is permitted in the R-3 District.
  - c. §27-803 – The minimum lot area for single-family attached dwellings is 2,500 sf. The applicant proposes 16 dwelling units. The lot is 39,576 sf. This equates to 17.6 DU/ac or 2,474 sf/DU.
  - d. 27-806 – Shade trees are required along the street frontage. Buffer areas, 10-feet wide, are required where the single-family attached uses abut single-family detached uses or districts and where all residential uses abut nonresidential uses or districts.
  - e. 27-807.1 – For all single-family attached units there shall be no more than six dwelling units in a continuous row for each building. The applicant proposes 16 units in a continuous row of 8 buildings.
  - f. 27-807.3 & 5 – The R-3 District includes additional setbacks from zoning district boundary lines for buildings and for parking associated with single-family detached dwellings. If the lot is rezoned, these setbacks appear to impact the proposed layout of the lot. The setbacks should be depicted on the plan.
3. Based on the above, the proposed use would require various use and dimensional variances from the Zoning Ordinance or changes to the underlying zoning of the lot to proceed with a land development application.
  4. If residential uses are permitted on this lot, we recommend that the frontage along South Chestnut be developed to integrate with the existing residential uses in the area. For example, building elements typical of a residential frontage and pedestrian access to the sidewalk along South Chestnut for each unit, street trees, lighting, etc. should be considered. The example building photograph shows this configuration; however, the sketch plan does not.
  5. The need for stormwater management was not evaluated. The applicant would be required to address all aspects of the ordinance if new impervious cover exceeds 750 sf or if land disturbance exceeds 5,000 sf. The applicant shall reference Table 26-406.1 (Section §26-406 of the Stormwater Management Ordinance) for applicability.
  6. If the buildings will be sprinklered, the applicant should investigate the capacity of existing water utilities near the lot.
  7. The findings of a Title Report dated July 15, 1997, are listed on the plan. Any future land development application may require an updated, more recent Title Report and more information regarding the listed items, easements, etc.
  8. The plan is based on a survey completed in 1997. A recent survey will be required with any future land development application.

As always, please call us if you have any questions or if we can be of any assistance regarding this project.

Sincerely,



James P. Dougherty, P.E.  
Gilmore & Associates, Inc.  
Borough Engineers

JPD/si

cc: Glenn Kucher, Code Enforcement Officer – Ambler Borough  
Joseph E. Bresnan, Esq., Solicitor – Ambler Borough  
Timothy Konetchy, Senior Community Planner – Montgomery County Planning Commission  
John J Jefferson and Sally Stephens-Jefferson, Owner/Applicant  
Andrew R. Stoll, Esq. – Fox Rothschild LLP  
Nick Rose, P.E., ProTract Engineering, Inc.



## RESOLUTION 2025-04

### A RESOLUTION AUTHORIZING THE BOROUGH PLANNING COMMISSION TO EXPLORE THE POSSIBILITY OF ORDINANCE LANGUAGE TO REQUIRE RECREATION AREA OR OPEN SPACE OR FEE IN LIEU OF FOR ALL NEW DEVELOPMENTS OR SUBDIVISIONS

WHEREAS, The Ambler Borough Council has the ability to alter or change any ordinance in the Borough of Ambler, Borough Council may direct the Planning Commission of the Borough of Ambler to draft language for consideration of adoption by Borough Council; and

WHEREAS, The Planning Commission of the Borough of Ambler, is governed by the provisions of the Pennsylvania Municipalities Planning Code ("MPC"), the Borough of Ambler Subdivision and Land Development Ordinance and the Borough of Zoning Ordinance;

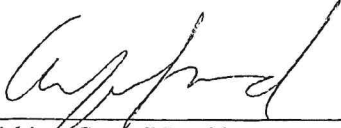
WHEREAS, The Planning Commission of the Borough of Ambler shall be familiar with all other ordinances, state statutes, such as the MPC, along with community development objectives as contained within the Zoning Ordinance or stated by reference to the community comprehensive plan; and

WHEREAS, The Planning Commission of the Borough of Ambler requests permission to explore the possibility of ordinance language to require recreation area or open space for all new developments or subdivisions. This would also include provisions for a fee in lieu of in the event recreation area or open space is not feasible that can be put towards existing park improvements.

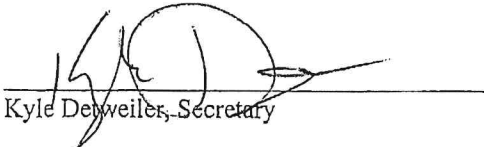
Be it **RESOLVED**, that Ambler Borough Council hereby grants the Planning Commission of the Borough of Ambler permission to explore the possibility of ordinance language to require recreation area or open space for all new developments or subdivisions. This would also include provisions for a fee in lieu of in the event recreation area or open space is not feasible that can be put towards existing park improvements.

Be it **FURTHER RESOLVED**, that the Borough Council will review any draft language prepared by the Ambler Borough Planning Commission prior to advertising for a public hearing.

SO RESOLVED this 15<sup>th</sup> day of April, 2025.



Glynnis Siskind, Council President



Kyle Detweiler, Secretary