

## **AGENDA**

### **AMBLER BOROUGH PLANNING COMMISSION**

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**I. CALL TO ORDER** **September 24, 2025 (7:00 PM)**

**II. ROLL CALL**

**III. APPROVAL OF: August 26, 2025 minutes**

**IV. NEW BUSINESS:**

1. 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 Recommendation requested from the applicant.

**V. OLD BUSINESS:**

1. Input is requested on updating the 2013 Borough Comprehensive Plan. Draft section on Housing to be discussed.

**VI. ADJOURNMENT**

APPLICATION FOR SUBDIVISION &  
LAND DEVELOPMENT REVIEW  
BOROUGH OF AMBLER  
131 Rosemary Avenue  
Ambler, PA 19002  
(215) 646-1000  
FAX (215) 641-1355



Development Name: BT Ambler LLC - Mised Use Development  
Site Location: 100-112 West Butler Avenue and 19, 23 and 27 South Chestnut Street  
Legal Property Owner Name: BT Ambler LLC  
Address: 200 Dryden Road, Suite 2000, Dresher, PA 19025  
Phone: 215-938-7300 Fax: \_\_\_\_\_  
E-Mail Address: MMarkman@betinvestments.com and PClelland@betinvestments.com

**Contact Person (to whom all correspondence will be sent):**

Name: Michael Markman and Peter Clelland  
Address: Same as owner  
Phone: \_\_\_\_\_ Fax: \_\_\_\_\_  
E-Mail Address: MMarkman@betinvestments.com and PClelland@betinvestments.com

Interest of applicant is:  Owner  Equitable Owner  Other-explain \_\_\_\_\_

**Zoning Information:**

District OC - Office Campus/RO - Redevelopment Overlay District  
Tax Parcel Number 01-00-00745-00-1, 01-00-01138-00-4, 01-00-01126-00-7 and 01-00-01123-00-1  
Block 26 Unit 2, 7, 9, 10  
Permitted Density \_\_\_\_\_  
Total Area 3.380 +/- acres

**Type of Review Requested:**

Subdivision Plan  Land Development  Conditional Use  Text Amendment

**Type of Plan:**

Sketch  Preliminary  Final

**Type of Submission:**

New Proposal  Revised Prior Submission

Statement of Intent: A mixed use development under the TOD option in the Redevelopment Overlay District pursuant to Ordinance No. 1140 as revised pursuant to the proposal by the applicant.

**Land Use/Proposed Number of Lots/Units Intended Use(s):**

- Residential      243 units \_\_\_\_\_
- Commercial      5,165 GSF \_\_\_\_\_
- Industrial      \_\_\_\_\_
- Office      36,940 GSF \_\_\_\_\_
- Other      Parking - 446 required, 519 proposed

**Please complete the following items which are applicable to your project:**

Attorney's Name: Christen G. Pionzio, Esquire

Address: 1684 S. Broad St., Suite 230, P.O. Box 1479, Lansdale, PA 19446

Phone: 215-661-0400 Fax: \_\_\_\_\_

E-Mail: cpionzio@hrmml.com

Engineer's Name: Tom Knab - Bohler Engineering

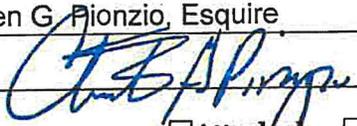
Address: 1600 Manor Drive, Suite 200, Chalfont, PA 18914

Phone: 215-996-9100 Fax: \_\_\_\_\_

E-Mail: tknab@bohlereng.com

I certify that the plans submitted comply with the requirements of Chapter 22 of the Ambler Borough Code of Ordinances.

Plan submitted by: Christen G. Pionzio, Esquire (please print)

Attorney for Applicant's Signature: 

Application Fee: \$ \_\_\_\_\_  Attached  Under separate cover

Escrow Amount: \$ \_\_\_\_\_  Attached  Under separate cover

**Ambler Borough Fee Schedule (non-refundable)**  
Checks should be made payable to "Ambler Borough"

**RESIDENTIAL SUBDIVISION/LAND DEVELOPMENT: Application Fee**

Preliminary Plans      \$150.00 plus \$20.00 per unit/lot or each additional 1,000 S.F.  
Final Plans              \$150.00 plus \$20.00 per unit/lot or each additional 1,000 S.F.

