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Scott France, AICP
Executive Director

May 18, 2026

Mr. Kyle Detweiler, Borough Manager
Borough of Ambler
131 Rosemary Avenue
Ambler, Pennsylvania 19002

Re: MCPC #25-0169-002
Plan Name: Ambler Crossing Phase II
(92-unit multifamily development on a 4.61-acre lot)
Situate: 201 South Maple Avenue
Borough of Ambler

Dear Mr. Detweiler:

We have reviewed the above-referenced subdivision and land development in accordance with Section 502 of Act 247, "The Pennsylvania Municipalities Planning Code," as you requested on May 14. We forward this letter as a report of our review.

BACKGROUND

The applicant, John Zaharchuk, proposes to redevelop an irregularly shaped 4.61-acre lot in the Borough of Ambler. The subject property is currently accessible via South Chestnut Street; however, the submitted site plan establishes access through the existing parking area of a neighboring apartment complex (the Crossings at Ambler Station). The applicant proposes a total of 92 dwelling units throughout four floors, with a mix of one-bedroom units and two-bedroom units. The proposed development site is located within the OC Office Campus District and the RO Redevelopment Overlay District. Multifamily use is permitted within RO District. MCPC reviewed a previous iteration of this proposal under review #25-0169-002 (letter dated September 19, 2025).

COMPREHENSIVE PLAN COMPLIANCE

BOROUGH COMPREHENSIVE PLAN

The borough's comprehensive plan called for the creation of a Redevelopment Overlay District to promote Transit-Oriented Development adjacent to Ambler Station. The district was ultimately created via a zoning map and ordinance amendment and has seen subsequent edits at various points since its creation. The plan states that, "the intent of this district is to permit Transit-Oriented Development (TOD) that is compact, mixed-use, and pedestrian-friendly while encouraging mass-transit ridership." The proposed multifamily residential development is in conflict with goal for the Redevelopment Overlay District as a mixed-use area;

however, it would provide a substantial number of new dwelling units in close proximity to transit and, as such, should promote transit ridership. The borough is currently preparing an update to their comprehensive plan, and the forthcoming comprehensive plan may offer a new or revised vision for this area.

COUNTY COMPREHENSIVE PLAN

Montgomery County's Comprehensive Plan, *Montco2040: A Share Vision*, designates this portion of the community as a 'Town Center' in the future land use plan. Town Centers are traditional downtown areas with a mix of retail, institutional, office, and residential uses. These centers are pedestrian-oriented, with buildings built close to sidewalks and often attached. Buildings should be designed with a wall-to-window ratio that reflects existing historic structures in the area and should generally have a vertical orientation. Parking should be located to the rear of buildings. A central park or green should be created within developments within a Town Center. When taking into account the existing Ambler Crossings with the proposed Phase II, the overall development is generally consistent with the goals for a multifamily residential development within a town center.

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 borough may wish to discuss with the applicant prior to final plan approval. Our comments are as follows:

REVIEW COMMENTS

TRANSPORTATION FACILITIES & CIRCULATION

1. We commend the applicant for addressing our recommendation to add a sidewalk along the westernmost side of the building, as noted in our review letter dated September 19, 2025, and for the proposed crosswalk to create a connection to the adjacent Crossings at Ambler Station. Although we appreciate the overall pedestrian circulation plan, we wish to reiterate our desire for 5-foot sidewalks as opposed to the 4-foot sidewalks that are proposed.

2. If the applicant intends to abandon the driveway access easement that connects the lot to South Chestnut Street as appears to be indicated by the plan, the impervious surfacing should be removed and the area should be restored with suitable vegetation. If intended to remain for future use or to preserve another interested party's/parties' access to this area, the existing access should be blocked with a functional gate or removable bollards; emergency responders should be provided with a key to access any such controlled access. If the borough has an interest in maintaining access, a suitable improvement plan should be discussed with the applicant. Please note that this comment was also provided in our previous review letter dated September 19, 2025.

EMERGENCY ACCESS

The borough should ensure that emergency response vehicles, such as ambulances and fire trucks, are able to safely access all sides of the proposed building. The provided "truck turn plan" (sheet 19) illustrates that emergency vehicles must navigate the parking areas of the existing Crossings at Ambler Station in order to access the development site. The borough may wish to request additional detail from the applicant in order to demonstrate that emergency access is adequately accommodated. Please note that this comment was also provided in our previous review letter dated September 19, 2025.

STORMWATER MANAGEMENT

Stormwater management must take into account the underlying soil conditions, including the potential for contamination from the legacy of industry in this area of the borough. Any stormwater conveyance system must not allow contaminants to enter the public stormwater system. The borough may wish to request additional information on how the applicant intends to mitigate any such soil contamination. Please note that this comment was also provided in our previous review letter dated September 19, 2025.

CONCLUSION

We wish to reiterate that MCPC generally supports the applicant's proposal; however, we believe that our suggested revisions will better achieve the borough's goals for residential infill development within the Redevelopment Overlay District.

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 (*#25-0169-002*) on any plans submitted for final recording.

