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MONTGOMERY COUNTY
PLANNING COMMISSION

MONTGOMERY COUNTY COURTHOUSE • PO BOX 311
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SCOTT FRANCE, AICP
EXECUTIVE DIRECTOR

May 16, 2024

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

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

Dear Mr. Locke:

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

BACKGROUND

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

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

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

COMPREHENSIVE PLAN COMPLIANCE

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

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

RECOMMENDATION

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

REVIEW COMMENTS

ZONING ORDINANCE COMMENTS

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

A. Building Design Standards. Future versions of the plans should demonstrate how the applicant proposes to comply with the building design standards, as required in §181-61.A. For example, §181-61.A.(5)(a) requires that "buildings with less than 15,000 square feet of building area on the ground floor shall have pitched roofs covering at least 80% of the building with a minimum slope of six vertical inches to every 12 horizontal inches." It is unclear what roofline the proposed building will have.

B. Pedestrian Circulation Design Standards. Section 181-61.D.(2) states that "continuous internal pedestrian walkways, no less than five feet in width, shall provide a direct link from the public sidewalk or street right-of-way to the principal customer entrance of all principal retail establishments on the site." It does not appear that any direct pedestrian connection is provided from the public sidewalk along Old York Road to the frozen desserts stand. In addition, it does not appear that a direct pedestrian connection is provided to either proposed building from Spring Avenue or Rodman Avenue.

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

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

C. Bicycle Parking. Section 181-72 requires that "parking lots containing more than 10 parking spaces shall provide one bicycle parking space for every 10 parking spaces in bike racks in close proximity to the building entrance." The applicant proposes to construct a total of 25 parking spaces, therefore it appears that a total of at least 3 bicycle parking spaces should be provided. An area within the patio next to the proposed café is labeled as a bike rack; however, it is unclear how many bicycles the proposed bike rack is designed to accommodate. In addition, we recommend that bike parking also be provided that is convenient to the proposed frozen desserts stand.

D. Loading Space. Section 181-85 requires that "off-street loading and unloading space, with proper access from the street or alley, shall be provided on any lot on which a building for trade or business is hereafter erected." A proposed service and loading area is identified next to the café; however, it is unclear whether this loading area is also meant to serve the frozen desserts stand and how persons would access the frozen dessert stand when making deliveries.

SUBDIVISION AND LAND DEVELOPMENT ORDINANCE COMMENTS

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

A. Maximum Grades for Driveways. Section 160-23.H.2. states that the maximum driveway grade for non-residential uses is 6%. The grading plan on Sheet 5 appears to show several areas of the driveway that exceed the maximum grade.

B. Sidewalk Width. Section 160-26. establishes design and construction standards for sidewalks. Figure 2 specifies the minimum sidewalk width based on the location and/or zoning district where the development is proposed. The minimum sidewalk width for any frontage along York Road is 10 feet. In addition, "sidewalks along York Road must comply with York Road Sidewalk Design Standards available at Borough Hall." The sidewalk along the York Road frontage of the development site does not appear to meet the required minimum width and no improvements appear to be shown.

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

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

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

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

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

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

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

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

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

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

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

G. Dead-End Parking Areas. Section 160-32.B.3. discourages the use of dead-end parking areas and states that they "shall not be used when the required parking capacity can be accommodated in a layout that permits more convenient vehicular movements." Two ADA parking spaces are proposed within a dead-end parking area to the south of the proposed café building. We defer to the Borough Engineer to review the parking lot layout.

H. Parking Aisle Width. Section 160-32.C. and Figure 6 of the borough's subdivision and land development ordinance establish minimum required parking lot dimensions based on the angle of parking. A two-way parking drive aisle for perpendicular parking must be a minimum of 24 feet wide. The existing parking drive aisle between the existing parking structure and Old York Road appears to be less than the required 24 feet in width in some locations. This drive aisle connects the proposed development to a signalized driveway at Madeira Avenue and therefore could see a significant increase in vehicular traffic and should be designed to meet the Borough's minimum standards for such drive aisles. Overall, we defer to the Borough Engineer to review the parking lot layout and internal circulation.