**NON-RESIDENTIAL SUBDIVISION/LAND DEVELOPMENT: Application Fee**

Preliminary Plans      \$150.00 plus \$20.00 per unit/lot or each additional 1,000 S.F.  
Final Plans              \$150.00 plus \$20.00 per unit/lot or each additional 1,000 S.F.

**ESCROW FUND: Established based on the following calculations**

Minor Subdivisions/Land Development (4 lots or fewer)      AT COST  
Major Subdivisions/Land Development (5 lots or greater)      AT COST

**CONDITIONAL USE HEARING (Council):**

Residential \$500.00; Non-Residential \$1000.00 plus costs.



**GILMORE & ASSOCIATES, INC.**  
ENGINEERING & CONSULTING SERVICES

September 18, 2025

Project No. 2500915

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

Reference: Sketch Plan Application  
BT Ambler, LLC  
100-112 West Butler Avenue and 19, 23 & 27 Chestnut Street

Dear Kyle:

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

1. Sketch Plan Application.
2. Deed for the subject properties.
3. Proposed Text Amendment to Ordinance 1140
4. Sketch Plan for BT Ambler, LLC (1 sheet), prepared by Bohler Engineering, dated 8/22/2025.
5. Architectural Exhibit for BET Investments (26 sheets), prepared by Core States Group, dated 8/22/2025.
6. Ambler Mixed-Used Traffic Impact Study, prepared by TPD, dated 8/22/2025.

As this is a tentative sketch plan and intended for informal discussion, the submission does not require information and details that are required with a preliminary land development application. Our review is limited to the information provided. Compliance with subdivision and land development requirements, and stormwater management requirements are not included in the scope of this review. A more detailed review would be provided at the time of a formal land development application.

### **PROJECT DESCRIPTION**

The applicant, BT Ambler, LLC, proposes a mixed-use transit-oriented development (TOD) at the current location of the lots generally referred to as the LTK building and parking area. Several lots comprise the proposed development and are within the Office Campus (OC) District and the Redevelopment Overlay (RO). A TOD is permitted in the RO when authorized as a conditional use (§27-2703.E(3)(a)). The proposal includes removal of all existing buildings and surface parking. Development is planned in two phases. Phase 1 is on the surface parking lot fronting on the eastern side of South Maple Avenue. Phase 2 is at the current office building location fronting on West Butler Avenue, South Maple Avenue, Wissahickon Avenue, and Chestnut Street. Each phase includes a six-story building with podium-style parking. Two decks of parking are proposed above ground and each building includes a below-grade lower parking deck. The buildings would be connected by a pedestrian bridge over South Maple Avenue on the third floor of each building. The 56,437 sf Phase 1 (North) building includes 36,940 sf of office on the second floor and a mix of studio, 1 bedroom, and 2 BR residential units totaling 123 units on the upper floors. The 49,648 sf Phase 2 (South) building includes 5,165 sf of retail use on the first floor within the area of the building fronting on West Butler Avenue and a mix of studio, 1 bedroom, and 2 BR residential units totaling 120 units on the upper floors. Access to both parking garages is from South Maple Avenue.

Across both phases, the following are proposed:

- Dwelling Units 243 DU (71.9 DU/acre)

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

- Building Lobby, Leasing, and Amenity 5,615 sf
- Office 36,940 sf
- Retail 5,165 sf
- Courtyards 8,660 sf
- Garage Parking Spaces 5,198 sf

The applicant's submission includes an ordinance to amend sections of the Ambler Zoning Ordinance pertaining to the OC District and the TOD use of the RO. The proposed text amendment includes changes to the following:

- amends the definition of "Lot" to include areas of land separated by a public street to be treated as a single lot when improved as a TOD
- modifies various standards and requirements associated with TODs
- increases the maximum residential unit density from 35 DU/acre to 50 DU/acre
- increases the density bonus from 15 DU/acre to 25 DU/acre (up to 75 DU/acre total)
- increases maximum building height from 65 feet to 80 feet
- modifies the non-residential use requirements related to parking garages

Refer to the proposed text amendment for specific details regarding the above and other proposed changes. Our review is based upon the changes proposed in the text amendment. If the amendment is not adopted, there will be additional zoning concerns not mentioned in this letter.

#### **PROPOSED TEXT AMENDMENT**

1. Section 10 – This section of the proposed ordinance amendment that provides for an increase of maximum allowable impervious cover from 80% to 85% and that increase being mitigated by providing green roof area at a ratio of 2:1 green roof area to impervious cover area over 80%, we recommend that 27-2705.B be referenced.
2. Section 13 – This section of the proposed text amendment should also amend the "15" to "25" regarding the additional units permitted by right (a maximum of 75 DU total up from 50 DU).

