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MONTGOMERY COUNTY
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SCOTT FRANCE, AICP
EXECUTIVE DIRECTOR

November 12, 2024

Alison Giles, Zoning Officer & Planning Coordinator
Upper Dublin Township
801 Loch Alsh Avenue
Fort Washington, PA 19034

Re: MCPC # 19-0013-005
Plan Name: Wrigley Ridge - 1635-47 Limekiln
(2 lots consisting of 22 dwelling units comprising approximately 3.47 acres)
Situate: Limekiln Pike (cross streets: Golden Drive (W) and Dreshertown Road (E))
Upper Dublin Township

Dear Ms. Giles:

We have reviewed the above-referenced land development in accordance with Section 502 of Act 247, "The Pennsylvania Municipalities Planning Code," as you requested on October 21, 2024. We forward this letter as a report of our review.

BACKGROUND

The applicant, Commerce Pursuit Capital, LP, has submitted a revised sketch plan proposing a 22-unit townhouse development. In addition to the required residential parking spaces, 11 guest parking spaces are proposed in various locations throughout the site. The development would have two vehicular accesses on Limekiln Pike, and pedestrian-only access to the abutting property that would align with the sidewalk on Trilogy Way. The site consists of two parcels with a combined area of 3.47 acres. There are four existing structures that would be demolished, and a number of existing trees that would be removed.

The property is located in the MD-Multiple Dwelling zoning district and would be served by public water and sewer. We reviewed previously submitted plans for the site in letters dated February 7, 2019, June 21, 2021, and July 13, 2022, and October 10, 2022.

COMPREHENSIVE PLAN COMPLIANCE

A. *MONTCO 2040* – The proposal is generally consistent with *MONTCO 2040: A Shared Vision*, which designates the area as "regional mixed use" future land use category. Regional Mixed Use Centers are intensely developed suburban cores with significant retail, office, and residential land uses.

B. Upper Dublin Comprehensive Plan – The proposal is generally consistent with the Upper Dublin Comprehensive Plan, which designates the site as within the "Mixed-Use – Village Center" future land use category. These centers are meant to create a mix of neighborhood-serving retail, business and small-scale offices as a transition to residential areas. Development should enhance the character and design of the surrounding area, and should generate activity for the community.

RECOMMENDATION

The Montgomery County Planning Commission (MCPC) generally supports the applicant's proposal, however, in the course of our review we have identified the following issues that the applicant and township may wish to consider prior to final plan approval. Our comments are as follows:

REVIEW COMMENTS

SITE DESIGN

We feel that the design and layout of the proposed townhouse development and vehicular circulation would not create a welcoming and safe townhouse community. The following are our key concerns and recommendations regarding the proposed site design.

A. Townhouse Design. We reiterate the recommendations from our previous review letters to refer to the MCPC guidebook, Building Better Townhouse Communities, for design best practices.

1. *Parking Location*. We recommend that, where feasible, rear-loaded garages be utilized. Understanding that there may be site constraints to building alleys, we recommend considering alternate driveways designs, such as shared or tapered driveways, to reduce the number of linear feet along the sidewalk that would be impacted by a driveway curb cut. The placement of garages and driveways in townhouse developments can significantly impact the visual aesthetic of the building façade, front yard and streetscape design, pedestrian safety, and street tree placement.

2. *Street Trees*. We recommend planting street trees between driveways, where possible. There is no landscape plan submitted; however, we wish to encourage the applicant to plant street trees along internal streets to provide shade and to soften the appearance of townhouse units.

3. *Steep Slopes*. We wish to reiterate that there is some concern about developing in an area with 15-25% steep slopes. Development on the steep slopes could require a retaining wall, which would disturb the steep slopes and change the runoff and hydrology patterns of the site. We recommend protecting and preserving the steep slopes to the greatest extent possible, to minimize negative impacts to the neighboring properties.

B. Pedestrian Connectivity.

1. *Sidewalks*. The proposal includes 6-foot wide sidewalks that would be separated from Limekiln Pike by a 6-foot grass strip (as per § 212-18.B. and C). We recommend that the applicant and the township consider 8-foot wide sidewalks and an 8-foot wide planting strip. In addition, we recommend the applicant plant street trees along Limekiln Pike between the sidewalk and the road to provide shade and a stronger buffer between pedestrians and the high traffic volume. The wider planting strip would allow the sidewalk and crosswalk to shift toward the narrower part of the driveway entrance, making the crossing shorter for people walking, as well as more visible to the people driving into or out of the site.