I. Parking Lot Landscaping. Future versions of the site plan should demonstrate compliance with the parking lot landscaping requirements contained in §160-33, including the interior landscaping area standards based on the vehicular use area and the street and sidewalk buffer requirements.

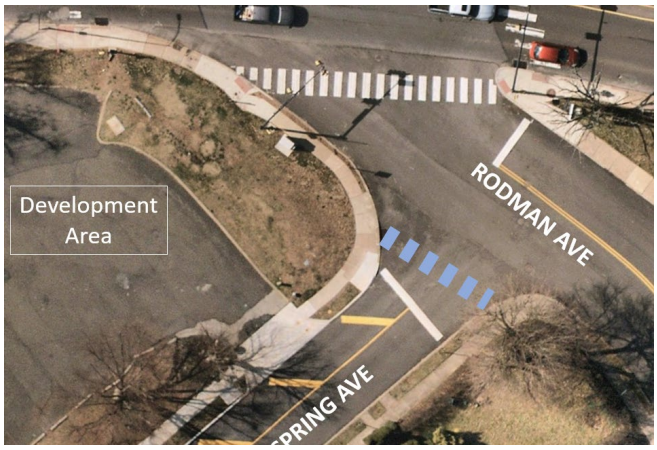
J. Additional Plantings. Future versions of the site plan should demonstrate compliance with the additional planting requirements that apply to the Gateway Commercial zoning district contained in §160-34.A.

K. Minimum Species Diversity. According to a table on Sheet 13, a total of 10 shade trees of a single species and an unknown amount of a single species of shrubs are proposed to be planted within the development. Section 160-36.A.4. and Figure 9 of the borough's subdivision and land development ordinance establishes the minimum plant material diversity requirement based on the number of proposed plants per plant type to ensure a minimum species diversity. For example, if 10 shade trees are proposed, a minimum of two different species with any one species not making up more than 50% is required.

PEDESTRIAN CIRCULATION

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

A. Neighborhood Pedestrian Access. Section 160-27.A. of the borough's subdivision and land development ordinance states that "marked crosswalks shall be provided within the cartway where sidewalks intersect with roads." It appears that additional crosswalks should be provided, such as across Spring Avenue, to comply with this requirement (see illustration to right).



Suggested crosswalk location shown in blue

B. Internal Pedestrian Access. Section 160-32.G. of the borough's subdivision and land development ordinance includes standards for pedestrian pathways and crosswalks in parking areas with ten