#### **TRAFFIC IMPACT STUDY**

3. §22-310 – Traffic Impact Study
  - a. The technical appendices were not provided with this submission and therefore a full review of the study was not completed. Additional comments may follow upon resubmission of the full report.
  - b. Table 2 recommendations indicate that STOP signs and associated pavement markings will be provided. However, these are not shown on the plans. Provide the proper striping and signage on the preliminary plan submission.
  - c. All individual turning movement of roadways and/or intersections showing a level of service below C shall be considered deficient, and specific recommendations for the elimination of these problems shall be listed. There are multiple movements with a LOS D.
  - d. Tables 12, 13, and 14 show the queues for the Maple Avenue and Butler Pike northbound approach extending beyond the available storage length. Recommendations for mitigation of these queues should be provided in future submissions.
  - e. Table 13 shows the queues for the Maple Avenue and Butler Pike eastbound through/right approach extending beyond the available storage length. Recommendations for mitigation of these queues should be provided in future submissions.
4. The following information shall be included with a future land development submission:
  - a. Dimension all curblines radii for the site driveways.
  - b. Turning templates should be provided demonstrating adequate access for the largest vehicle accessing the site, refuse collection and emergency vehicles.
  - c. Provide 5-scale ADA ramp details with the Land Development Plans for all ramps including detectable warning surfaces, dimensions, spot elevations and slopes in order to verify constructability.

- d. Show all proposed signage locations (i.e. stop signs, handicap parking signage, etc.).
- e. Aisle and stall dimensions, structural columns, location of bollards, gore areas, one-way signage and striping, etc. for the parking garages.

### **SKETCH PLAN - ZONING**

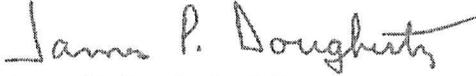
5. 27-2105 - The parking garages are considered two separate parking facilities (see Guide to ADA Accessibility Standards §208 for additional information). Future submissions shall account for the various parking fields when calculating the required minimum number of accessible spaces.
6. 27-2106 - An off-street loading area is provided for Phase 2. Evaluate the need for a loading area to the Phase 1 building.
7. §27-2703.E(4)(g), §27-413 & §27-2703.E(4) – These sections of the ordinance provide the conditional use standards. The applicant should demonstrate compliance with these standards.
8. §27-2703.E(3)(b)(3) – Each dwelling unit shall be a minimum of 600 sf, plus an additional 100 sf per additional bedroom. Information demonstrating compliance should be provided.
9. §27-2703.E(4)(b)(5)(a) & §27-2703.E(4)(b)(8) – The required build-to line is 15 feet. An increase in the setback, up to 30 feet total, is permitted provided the additional setback is used for additional sidewalk width, streetscaping, additional landscaping, etc. Also, the proposed building height is greater than 35 feet. The façade of any building exceeding 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 8 feet if the front build-to line is equal to or greater than 20 feet. The plans indicate a build-to line of at least 20 feet as well as a building setback of 8 feet. We recommend that the applicant provide more information about proposed sidewalks, streetscapes, street furniture, street trees, streetlights, etc. within the widened area along the building frontages.
10. §27-2703.E(4)(c) – Compliance with building design standards is not included in the scope of our review and will be reviewed by others.
11. §27-2703.E(4)(d) & §27-2705.A through L – We recommend that the applicant provide more information about proposed sidewalks, streetscapes, street furniture, street trees, streetlights, etc. The proposed verge along Wissahickon and South Maple is 2 feet. There is no verge indicated on the plan on Chestnut. A 2-foot verge may not be adequate to support street trees. A sidewalk appears to be shown along Wissahickon; however, sidewalk does not appear along the other frontages. The sketch plan does not indicate streetscapes, street furniture, street trees, streetlights, etc.
12. §27-2703.E(4)(f) - A public gathering space is indicated on Wissahickon near Chestnut. Additional details should be provided. Based on the deed, the frontage along Butler appears to be 147.22 feet. The frontage should be verified so that the requirement for a gathering space, per the referenced section, can be determined.
13. §27-2703.E(4)(g)(2)(v) – A conceptual utility plan shall be included with the conditional use application. It 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 approximate areas needed for stormwater management. We recommend that existing utilities (water, sanitary sewer, and storm sewer) in the vicinity of the development be evaluated by the applicant to determine the ability to service the proposed development and if any modifications are necessary. We note the sketch plan does not indicate areas where stormwater runoff will be managed. The sketch plan should indicate areas where stormwater management facilities will be located. Compliance with the requirements of the Ambler Stormwater Ordinance will need to be demonstrated at the time of land development application.
14. §27-2704 - Based on the proposed residential density (>50 DU/ac), the applicant intends to use the development bonuses available to TODs. We recommend that the applicant elaborate on the provisions intended.
15. §27-2705 - We recommend that the applicant review the general regulations applicable to development within the RO and incorporate these requirements into the proposed development at the time of land development application. These general regulations include requirements regarding utilities, stormwater management, the traffic impact study, lighting, landscaping, street trees, pedestrian design standards, etc.

