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Planning Commission

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Scott France, AICP
Executive Director

May 18, 2026

Ms. Alyson Elliott, Manager
Cheltenham Township
8230 Old York Road
Elkins Park, Pennsylvania 19027

Re: MCPC #26-0106-001
Plan Name: 165 Township Line Road
(1 lot comprising 8.14 acres)
Parcel ID: 31-0026662-00-1
Situate: Township Line Road at Greenwood Avenue
Cheltenham Township

Dear Ms. Elliott:

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 20, 2026. We forward this letter as a report of our review.

BACKGROUND

The applicant, Town Line Holdings, LLC, intends to build a new building on an 8-acre site at the border of Cheltenham near the Jenkintown-Wyncote Regional Rail Station. The applicant further intends to convert one of two existing buildings on the site from office to residential use. The intersection of Township Line Road, Greenwood Avenue, Summit Avenue, and West Avenue is at the north end of the site, with the passenger rail station on the other side of the intersection. SEPTA rail tracks form the western boundary of the site. The site has significant slopes, creating challenges for development.

The existing building in the center of the site, indicated as “Pitcairn I” on the plan set, will remain as 68,701 square feet of office space. The conversion of the building to the south of the site, shown as “Pitcairn II,” from office to residential will result in 36 dwelling units. A new building at the north end of the site, “Three Pitcairn Place,” is proposed to be 50 residential units on the 2nd and 3rd floors; the ground floor will be one 5,390-square foot retail space and 79 car parking spaces. An existing surface parking lot of 135 spaces between Buildings 1 and 2 will be restriped to contain 167 parking spaces.

This site is zoned MU2 Mixed-Use. Office Building (Use E-1 in the township’s zoning ordinance) is not a permitted use in this district, but the use was existing on this site prior to the adoption of the current zoning ordinance. The proposed conversion of one office building to fully residential (Use G-1: Multifamily Building)

is also not permitted in this district but was granted a zoning variance in September 2024. The new mixed-use building (Use B-17) is a permitted use in this district.

COMPREHENSIVE PLAN COMPLIANCE

LOCAL PLAN

Cheltenham Township is in the midst of the adoption process for its new comprehensive plan. The proposed future land use map shows this site as part of a "Regional Mixed-Use" area, indicating that it should be a community focal point along major roads. Regional Mixed-Use areas should be designed for walking, especially to public transportation, and contain significant institutional or commercial elements along with residential. This proposal is substantially aligned with the proposed future land use, provided that pedestrian connections are provided throughout the site and to the train station.

COUNTY PLAN

Montgomery County's adopted Comprehensive Plan, *Montco 2040: A Shared Vision* (2015), denotes this area as Regional Mixed-Use Center. Similar to Cheltenham Township's draft plan, it should be a destination area, with a mix of uses generating a lot of activity. Public gathering space is desirable and walking to public transportation and other parts of the Regional Mixed-Use Center should be easy and comfortable. This proposal is reasonably consistent with the County's plan; the plaza area proposed at the north end of the site aligns well with the County's vision for this area. Again, the entire site should be walkable, with connections to surrounding land uses.

RECOMMENDATION

The Montgomery County Planning Commission (MCPC) generally supports the applicant's proposal. We are glad to see new development proposed in the area of the Jenkintown-Wyncote Station. However, in the course of our review we have identified the following issues that the applicant and Cheltenham Township may wish to consider prior to final plan approval. Our comments are as follows:

REVIEW COMMENTS

CIRCULATION

A. Pedestrian Pathways. For this to be a successful development, pedestrians need to easily and safely travel throughout the site, to the train station, and to other destinations. Pedestrian traffic will help the commercial space proposed in the new building to thrive. Pedestrian travel should be carefully considered and a variety of pedestrian movements accounted for during the land development process.