Sincerely,



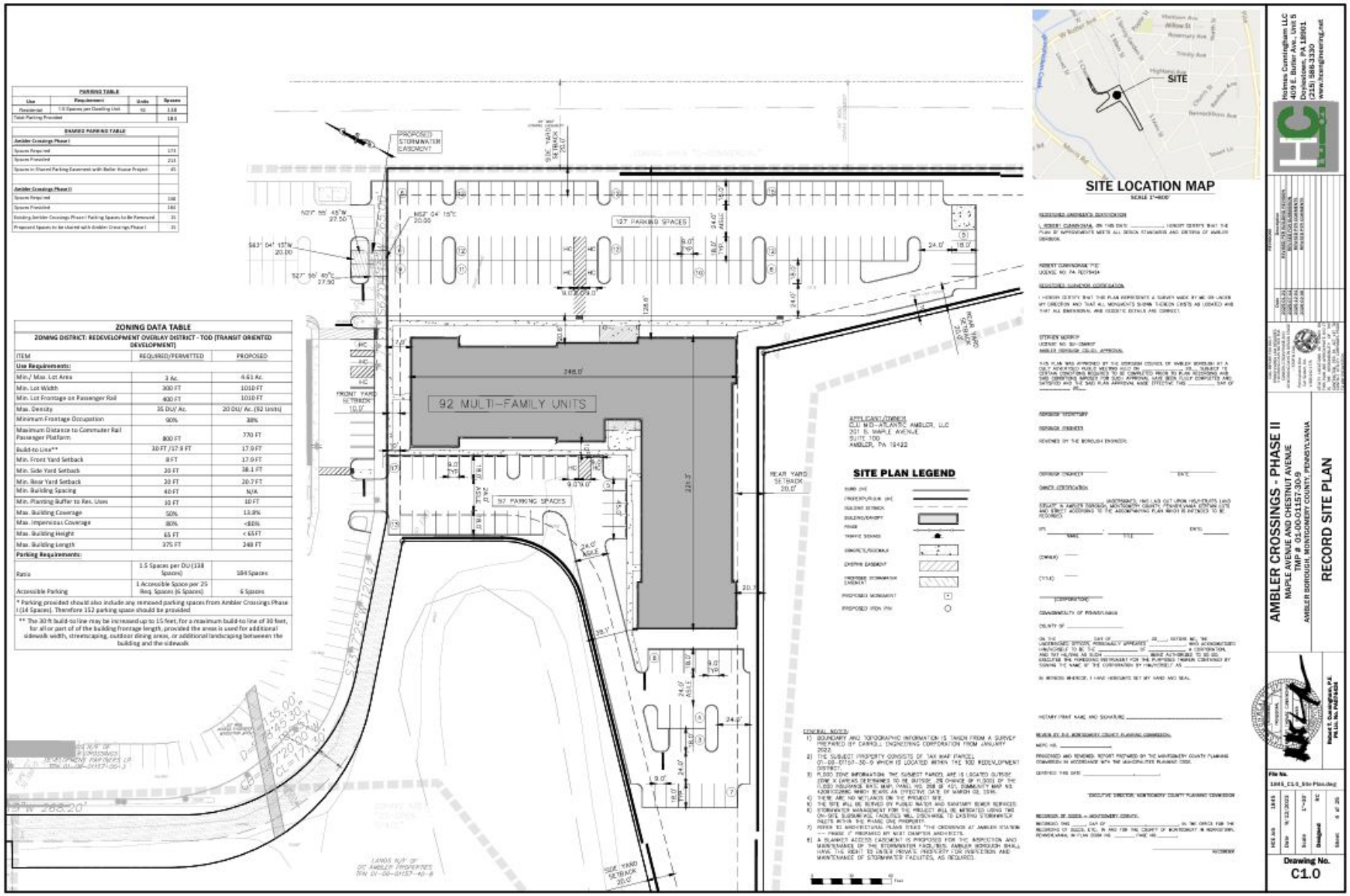
Timothy Konetchy, AICP, Senior Community Planner
Timothy.Konetchy@montgomerycountypa.gov - 610.292.4917

c: John Zaharchuk, Applicant
Glenn Kucher, Borough 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. Applicants' Provided Site Plan