**SKETCH PLAN - GENERAL**

16. The Fire Marshal and emergency services should review the plans to determine if adequate access will be provided to all sides of the proposed Phase 1 and Phase 2 buildings.

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



Leslie Bogdnoff, P.E.  
Senior Transportation Engineer  
Gilmore & Associates, Inc.

JPD/LSB

cc: Glenn Kucher, Code Enforcement Officer – Ambler Borough  
Joseph E. Bresnan, Esq., Solicitor – Ambler Borough  
Timothy Konetchy, Senior Community Planner – Montgomery County Planning Commission  
Michael Markman – BT Ambler, LLC, Owner/Applicant  
Peter Clelland – BT Ambler, LLC, Owner/Applicant  
Christen G. Pionzio, Esq. – HRMML  
Tom Knab, RLA, Bohler Engineering

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BOARD OF COMMISSIONERS**

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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

September 19, 2025

**SUBJECT:** Tentative Sketch Plan Review - BT Ambler, LLC – Mixed-Use Development (MCPC #25-0175-001)

**TO:** Kyle Detweiler, Borough Manager

**FROM:** Tim Konetchy, Senior Community Planner, Montgomery County Planning Commission  
[Timothy.Konetchy@montgomerycountypa.gov](mailto:Timothy.Konetchy@montgomerycountypa.gov) - 610.292.4917

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We have reviewed the above-referenced tentative sketch plan, as you requested on August 26, 2025. The applicant, BT Ambler, LLC, has submitted a tentative sketch plan that provides for the redevelopment of four tax parcels under common ownership, three on the north side of S Maple Avenue (parcel #01-00-00745-00-1, #01-00-02945-00-6, and #01-00-02945-10-5) and one on the south side of S Maple Avenue (parcel #01-00-00745-00-1). The applicant proposes a total of 243 dwelling units, 5,165 square feet of commercial space, and 36,940 square feet of office space throughout two 6-story buildings. A total of 519 parking spaces are proposed throughout the development.

The proposed “north” building is proposed at six stories in height and with a 56,437-square foot footprint. The first floor of the proposed building is primarily composed of structured parking, though a portion is allocated to a residential lobby, an office lobby, a mailroom, building services, trash storage, and bicycle storage. A total of 118 parking spaces are proposed on the first floor. A subgrade level of structured parking is also proposed, which would include 153 parking spaces and which is accessible via an internal ramp from the first floor. Structured parking is also proposed throughout much of the second floor, which also includes a 19,556-square foot office space. An additional 15,285 square feet of office space is proposed on the third floor, with the balance of the floor area being dedicated to multifamily residential use. Multifamily residential dwellings are proposed throughout floors four through six.

The proposed “south” building is proposed at six stories in height and with a 49,648-square foot footprint. The first floor includes 5,185 square feet of retail space, a residential lobby, a building services area and trash room, as well as 98 parking spaces. The second story of the building is also proposed for structured parking, with a total of 99 parking spaces provided. Multifamily residential dwellings are proposed throughout floors three through six.

The applicant has also submitted a package of proposed amendments to the Redevelopment Overlay District to address several inconsistencies between the existing regulations and the submitted sketch plan; the borough has not indicated if this proposal will be considered.