1. Within the Site. With the proposed configuration of buildings, people working in the office building in the center of the site may wish to patronize the commercial space that will be added as a part of Pitcairn 3. However, there does not appear to be any viable pathway on the plan for them to walk to the new restaurant or retail space. An existing pedestrian connection from this building is shown dead ending at a curb, without a curb ramp. Similarly, the newly converted residential building at the south end of the site needs clear pathways for pedestrians to access the office building, if they work

there, and the commercial space at the other end of the property. Clear and safe ADA accessible pathways should be designated between all of the buildings on site.

2. To Nearby Destinations. Residents and employees located at this site will need to access the Jenkintown-Wyncote train station and other nearby destinations on foot. Pathways for pedestrians to these destinations should be considered and included in the land development.

B. Trails. Future trails are planned in this area, and whether or not they go through this site, pedestrians and bicyclists will want to have access to connect to trails. Cohesive pathways through this site for both cyclists and pedestrians will allow this site to connect to future trails in this area.

1. Along and Across Driveway. The existing driveway into this site may be both an access point for pedestrians and bicyclists, but it also can be a barrier. Consideration should be given to how to make this safer and more useful for travelers on foot or bike.

   a. Crosswalk - The wide driveway entrance is a challenge for pedestrians who may be traveling along the sidewalk. We recommend that a pedestrian crosswalk be striped across the driveway entrance, and consideration should be given to whether the entrance can be narrowed at all.

   b. Trail Along Driveway - We suggest the applicant and the township consider whether a trail for pedestrians and cyclists could be added along the driveway to allow space for these travelers to enter and exit the site.

2. To Adjacent Residential Development. An existing emergency access way connects this property to Wyncote House, a large adjacent development. We recommend formalizing pedestrian and bicycle access through that point in such a way that emergency vehicles retain access. This will improve connectivity for pedestrians and cyclists in this area.

3. Rail Platform Access. In coordination with SEPTA, we recommend the applicant consider where there is any way to access the south end of the rail station platform from this site.

4. Cohesive Trail Routing. We recommend considering pathways for pedestrians and cyclists from the train station, into and through this site, and on further to the south that could include a wider sidewalk between the train station and the driveway, a pathway along the driveway, and through onto the next property to the south. Alternatively, a trail could run along the train tracks if the proposed building could be moved such that a trail would fit in that area. A cohesive plan for a trail through this site would benefit travelers, especially as future trail connections are developed in this area.

C. PennDOT Coordination. Due to the change of use and additional development, the applicant may need to obtain a new Highway Occupancy Permit from PennDOT.

STORMWATER MANAGEMENT

The applicant shows a stormwater outlet and rip rap apron at the south end of the new building. We recommend this area be further examined to ensure that proper measures are put in place to address the stormwater outflow in this area. It appears that there may currently be erosion and drainage issues here. With the steep slopes on this site, more may need to be done to remediate stormwater runoff in this area.

PLAN COMMENTS

A. Parking Space Count:

1. Restriping. The text in the parking section indicates that the large, existing surface lot will be restriped from 135 spaces to 163 spaces. However, adding up the numbers on the plan set, we see a resulting space count of 167 spaces. The applicant may wish to review this.

2. Existing Interior Parking. The plan set does not show how many spaces are inside of the two existing buildings. It would be helpful if the applicant added that information.

CONCLUSION

We wish to reiterate that MCPC generally supports the applicant's proposal but we believe that our suggested revisions will better achieve Cheltenham Township's planning objectives for mixed use development, pedestrian travel, and stormwater management.

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, #26-0106-001, on any plans submitted for final recording.