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

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

VEHICULAR CIRCULATION

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



LOADING AREA & TRASH ENCLOSURE

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

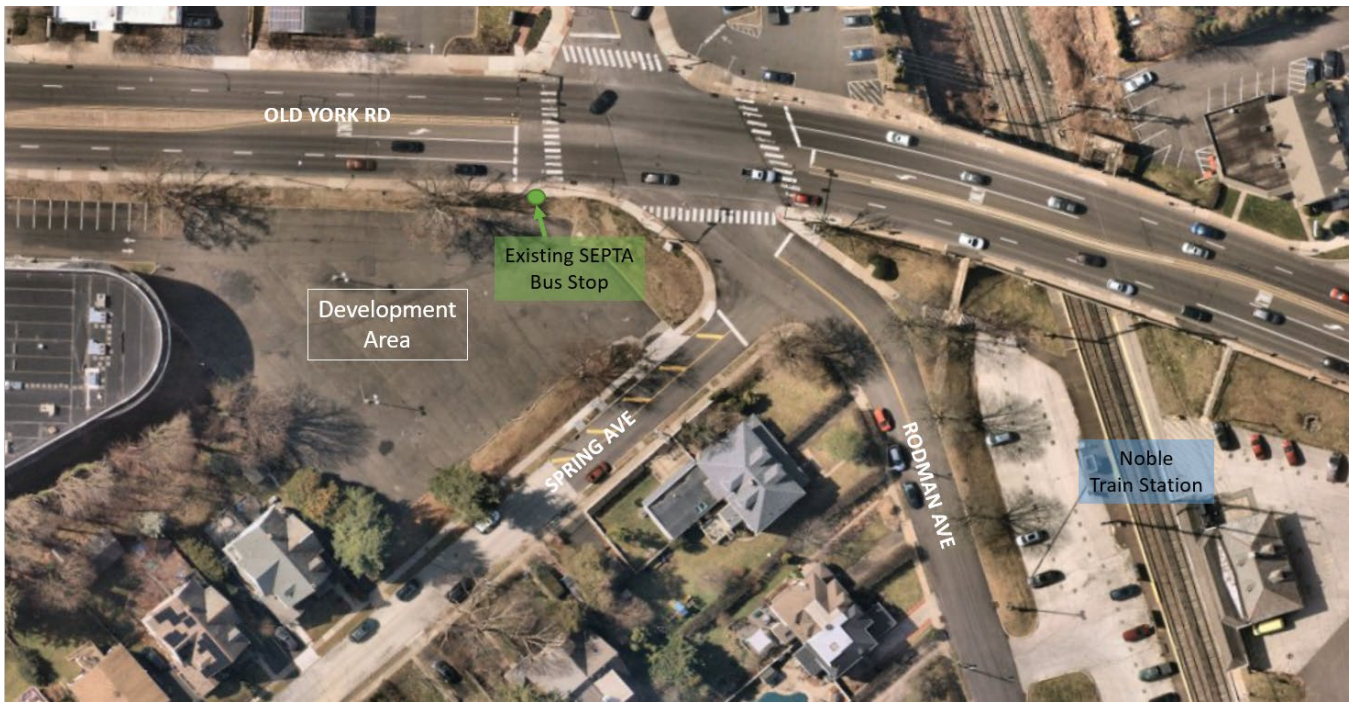
In addition, we suggest that the size of expected delivery vehicles and the timing of deliveries be discussed as it appears that a delivery vehicle parked in the loading area would block the two handicapped parking spaces closest to the proposed café.

RELATIONSHIP TO PUBLIC TRANSIT

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

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

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



LANDSCAPING DESIGN

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

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

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

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

GATEWAY OPPORTUNITY

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



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

STORMWATER MANAGEMENT

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

RETAINING WALL DESIGN

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

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

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

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

LIGHTING

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

PENNDOT COORDINATION

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

CONCLUSION

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

Please note that the review comments and recommendations contained in this report are advisory to the municipality and final disposition for the approval of any proposal will be made by the municipality.

Should the governing body approve a final plat of this proposal, the applicant must present the plan to our office for seal and signature prior to recording with the Recorder of Deeds office. A paper copy bearing the municipal seal and signature of approval must be supplied for our files. Please print the assigned MCPC number (#24-0086-001) on any plans submitted for final recording.