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 and the supporting documents provided alongside it. 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 the borough's vision for Transit-Oriented Development (TOD). Please note that these comments are preliminary and are subject to change upon the submission of a preliminary plan. Our comments are as follows:

### **REQUESTED/PROPOSED ZONING ORDINANCE AMENDMENTS**

The applicant has included a list of proposed amendments to the zoning ordinance to address inconsistencies between their proposed development plan and the existing regulations. It should be noted that the amended regulations for the Redevelopment Overlay were adopted by the borough on September 17, 2024 as Ordinance Number 1140. It is also important to note that any amendment to the zoning ordinance will affect all properties within the Redevelopment Overlay and, due to this, should be considered with a mind for future proposals throughout this area. It is the borough's prerogative to determine if the proposed amendments are considered for adoption; however, we offer the following comments to aid in this review. Please note that each comment corresponds to the numbering included in the draft resolution included in the submission package provided to MCPC. Our comments are as follows:

1. Section 27-202, Regarding the Definition of "Lot." We have no concerns with this requested amendment.
2. Section 27-202, Regarding the Definition of "Lot Line." Although we have no concerns with the intent of the proposed amendment, the term "comprehensive plan" is utilized, which may cause confusion given that the term also refers to the borough's long-range land use plan. Instead, a similar term such as "unified development plan" may be more appropriate.
3. Section 27-1604.2(A), Regarding Floor Area Ratio for a Primary Use. We have no concerns with this requested amendment.
4. Section 27-1604.8., Regarding Ground-Level Structured Parking. We cannot support the requested ordinance amendment to permit up to 90% of the ground-level façade area to be occupied by structured parking. The recently adopted ordinance amendments (Ordinance Number 1140) demonstrate the borough's desire that active uses be provided along the sidewalk within a TOD. The borough and applicant are encouraged to discuss if a lesser portion of the street-facing portion of the ground-level may be occupied by structured parking. Further, it may be appropriate to establish different requirements for building fronting on a primary street, such as Butler Avenue and Main Street, as opposed to secondary streets, such as South Chestnut Street.
5. Section 27-2703. We have no concerns with this requested amendment.
6. Section 27-2703.A. We have no concerns with this requested amendment.
7. Section 27-2703.E.(3)(b)(2). The borough should consider if the proposed increase to the permissible residential density is appropriate for development within the Redevelopment Overlay District. That said, MCPC is generally in favor of increased residential density surrounding transit hubs such as Ambler Station. The requested increase in maximum building height, discussed under comment #11 below, is correlated to the requested increase in residential density as allowing additional floor area would create opportunities for additional residential density.
8. Section 27-2703.E.(3)(e), Regarding Ground-Level Structured Parking. If the borough is in favor of allowing a greater portion of the ground-level façade area to be occupied by structured parking, we are in favor of the concept of requiring that such façades be "consistent with the overall building aesthetic." However, additional detail/guidance may be appropriate to ensure the intent of this proposed language is met. Please also refer to our comments under #4, above.

9. Section 27-2703.E.(4)(b)(2). We have no concerns with this requested amendment.
10. Section 27-2703.E.(4)(b)(4). Although we are generally in favor of this requested amendment, additional standards related to the operations and maintenance of a green roof should be prepared to support the long-term viability of any green roof installed under this proposed provision.
11. Section 27-2703.E.(4)(b)(8). The borough should consider if the proposed increase to the permissible maximum height is appropriate for development within the Redevelopment Overlay District. Through the recent ordinance amendments (Ordinance Number 1140), the borough established a maximum permissible building height of 65 feet. It is worth noting that the existing maximum of 65 feet is already the highest allowance for any zoning district in the borough.
12. Section 27-2703.E.(4)(c)(4)(a). We cannot support this requested ordinance amendment. The recently adopted ordinance amendments (Ordinance Number 1140) established this requirement, which would create a traditional storefront appearance along the sidewalk in a TOD, and it is clearly intended to support the intent for a TOD as “an accessible pedestrian environment” that “promote[s] a pedestrian orientation of buildings and streets,” (Section 2703-E(1)(f)).
13. Section 27-2704. Please refer to comment #7, above.

#### **COMPLIANCE WITH SECTION 2703.E.**

1. The applicant has not provided enough information to discern compliance with the use regulations for a transit-oriented development, pursuant to Section 2703.E. The ultimate site layout may need to be altered in order to comply with this section and, should the applicant proceed with a preliminary plan, additional detail should be provided by the applicant.
2. A primary example of a requirement under Section 2703.E that could alter the ultimate site layout is the required public gathering space associated with a TOD. These gathering spaces must be “integral to the development and designed as a focal point for the transit-oriented development” pursuant to Section 2703.E.(4)(f)1. The borough should consider if the proposed location and design meets this requirement, considering that the proposed location is on a secondary street frontage. Furthermore, the conceptual site plan lacks adequate detail to confirm if the minimum requirements for a gathering space pursuant to the ordinance are met. As proposed, it appears to be a winding sidewalk within a 20-foot front setback area. Without details on proposed furnishings, as required by Section 2703.E.(4)(f)5, and proposed landscaping, as required by Section 2703.E.(4)(f)6 and 2703.E.(4)(f)9, the borough is unable to ensure that the design is compliant with the requirements for such. Should the applicant proceed with a preliminary plan, the borough should consider requesting additional detail for this area – such as the landscaping plan, streetscaping design, and proposed street furnishings – to ensure that the design can meet the minimum requirements of the ordinance before further site planning is undertaken.