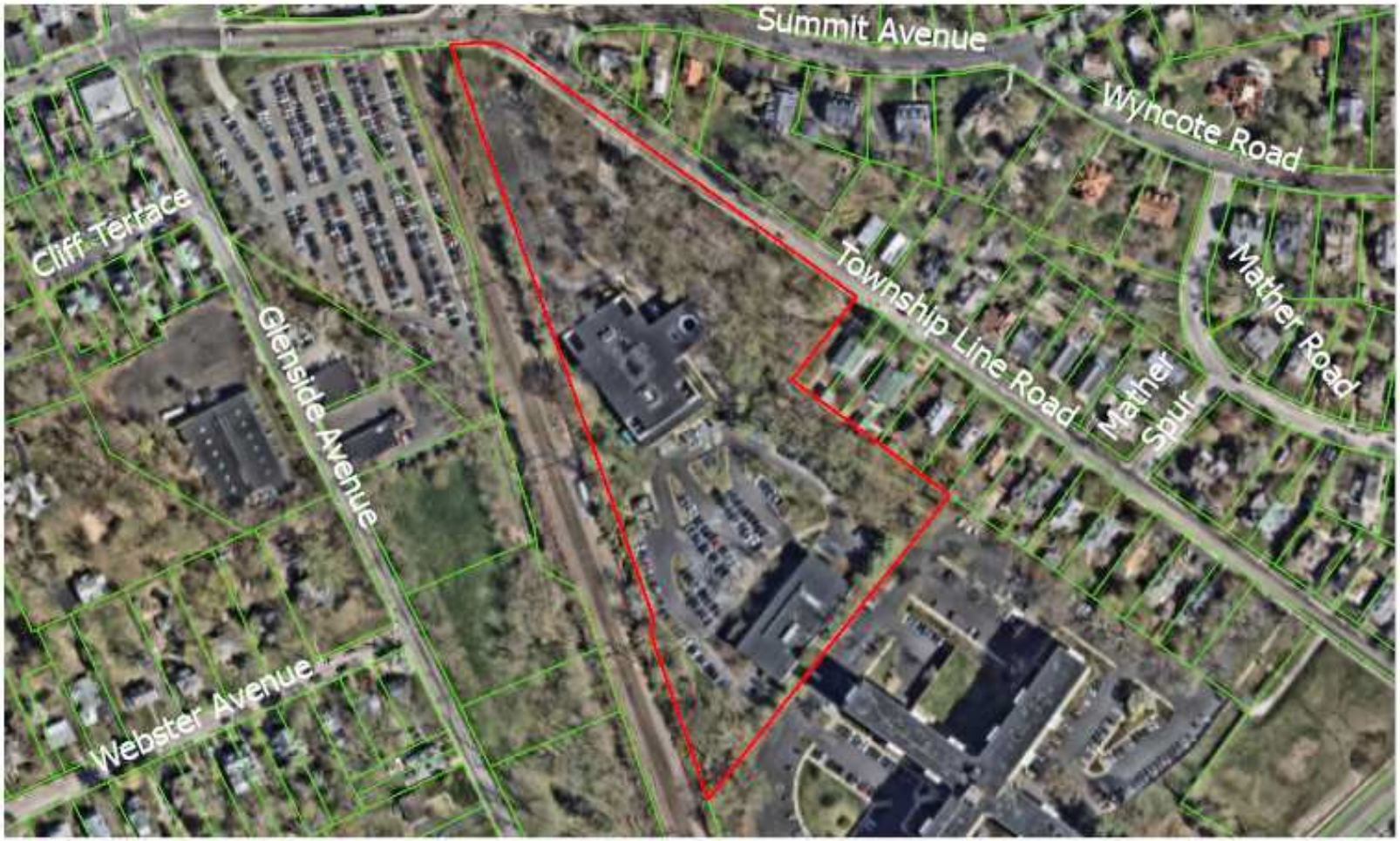
Sincerely,

Chloe Mohr, AICP, Principal Planner
Chloe.Mohr@MontgomeryCountyPA.gov – (610) 278-3739