Ambler Crossing Phase II
MCPC#250169002


PARKING TABLE
Use | Requirement | Units | Spaces
Residential | 1.5 Spaces per Dwelling Unit | 92 | 138
Total Parking Provided | | | 184
SHARED PARKING TABLE
Ambler Crossings Phase I
Spaces Required | 171
Spaces Provided | 213
Spaces in Shared Parking Easement with Butler House Project | 45
Ambler Crossings Phase II
Spaces Required | 168
Spaces Provided | 184
Existing Ambler Crossings Phase I Parking Spaces to Be Removed | 35
Proposed Spaces to be shared with Ambler Crossings Phase I | 35
ZONING DATA TABLE
ZONING DISTRICT: REDEVELOPMENT OVERLAY DISTRICT - TOD (TRANSIT ORIENTED DEVELOPMENT)
ITEM | REQUIRED/PERMITTED | PROPOSED
Use Requirements:
Min./ Max. Lot Area | 3 Ac. | 4.61 Ac.
Min. Lot Width | 300 FT | 1010 FT
Min. Lot Frontage on Passenger Rail | 400 FT | 1010 FT
Max. Density | 35 DU/ Ac. | 20 DU/ Ac. (92 Units)
Minimum Frontage Occupation | 90% | 38%
Maximum Distance to Commuter Rail Passenger Platform | 800 FT | 770 FT
Build-to Line** | 30 FT /17.9 FT | 17.9 FT
Min. Front Yard Setback | 8 FT | 17.9 FT
Min. Side Yard Setback | 20 FT | 38.1 FT
Min. Rear Yard Setback | 20 FT | 20.7 FT
Min. Building Spacing | 40 FT | N/A
Min. Planting Buffer to Res. Uses | 10 FT | 10 FT
Max. Building Coverage | 50% | 13.9%
Max. Impervious Coverage | 80% | <80%
Max. Building Height | 65 FT | < 65 FT
Max. Building Length | 375 FT | 248 FT
Parking Requirements:
Ratio | 1.5 Spaces per DU (138 Spaces) | 184 Spaces
Accessible Parking | 1 Accessible Space per 25 Req. Spaces (6 Spaces) | 6 Spaces
* Parking provided should also include any removed parking spaces from Ambler Crossings Phase I (14 Spaces). Therefore 152 parking space should be provided
** The 30 ft build-to line may be increased up to 15 feet, for a maximum build-to line of 30 feet, for all or part of of the building frontage length, provided the areas is used for additional sidewalk width, streetscaping, outdoor dining areas, or additional landscaping between the building and the sidewalk
PROPOSED STORMWATER EASEMENT
127 PARKING SPACES
92 MULTI-FAMILY UNITS
57 PARKING SPACES
248.0'
221.3'
FRONT YARD SETBACK 10.0'
REAR YARD SETBACK 20.0'
SIDE YARD SETBACK 20.0'
SITE
SITE LOCATION MAP
SCALE 1"=600'
SITE PLAN LEGEND
APPLICANT/OWNER
CLI MID-ATLANTIC AMBLER, LLC
201 S. MAPLE AVENUE
SUITE 100
AMBLER, PA 19422
GENERAL NOTES:
1) BOUNDARY AND TOPOGRAPHIC INFORMATION IS TAKEN FROM A SURVEY PREPARED BY CARROLL ENGINEERING CORPORATION FROM JANUARY 2022.
2) THE SUBJECT PROPERTY CONSISTS OF TAX MAP PARCEL 01-00-01157-30-9 WHICH IS LOCATED WITHIN THE TOD REDEVELOPMENT DISTRICT.
3) FLOOD ZONE INFORMATION: THE SUBJECT PARCEL ARE IS LOCATED OUTSIDE ZONE X (AREAS DETERMINED TO BE OUTSIDE THE CHANCE OF FLOOD) OF THE FLOOD INSURANCE RATE MAP, PANEL NO. 298 (F 42), COMMUNITY MAP NO. 42091C0298G WHICH BEARS AN EFFECTIVE DATE OF MARCH 02, 1996.
4) THERE ARE NO WETLANDS ON THE PROJECT SITE.
5) THE SITE WILL BE SERVED BY PUBLIC WATER AND SANITARY SEWER SERVICES.
6) STORMWATER MANAGEMENT FOR THE PROJECT WILL BE MITIGATED USING TWO ON-SITE SUBSURFACE FACILITIES WILL DISCHARGE TO EXISTING STORMWATER INLETS WITHIN THE PHASE ONE PROPERTY.
7) REFER TO LANDSCAPING PLANS TITLED "THE CROSSINGS AT AMBLER STATION --- PHASE II" PREPARED BY KITE CHAPTER ARCHITECTS.
8) A PLANNED ACCESS EASEMENT IS PROPOSED FOR THE INSPECTION AND MAINTENANCE OF THE STORMWATER FACILITIES. AMBLER BOROUGH SHALL HAVE THE RIGHT TO ENTER PRIVATE PROPERTY FOR INSPECTION AND MAINTENANCE OF STORMWATER FACILITIES, AS REQUIRED.
Holmes Cunningham LLC
409 E. Butler Ave., Unit 5
Doylestown, PA 18901
(215) 588-3330
www.hcengineering.net
AMBLER CROSSINGS - PHASE II
MAPLE AVENUE AND CHESTNUT AVENUE
TMP # 01-00-01157-30-9
AMBLER BOROUGH, MONTGOMERY COUNTY, PENNSYLVANIA
RECORD SITE PLAN
Robert E. Cunningham, P.E.
PA Lic. No. PA039434
File No.
1845_C1.0_Site Plan.dwg
HCE Job 1845
Date 5/18/2026
Scale 1"=30'
Designed RC
Sheet 6 of 25
Drawing No.
C1.0