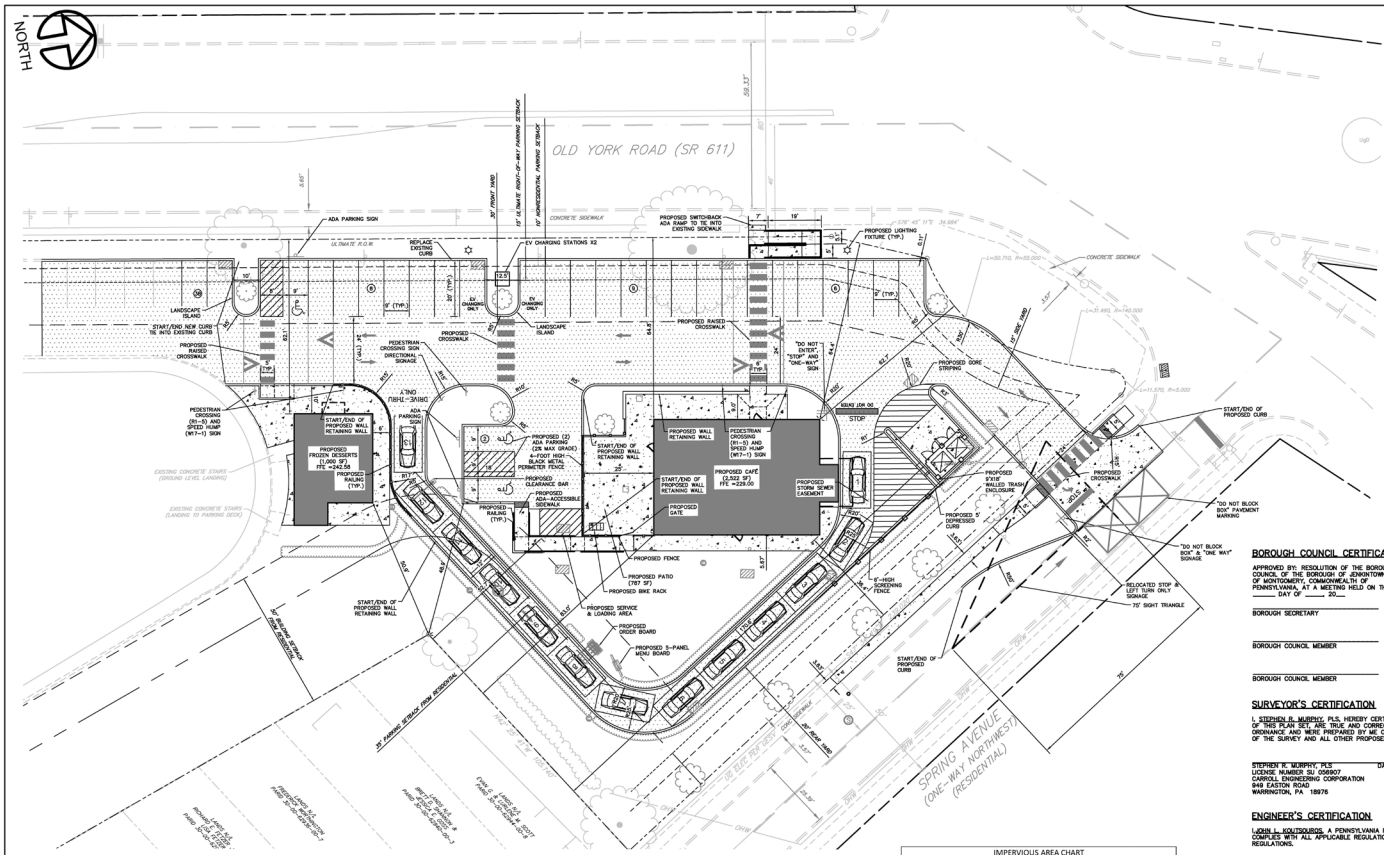
Sincerely,

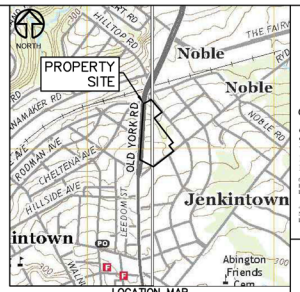
Marley B Bice

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

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

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





LOCATION MAP
1" = 1,000'

LEGEND

- R.O.W. LINE
- PROPERTY LINE
- ADJACENT PROPERTY LINE
- BUILDING SETBACK LINE
- PARKING SETBACK LINE FROM RESIDENTIAL
- PARKING SETBACK LINE FROM ULTIMATE RIGHT-OF-WAY
- PARKING SETBACK LINE FROM NONRESIDENTIAL
- TOWNSHIP BOUNDARY
- EXISTING ROAD CENTER LINE
- EXISTING WATER LINE
- EXISTING SEWER LINE
- EXISTING TREE LINE
- EXISTING CURB
- EXISTING SIGN
- EXISTING WATER VALVE
- EXISTING SEWER MANHOLE
- EXISTING TREE
- PROPOSED CURB
- PROPOSED CONCRETE
- PROPOSED HEDGEROW
- PROPOSED SIGN
- PROPOSED LIGHT POLE
- PROPOSED DECIDUOUS TREE
- PROPOSED CLEANOUT
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED STORM SEWER MANHOLE
- PROPOSED TYPE "M" INLET
- PROPOSED TYPE "C" INLET

BOROUGH COUNCIL CERTIFICATION

APPROVED BY: RESOLUTION OF THE BOROUGH COUNCIL OF THE BOROUGH OF JENKINTOWN, COUNTY OF MONTGOMERY, COMMONWEALTH OF PENNSYLVANIA, AT A MEETING HELD ON THE _____ DAY OF _____, 20____.