c: Eric Marshall, Applicant's Representative
Robert Habgood, Township Planning Department
Julia Detwiler, AICP, Township Planning Department
Galya Globerman, Township Planning Department
Samantha Brinker, Township Stormwater Coordinator
Edward Diasio, Township Solicitor
Roger Phillips, P.E., Township Engineer
Thomas Cross, Chair, Municipal Planning Commission
Jessica Buck, District Manager, Montgomery County Conservation District
Lana Harshaw, Executive Director, Bicycle Coalition of Greater Philadelphia
Justin DiBerardinis, Executive Director, Tookany-Tacony/Frankford Watershed Partnership
Nidhi Mehra, HOP Manager, PennDOT
Mirlene Saintval, PennDOT
Fran Hanney, P.E., PennDOT
Michael McGahee, SEPTA

Jennifer Dougherty, AICP, SEPTA
Harley Cooper, SEPTA
Shawn Megill Legendra, AICP, Manager, Regional Trails Program, DVRPC
Claire Warner, Principal Planer, MCPC

Attachments: A. Aerial of site
B. Reduced copy of proposed plan under review



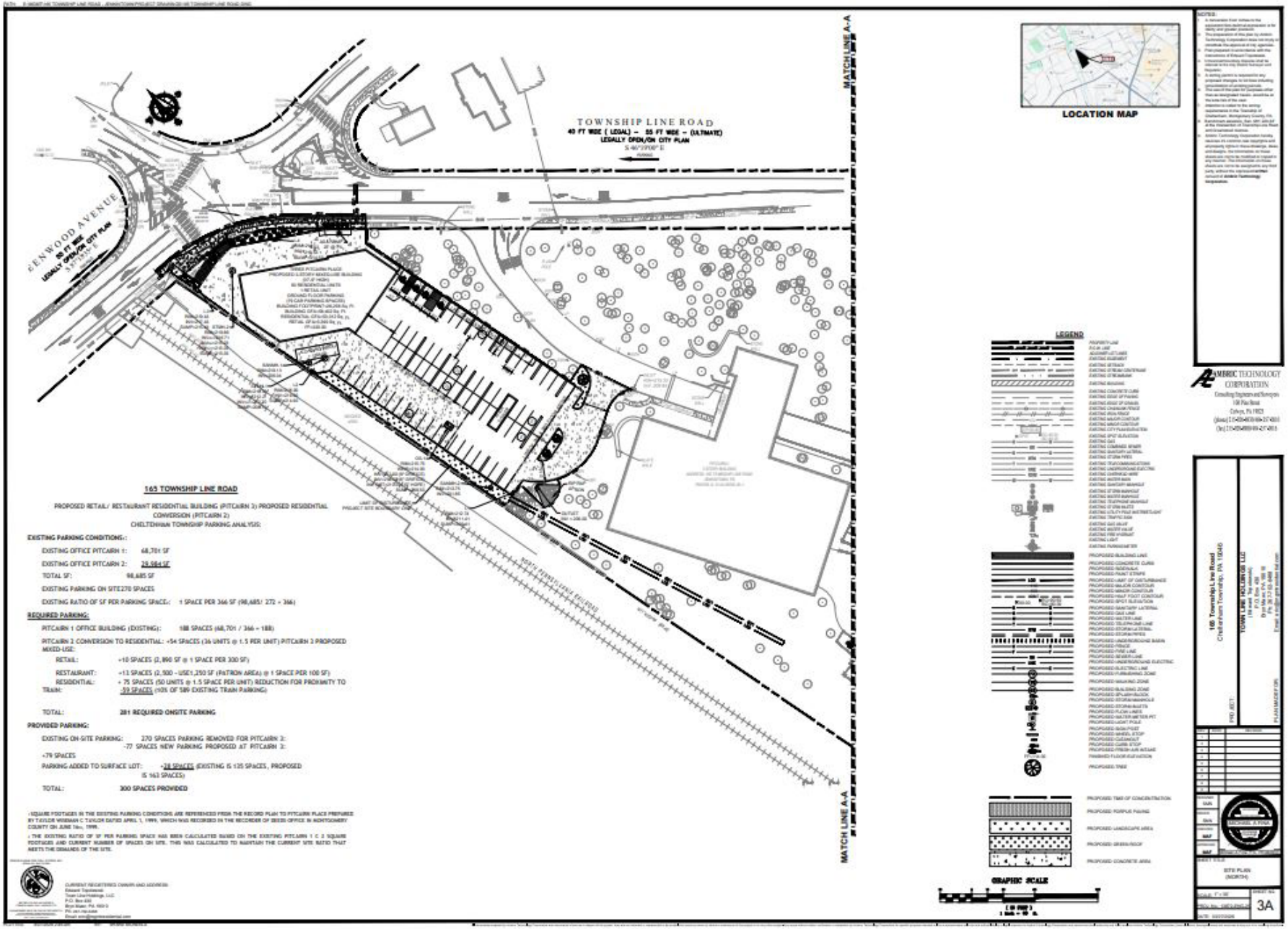
165 TLR
MCPC#260106001

Montgomery County Planning Commission

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N

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www.montcopa.org/planning
Aerial photography provided by Nearmap


TOWNSHIP LINE ROAD
40 FT WIDE (LEGAL) – 55 FT WIDE – (ULTIMATE)
LEGALLY OPEN/ON CITY PLAN
S 46°39'08" E
FENWOOD AVENUE
50 FT WIDE
LEGALLY OPEN/ON CITY PLAN