2. *Crosswalks*. We recommend providing highly-visible crosswalks across the driveways on Limekiln Pike. We suggest using the same material for the sidewalk across the driveway apron and the entire length of the frontage, and to ensure that it is a level surface. These design strategies will signal a continuation of the pedestrian area. As mentioned in Sidewalks comment above, we also suggest shifting the crossings toward the narrower neck of the driveway to reduce the length of road that a pedestrian would have to cross. The pedestrian landing and sidewalk ramp could be more defined to lead directly across the driveway, as opposed to a wider ramp area that has a less defined pathway.

3. *Internal sidewalks*. We recommend sidewalks on both sides of the proposed streets and driveways. The internal pedestrian network should include fully connected sidewalks with marked crossings. We also would like to note that the sidewalk along the front of Unit 17 does not appear to connect to the sidewalk located in front of Units 16 and 15.

C. Vehicular Circulation. In previously reviewed plans for this site, the proposal included a new road that would be accessed by Trilogy Way and Limekiln Pike, creating a vehicular and pedestrian connection between Susquehanna Road and Limekiln Pike.

1. *Driveway Alignment.* We recommend reconfiguring the vehicular circulation to create one driveway that would align with the driveway on the opposite side of Limekiln Pike. The applicant is proposing two driveways onto Limekiln Pike, which would create a confluence of three driveways very near the major intersection of Limekiln Pike and Dreshertown Road and the Dresher Triangle area. This would likely create safety issues for people walking and driving.

2. *Vehicular connection to Trilogy Way.* We recommend that the proposed development provide vehicular access to Trilogy Way to reduce congestion and traffic safety issues in the greater Dresher area. In previously reviewed plans, vehicular access was proposed to connect the proposed townhouse development with the abutting neighborhood on Trilogy Way. The currently proposed plan provides pedestrian walkway, but no longer shows vehicular access. The applicant is requesting a waiver from § 255-50.1.A(6 and 7) that requires shared access and "driveway interconnections with adjoining lots" (§ 255-50.1.A(7)). We feel that by not providing an alternate route, cars will be funneled to the intersection of Limekiln Pike and Susquehanna Avenue, and could create additional traffic congestion and safety issues, especially for people who are traveling west on Susquehanna.

3. *Stub Street*. The proposed development would have one street that ends between Units 12 and 17 at a stub, which could be difficult to turn around. We recommend that the street be designed with a bulb- or hammerhead-shaped turnaround.

D. Coordinate with PennDOT. The proposed development is located less than one-quarter mile from the Dresher triangle, which experiences a lot of traffic issues. The township is considering a roadway project to improve congestion and safety in the Dresher triangle area. We recommend the applicant coordinate with the township and PennDOT regarding how this development as proposed would impact the intersection and greater area.

CONCLUSION

We wish to reiterate that MCPC generally supports the applicant's proposal but we believe that our suggested revisions will better achieve the municipality name planning objectives for residential townhouse development.

Please note that the review comments and recommendations contained in this report are advisory to the township 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 (19-0013-005) on any plans submitted for final recording.

Sincerely,



Claire Warner, Senior Community Planner
claire.warner@montgomerycountypa.gov – 610-278-3755