BOROUGH SECRETARY

BOROUGH COUNCIL MEMBER

BOROUGH COUNCIL MEMBER

SURVEYOR'S CERTIFICATION

I, STEPHEN R. MURPHY, PLS, HEREBY CERTIFY THAT THE PLAN SHOWN AND DESCRIBED HEREON, AS WELL AS ALL OTHER DRAWINGS WHICH ARE A PART OF THIS PLAN SET, ARE TRUE AND CORRECT TO THE ACCURACY REQUIRED BY THE TOWAMENCIN TOWNSHIP SUBDIVISION AND LAND DEVELOPMENT ORDINANCE AND WERE PREPARED BY ME OR UNDER MY DIRECTION. THE EXISTING PERIMETER MONUMENTS SHOWN HEREON HAVE BEEN LOCATED AS PART OF THE SURVEY AND ALL OTHER PROPOSED PERIMETER MONUMENTS SHALL BE SET.

STEPHEN R. MURPHY, PLS — DATE
LICENSE NUMBER SU 086907
CARROLL ENGINEERING CORPORATION
949 EASTON ROAD
WARRINGTON, PA 18976

ENGINEER'S CERTIFICATION

I, JOHN L. KOUTSOUROS, A PENNSYLVANIA PROFESSIONAL ENGINEER, HEREBY CERTIFY THAT THE SUBDIVISION AND LAND DEVELOPMENT SHOWN HEREON COMPLIES WITH ALL APPLICABLE REGULATIONS INCLUDING BUT NOT LIMITED TO THE TOWNSHIP ZONING AND SUBDIVISION AND LAND DEVELOPMENT REGULATIONS.

JOHN L. KOUTSOUROS, P.E.
LICENSE NUMBER PE-087653
CARROLL ENGINEERING CORPORATION
949 EASTON ROAD
WARRINGTON, PA 18976

RECORDER OF DEEDS

RECORDED IN THE OFFICE FOR THE RECORDING OF DEEDS IN AND FOR THE COUNTY OF MONTGOMERY, IN PLAN BOOK _____, PAGE NO. _____ ON _____ 20____.

RECORDER OF DEEDS

BOROUGH PLANNING COMMISSION CERTIFICATION

REVIEWED BY: THE JENKINTOWN BOROUGH ENGINEER ON THE ____ DAY OF ____, 20____.

BOROUGH ENGINEER, P.E.

APPROVED BY: THE JENKINTOWN BOROUGH PLANNING COMMISSION ON THE ____ DAY OF ____, 20____.