S 87°55'00" E
MATCH LINE A-A
MATCH LINE A-A
LOCATION MAP
LEGEND
GRAPHIC SCALE
165 TOWNSHIP LINE ROAD
PROPOSED RETAIL/ RESTAURANT RESIDENTIAL BUILDING (PITCAIRN 3) PROPOSED RESIDENTIAL CONVERSION (PITCAIRN 2)
CHELTENHAM TOWNSHIP PARKING ANALYSIS:
EXISTING PARKING CONDITIONS:
EXISTING OFFICE PITCAIRN 1: 68,701 SF
EXISTING OFFICE PITCAIRN 2: 29,984 SF
TOTAL SF: 98,685 SF
EXISTING PARKING ON SITE270 SPACES
EXISTING RATIO OF SF PER PARKING SPACE:- 1 SPACE PER 366 SF (98,685/ 272 = 366)
REQUIRED PARKING:
PITCAIRN 1 OFFICE BUILDING (EXISTING): 188 SPACES (68,701 / 366 = 188)
PITCAIRN 2 CONVERSION TO RESIDENTIAL: +54 SPACES (36 UNITS @ 1.5 PER UNIT) PITCAIRN 3 PROPOSED MIXED-USE:
RETAIL: +10 SPACES (2,890 SF @ 1 SPACE PER 300 SF)
RESTAURANT: +13 SPACES (2,500 - USE1,250 SF (PATRON AREA) @ 1 SPACE PER 100 SF)
RESIDENTIAL: + 75 SPACES (50 UNITS @ 1.5 SPACE PER UNIT) REDUCTION FOR PROXIMITY TO TRAIN: -59 SPACES (10% OF 589 EXISTING TRAIN PARKING)
TOTAL: 281 REQUIRED ONSITE PARKING
PROVIDED PARKING:
EXISTING ON-SITE PARKING: 270 SPACES PARKING REMOVED FOR PITCAIRN 3:
-77 SPACES NEW PARKING PROPOSED AT PITCAIRN 3:
+79 SPACES
PARKING ADDED TO SURFACE LOT: +28 SPACES (EXISTING IS 135 SPACES, PROPOSED IS 163 SPACES)
TOTAL: 300 SPACES PROVIDED
AMBRIC TECHNOLOGY CORPORATION
165 Township Line Road
Cheltenham Township, PA 19046
TOWN LINE HOLDINGS LLC
SITE PLAN
3A