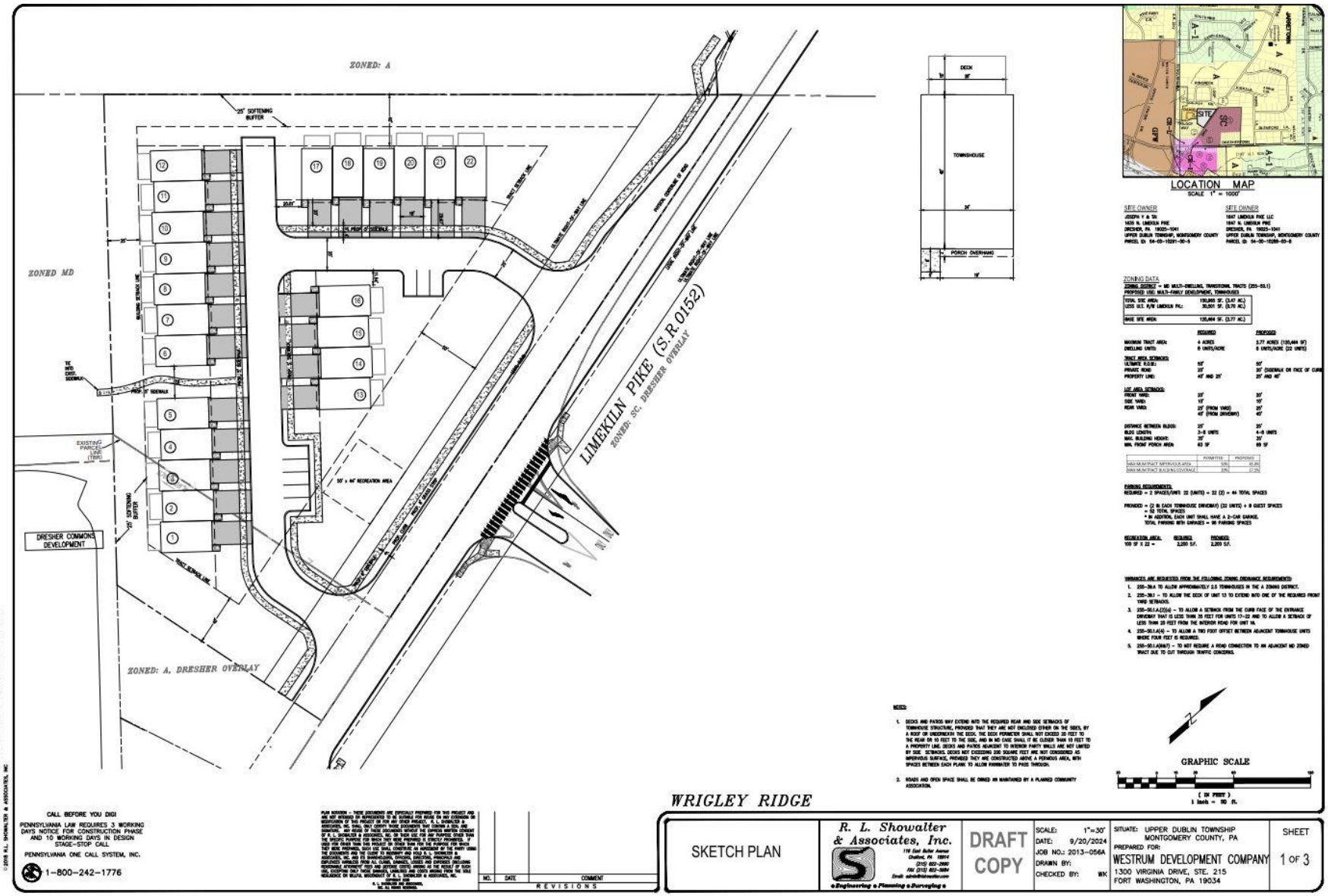
c: Michael Maier, Westrum Development Co., Applicant
Michael J. Cover, Chair, Upper Dublin Planning Commission
Kurt Ferguson, Township Manager
Scott Burton, PennDOT
Paul Lutz, PennDOT
Francis Hanney, P.E., PennDOT District 6-0