CHAIR

NOTES

1. NO PERSON SHALL CAUSE, SUFFER, ALLOW OR PERMIT THE OPERATION OF ANY SOUND SOURCE ON A COMMERCIAL PROPERTY OR PUBLIC SPACE OR RIGHT-OF-WAY IN SUCH A MANNER AS TO CREATE A SOUND LEVEL THAT EXCEEDS THE BACKGROUND SOUND LEVEL BY 10 DBA DURING DAYTIME (7:00 A.M. TO 9:00 P.M.) HOURS AND BY FIVE DBA DURING NIGHTTIME (9:00 P.M. TO 7:00 A.M.) HOURS WHEN MEASURED AT OR WITHIN THE REAL PROPERTY LINE OF THE RECEIVING PROPERTY. NO DELIVERY, LOADING, TRASH REMOVAL OR COMPACTION OR OTHER SUCH OPERATIONS SHALL BE PERMITTED BETWEEN THE HOURS OF 10:00 P.M. AND 7:00 A.M. UNLESS THE APPLICANT SUBMITS EVIDENCE THAT SOUND BARRIERS BETWEEN ALL AREAS FOR SUCH OPERATIONS EFFECTIVELY REDUCE NOISE EMISSIONS TO A LEVEL OF 45 DBA, AS MEASURED AT THE LOT LINE OF ANY ADJOINING PROPERTY.
2. NO LOT MAY BE USED AS OR FOR A TRAILER CAMP, TOURIST CABIN OR AUTOMOBILE COURT. NO BUILDING MAY BE ERECTED, ALTERED OR USED, AND NO LOT OR PREMISES MAY BE USED FOR ANY TRADE, PROCESSING OR BUSINESS WHICH IS NOXIOUS OR OFFENSIVE BY REASON OF ODOR, DUST, SMOKE, GAS, VIBRATION, ILLUMINATION OR NOISE, OR WHICH CONSTITUTES A PUBLIC HAZARD WHETHER BY FIRE, EXPLOSION OR OTHERWISE. NO COMMERCIAL ENTERPRISE AUTHORIZED UNDER THE CHAPTER, EITHER SPECIFICALLY OR PERMITTED AS A SPECIAL EXCEPTION, WHICH IS PRINCIPALLY DEVOTED TO THE SALE FOR CONSUMPTION, EITHER ON OR OFF THE PREMISES, OF FOOD, SHALL BE PERMITTED TO BE OPEN TO THE PUBLIC BETWEEN THE HOURS OF 1:01 A.M. AND 4:49 A.M., PREVAILING TIME.
3. THE PROPERTY BEING DEVELOPED, OR ANY PROPERTY WITHIN 200 FEET OF THE PROPERTY BEING DEVELOPED, IS NOT LISTED ON THE LOCAL HISTORIC RESOURCES INVENTORY.
4. VISIBILITY OBSTRUCTIONS SHALL BE PLACED AT THE INTERSECTION OF THE SIDE PROPERTY LINES AND ULTIMATE RIGHT-OF-WAY LINE, WHERE FEASIBLE. IRON PINS SHALL BE SET AT ALL OTHER CORNERS.
5. ALL SIGNS PROPOSED ARE TO BE IN ACCORDANCE WITH PENNDOT PUBLICATION 236, HANDBOOK OF APPROVED SIGNS.ALL SIGNS PROPOSED ARE TO BE IN ACCORDANCE WITH PENNDOT PUBLICATION 236, HANDBOOK OF APPROVED SIGNS.

STATEMENT OF INTENT

THIS APPLICATION INTENDS TO RE-DEVELOP THE NORTHERN PORTION OF THE PROPERTY, WHICH IS CURRENTLY A PARKING LOT, TO CONSTRUCT A 2,522 SF CAFE WITH ASSOCIATED DRIVE-THROUGH AND A 1,000 SF FROZEN DESSERT BUILDING.

PREVIOUS APPROVALS

AS STATED IN THE BOROUGH OF JENKINTOWN ZONING HEARING BOARD'S WRITTEN OPINION AND ORDER DATED NOVEMBER 27, 2023, ZONING RELIEF WAS GRANTED FOR THE DRIVE-THRU WINDOW TO FACE A PUBLIC STREET.

GRAPHIC SCALE
20 0 10 20 40
(IN FEET)
1 inch = 20 ft.

JENKINTOWN BOROUGH ZONING

1	OWNER	JENKINS COURT REALTY COMPANY LP	
	ADDRESS	610 OLD YORK ROAD	
2	ZONING DISTRICT	GATEWAY COMMERCIAL DISTRICT	
	PARID	10-00-05364-00-8	
3	EXISTING USE (TO REMAIN)	A.(1) RETAIL STORE	
	EXISTING USE (TO REMAIN)	A.(4) BUSINESS OR PROFESSIONAL OFFICE	
	EXISTING USE (TO REMAIN)	A.(9) RESTAURANT	
	EXISTING USE (TO REMAIN)	A.(19) ACCESSORY STRUCTURE FOR COMMERCIAL USE	
	PROPOSED USE	A.(9) ESTABLISHMENT SERVING FOOD OR BEVERAGES TO THE GENERAL PUBLIC INCLUDING WALK-UP WINDOWS	
	PROPOSED USE (CONDITIONAL)	B.(1) CLASS ONE DRIVE-THROUGH FACILITY	
4	LOT AREA	SF	AC
	PROPERTY AREA	344,681	7.913
(-)	STREET OR RIGHT OF WAY	0	0.000
		344,681	7.913