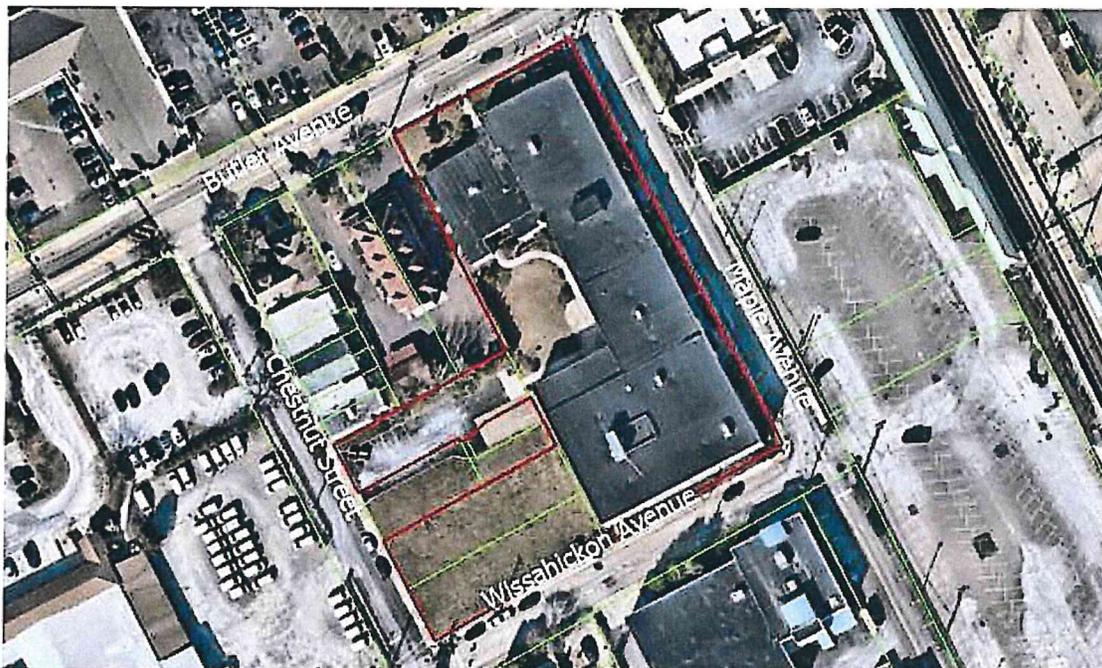
#### **PROPOSED DRIVEWAY ON BUTLER AVENUE**

The proposed driveway on Butler Avenue appears to be located in close proximity to an existing curb cut and driveway on the neighboring property immediately to the south. Disruptions to the sidewalk created by numerous driveways can pose a safety risk to pedestrians, as there are additional potential points of vehicle-pedestrian conflict. Furthermore, Butler Avenue sees the most daily vehicular trips of the roadways upon which the development site fronts, and adding an additional driveway could potentially disrupt the flow of traffic in an area that is already prone to congestion. It is therefore recommended that the proposed driveway on Butler

Avenue be relocated to take access from Maple Avenue, Wissahickon Avenue, or Chestnut Street, where less vehicular and pedestrian traffic is anticipated. It is understood that access to the commercial space is likely the rationale behind the proposed location and, as such, it may be appropriate to provide an on-street loading area on Maple Street that is accessible to both of the proposed buildings.

c: Michael Markman, Applicant  
Peter Clelland, Applicant  
Glenn Kucher, 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

Attachments: A. Aerial Image of Site  
B. Applicant's Submitted Site Plan



BT Ambler LLC - Mixed Use Development  
MCPC#250175001

Montgomery  
County  
Planning  
Commission  
Montgomery County Department of General Government  
110 Fox 311, Huntress PA 19086-1101  
610.275.3000 FAX 610.275.3041  
www.montgomerycountypa.gov  
Aerial photography provided by GeoEye