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

ATTACHMENTS A & B



Wrigley Ridge 1635-47 Limekiln Pike
MCPC#190013005


ZONED: A
ZONED MD
ZONED: A, DRESHER OVERLAY
ZONED: SC, DRESHER OVERLAY
LIMEKILN PIKE (S.R.0152)
25' SOFTENING BUFFER
DRESHER COMMONS DEVELOPMENT
EXISTING PARCEL LINE (TBR)
50' x 44' RECREATION AREA
DECK
TOWNHOUSE
PORCH OVERHANG
LOCATION MAP
SCALE 1" = 1000'
SITE
SITE OWNER
JOSEPH Y & TA
1435 N. LIMEKILN PIKE
DRESHER, PA 19025-1041
UPPER DUBLIN TOWNSHIP, MONTGOMERY COUNTY
PARCEL ID: 54-00-10291-00-6
SITE OWNER
1647 LIMEKILN PIKE LLC
1647 N. LIMEKILN PIKE
DRESHER, PA 19025-1041
UPPER DUBLIN TOWNSHIP, MONTGOMERY COUNTY
PARCEL ID: 54-00-10288-00-6
ZONING DATA
ZONING DISTRICT = MD MULTI-DWELLING, TRANSITIONAL TRACTS (255-50.1)
PROPOSED USE: MULTI-FAMILY DEVELOPMENT, TOWNHOUSES
TOTAL SITE AREA: 150,965 SF. (3.47 AC.)
LESS U.D. R/W LIMEKILN PIKE: 30,301 SF. (0.70 AC.)
BASE SITE AREA: 120,664 SF. (2.77 AC.)
REQUIRED
PROPOSED
MAXIMUM TRACT AREA: 4 ACRES
DWELLING UNITS: 8 UNITS/ACRE
2.77 ACRES (120,664 SF)
8 UNITS/ACRE (22 UNITS)
TRACT AREA SETBACKS:
ULTIMATE R.O.W.: 50'
PRIVATE ROAD: 20'
PROPERTY LINE: 40' AND 25'
50'
20' (SIDEWALK OR FACE OF CURB)
25' AND 40'
LOT AREA SETBACKS:
FRONT YARD: 20'
SIDE YARD: 10'
REAR YARD: 25' (FROM YARD)
40' (FROM DRIVEWAY)
20'
10'
20'
40'
DISTANCE BETWEEN BLDGS: 20'
BLDG LENGTH: 3-8 UNITS
MAX. BUILDING HEIGHT: 35'
MIN. FRONT PORCH AREA: 63 SF
20'
4-6 UNITS
35'
66 SF
PERMITTED
PROPOSED
MAX IMPERVIOUS SURFACE/LOT AREA: 50%
60.8%
MAX IMPERVIOUS BUILDING COVERAGE: 30%
17.5%
PARKING REQUIREMENTS:
REQUIRED = 2 SPACES/UNIT: 22 (UNITS) = 22 (2) = 44 TOTAL SPACES
PROVIDED = (2 IN EACH TOWNHOUSE DRIVEWAY) (22 UNITS) = 44 GUEST SPACES
= 22 TOTAL SPACES
* IN ADDITION, EACH UNIT SHALL HAVE A 2-CAR GARAGE.
TOTAL PARKING WITH GARAGES = 66 PARKING SPACES
RECREATION AREA: REQUIRED: PROVIDED:
100 SF X 22 = 2,200 S.F. 2,200 S.F.
VARIANCES ARE REQUESTED FROM THE FOLLOWING ZONING ORDINANCE REQUIREMENTS:
1. 255-3A.A TO ALLOW APPROXIMATELY 2.5 TOWNHOUSES IN THE A ZONING DISTRICT.
2. 255-30.I - TO ALLOW THE DECK OF UNIT 13 TO EXTEND INTO ONE OF THE REQUIRED FRONT YARD SETBACKS.
3. 255-50.1.A(2)(a) - TO ALLOW A SETBACK FROM THE CURB FACE OF THE ENTRANCE DRIVEWAY THAT IS LESS THAN 25 FEET FOR UNITS 17-22 AND TO ALLOW A SETBACK OF LESS THAN 25 FEET FROM THE INTERIOR ROAD FOR UNIT 16.
4. 255-50.1.A(4) - TO ALLOW A TWO FOOT OFFSET BETWEEN ADJACENT TOWNHOUSE UNITS WHERE FOUR FEET IS REQUIRED.
5. 255-50.1.A(9)(f) - TO NOT REQUIRE A ROAD CONNECTION TO AN ADJACENT MD ZONED TRACT DUE TO CUT THROUGH TRAFFIC CONCERNS.
NOTES:
1. DECKS AND PATIOS MAY EXTEND INTO THE REQUIRED REAR AND SIDE SETBACKS OF TOWNHOUSE STRUCTURE, PROVIDED THAT THEY ARE NOT ENCLOSED EITHER ON THE SIDES, BY A ROOF OR UNDERNEATH THE DECK. THE DECK PERIMETER SHALL NOT EXCEED 20 FEET TO THE REAR OR 10 FEET TO THE SIDE, AND IN NO CASE SHALL IT BE CLOSER THAN 10 FEET TO A PROPERTY LINE. DECKS AND PATIOS ADJACENT TO INTERIOR PARTY WALLS ARE NOT LIMITED BY SIDE SETBACKS. DECKS NOT EXCEEDING 200 SQUARE FEET ARE NOT CONSIDERED AS IMPERVIOUS SURFACE, PROVIDED THEY ARE CONSTRUCTED ABOVE A PERVIOUS AREA, WITH SPACES BETWEEN EACH PLANK TO ALLOW RAINWATER TO PASS THROUGH.
2. ROADS AND OPEN SPACE SHALL BE OWNED AND MAINTAINED BY A PLANNED COMMUNITY ASSOCIATION.
N
GRAPHIC SCALE
(IN FEET)
1 inch = 50 ft.
WRIGLEY RIDGE
CALL BEFORE YOU DIG!
PENNSYLVANIA LAW REQUIRES 3 WORKING DAYS NOTICE FOR CONSTRUCTION PHASE AND 10 WORKING DAYS IN DESIGN STAGE-STOP CALL
PENNSYLVANIA ONE CALL SYSTEM, INC.
1-800-242-1776
NO. DATE COMMENT
REVISIONS
SKETCH PLAN
R. L. Showalter & Associates, Inc.
Engineering • Planning • Surveying
DRAFT COPY
SCALE: 1"=30'
DATE: 9/20/2024
JOB NO.: 2013-056A
DRAWN BY:
CHECKED BY: WK
SITUATE: UPPER DUBLIN TOWNSHIP MONTGOMERY COUNTY, PA
PREPARED FOR:
WESTRUM DEVELOPMENT COMPANY
1300 VIRGINIA DRIVE, STE. 215
FORT WASHINGTON, PA 19034
SHEET 1 OF 3