6	DIMENSIONAL STANDARD FOR CLASS ONE CONDITIONAL USES	REQUIRED	EXISTING	PROPOSED	
	MINIMUM NET LOT SIZE (SF)	40,000	344,681	344,681	
	MINIMUM LOT WIDTH (FT)	100.0	1073.9	1073.9	
	MAXIMUM BUILDING COVERAGE (%)	25.0%	18.2%	19.2%	
	MAXIMUM IMPERVIOUS COVERAGE (%)	70.0%	69.5%	67.7%	
	MINIMUM FRONT YARD SETBACK (FT)	30.0	N/A	62.1	
	MINIMUM SIDE YARD SETBACK (FT)	15.0	N/A	62.7	
	MINIMUM REAR YARD SETBACK (FT)	20.0	N/A	36.4	
	MINIMUM BUILDING SETBACK FROM ABUTTING RESIDENTIALLY ZONED PROPERTIES (FT)	50.0	N/A	50.9	
	MINIMUM PARKING SETBACK FROM STREET ULTIMATE RIGHT-OF-WAY LINE (FT)	15.0	-2.16	0.11	(ENC)
	MINIMUM PARKING SETBACK FROM NONRESIDENTIAL PROPERTY LINES (FT)	10.0	-2.16	0.11	(ENC)
	MINIMUM PARKING SETBACK FROM RESIDENTIAL PROPERTY LINES (FT)	35.0	11.27	48.9	
	MINIMUM SETBACK OF OUTDOOR LOADING AND TRASH STORAGE AREAS FROM ABUTTING RESIDENTIALLY ZONED PROPERTIES (FT)	50.0	N/A	52.7	
	MAXIMUM BUILDING HEIGHT (FT)	40.0	N/A	<40.0	
7	PARKING REQUIREMENTS [1]				
	EXISTING PARKING SPACES	470	582		
	EXISTING PARKING SPACES (TO BE REMOVED)		93		
	PROPOSED PARKING SPACES [2]	499	489	514	

[1] PARKING BASED ON GATEWAY COMMERCIAL DISTRICT (RESTAURANT USE)
[2] REQUIRED PROPOSED PARKING SPACES IS BASED ON 2,144 SF OF PATRON FLOOR AREA AND 4 EMPLOYEES DURING LARGEST SHIFT AT THE CAFÉ AND 0 SF OF PATRON FLOOR AREA AND 3 EMPLOYEES DURING THE LARGEST SHIFT AT THE FROZEN DESSERTS
(ENC) EXISTING NON-CONFORMITY

IMPERVIOUS AREA CHART		
EXISTING BUILDING AREA	62,811	SF
EXISTING IMPERVIOUS AREA	239,410	SF
EXISTING IMPERVIOUS (TO BE REMOVED & CONVERTED TO LAWN)	(-7,603)	SF
PROPOSED BUILDING AREA	66,333	SF
PROPOSED IMPERVIOUS AREA	1,435	SF
NET PROPOSED IMPERVIOUS AREA	(-6,168)	SF
TOTAL PROPOSED IMPERVIOUS AREA	233,242	SF

AFFIDAVIT OF OWNERSHIP

COMMONWEALTH OF PENNSYLVANIA SS:

COUNTY OF _____

BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, THIS DAY PERSONALLY APPEARED _____ WHO ACKNOWLEDGED HIMSELF TO BE THE _____ OF SBG MANAGEMENT SERVICES, INC., THE SOLE GENERAL PARTNER OF 610 OLD YORK ROAD, A PENNSYLVANIA LIMITED PARTNERSHIP AND THAT HE AS THE _____ BEING AUTHORIZED TO DO SO AND SWORN ACCORDINGLY TO LAW DEPOSES AND SAYS THAT 610 OLD YORK ROAD IS THE RECORD OWNER OF ALL THE PROPERTY ("PROPERTY") TO WHICH THE PLAN APPLIES AND ALL RIGHTS WHICH ARE NECESSARY TO IMPLEMENT THE PLAN. THE SOURCE OF 610 OLD YORK ROAD TITLE TO THE PROPERTY IS DEED(S) RECORDED, WITH THE OFFICE OF THE RECORDER OF DEEDS IN AND FOR MONTGOMERY COUNTY, PENNSYLVANIA ("RECORDER'S OFFICE"), IN RECORD BOOK 9820, BEGINNING AT PAGE 2314. THIS PLAN IS 610 OLD YORK ROAD ACT AND DEED AND IS AUTHORIZED BY 610 OLD YORK ROAD TO BE RECORDED WITH THE RECORDER'S OFFICE AND THAT SUCH RECORDING SHALL BE EFFECTIVE FOR ALL PURPOSES.

610 OLD YORK ROAD
BY: SBG MANAGEMENT SERVICES, INC.

BY: _____ _____
(SIGNATURE) (SIGNATURE)
(PRINTED NAME) (PRINTED NAME)
(PRINTED TITLE) (PRINTED TITLE)

SWORN AND SUBSCRIBED TO BEFORE ME
THIS _____ DAY OF _____

NOTARY PUBLIC

MCPC No. _____

PROCESSED and REVIEWED. Report prepared by Montgomery County Planning Commission
In accordance with the Municipalities Planning Code.

Certified on this date _____

For the Director

Montgomery County Planning Commission

SIGN TABLE		
SIGN	QUANTITY	SIZE
DO NOT ENTER (R5-1)	1	30" X 30"
STOP (R1-1)	2	18" X 18"
LEFT TURN ONLY (R3-5L)	1	30" X 36"
HORIZONTAL RIGHT ONE-WAY (R6-1R)	1	36" X 12"
RESERVED PARKING (R7-8)	3	12" X 18"
RESERVED PARKING PENALTY (R7-8F)	3	12" X 18"
VAN ACCESSIBLE (R7-8P)	2	12" X 6"
DO NOT BLOCK INTERSECTION (R10-7)	1	24" X 30"

CALL BEFORE YOU DIG!
PENNSYLVANIA LAW REQUIRES NOTIFICATION PRIOR TO CONSTRUCTION PHASE AND TO WORKING DAYS IN DESIGN STAGE–STOP CALL PENNSYLVANIA ONE CALL SYSTEM, INC.
SERIAL NUMBER 20212091778
SERIAL NUMBER 20212091779
1–800–242–1776

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453 Lancaster Avenue, Suite 200 Malvern, PA 19355 Phone: 610-889-8300
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JOHN L. KOUTSOUROS — ENGINEER — PE087653 — PROFESSIONAL — REGISTERED — COMMONWEALTH OF PENNSYLVANIA

RECORD PLAN

610 OLD YORK ROAD
SITUATED IN
JENKINTOWN BOROUGH, MONTGOMERY COUNTY, PENNSYLVANIA

PREPARED FOR:
SBG MANAGEMENT SERVICES, INC.
P.O. BOX 549
ABINGTON, PA 19001

NO.	DATE	REVISIONS
1	8/09/24	LAND DEVELOPMENT RESUBMISSION

DATE	6/19/2023
CADD FILE	2211190102
JOB NO	221119
DSG BY	CML
DWN BY	CML
CKD BY	JLK
SCALE	1" = 20'
DRAWER NUMBER	–
SHEET	2 OF 16 SHEETS

DRAWING NUMBER
C–101

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Starbucks and Dessert Shop
MCPC#240086001

Montgomery County Planning Commission

0 100 200 400 Feet

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Aerial photography provided by Nearmap