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SCOTT FRANCE, AICP
EXECUTIVE DIRECTOR

March 20, 2025

Henry Sekawungu, Director of Planning and Zoning
Cheltenham Township
8230 Old York Road
Elkins Park, PA 19027

Re: MCPC #25-0039-001
Plan Name: The Enclave at Melrose
2 lots comprising 115 acres
Situate: Tookany Creek Parkway and Ashmead Road
Cheltenham Township

Dear Mr. Sekawungu:

We have reviewed the above-referenced preliminary land development plan in accordance with Section 502 of Act 247, "The Pennsylvania Municipalities Planning Code," as you requested on February 20, 2025. We forward this letter as a report of our review.

BACKGROUND

The Applicant, Melrose Development, LLC, has submitted a proposal for redevelopment of a former golf course, the Melrose Country Club. This 115-acre site (parcels 31-00-01258-00-7 and 31-00-01255-23-5) is proposed to be transformed into a mix of residential, institutional, commercial, and community uses. The residential component consists of 172 townhomes, 134 age-restricted townhomes, and 24 age-restricted apartment units. In addition, the residential components of the institutional uses consist of 80 assisted living apartments and 30 traumatic brain injury care living units. The applicant also proposes a community center with a pool (263,065 square feet), a medical office building (137,865 square feet), and commercial retail in six buildings (totaling 205,007 square feet). Three public plazas are included, totaling 106,103 square feet. The other remaining open space is 43 acres.

Site work will include the removal of existing buildings and golf course elements, regrading of the site, installation of 12,905 linear feet of new private roads along with sidewalks, pathways, electric, water, sewer, and stormwater management infrastructure. Stormwater infrastructure will include both underground storage and surface infiltration basins. Sewer infrastructure will include a pump station.

This development is located in the MU-3 Mixed Use Zoning District. The MU-3 district has base zoning along with three classes of special exception uses. This development is a Class 3 use, with special exception approval received from the zoning hearing board on October 30, 2024.

COMPREHENSIVE PLAN COMPLIANCE

MONTGOMERY COUNTY

Montgomery County's Comprehensive Plan, *Montco 2040: A Shared Vision*, adopted in 2015, identifies this land as open space, indicating a desire for protection and conservation primarily in a natural state. Most golf courses that were active at the time the plan was adopted were designated as open space into the future. However, unless a golf course is municipally owned, it is more likely to see some level of development should the golf use no longer be viable or preferred.

The future land use policy map also identifies the majority of this property as Rail Station Walkshed, which is described as developed areas with opportunities for extensive redevelopment that is transit oriented. Redevelopment in these areas is envisioned to include townhomes, small-scale retail, and institutions, among more dense options. This proposal is somewhat consistent with the County's Comprehensive Plan. Note that Montgomery County is in the process of developing a new comprehensive plan that will have a new future land use map.

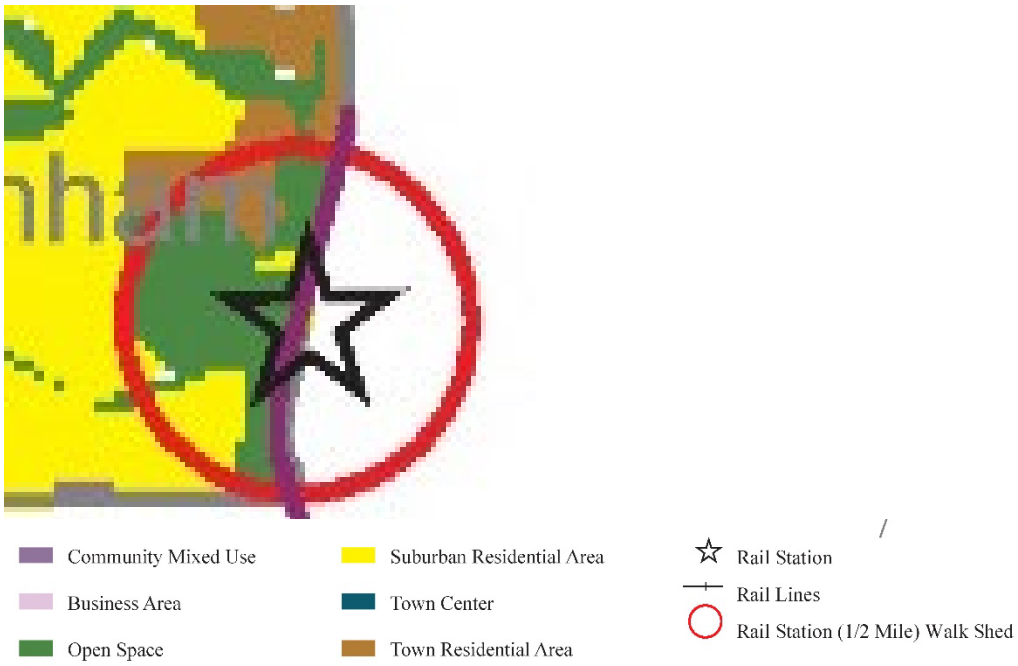


Figure 1: Montgomery County's Adopted Future Land Use Map (2015)

CHELTENHAM TOWNSHIP

Cheltenham Township's comprehensive plan, adopted in 2005, specifically addressed the Melrose Country Club, saying, "This golf course also would be appropriate for a golf course community perhaps with neighborhood commercial located on the site." The portion of the property west of Tookany Creek Parkway is on the future land use map as a "golf course community," that "may include townhouses and/or multifamily development." The portion of the property between Tookany Creek Parkway and the SEPTA railroad tracks (where Tookany Creek is located) is shown as open space. This proposal is somewhat

consistent with the adopted comprehensive plan. The proposed development along the creek corridor is discordant with the open space designation in the future land use plan.

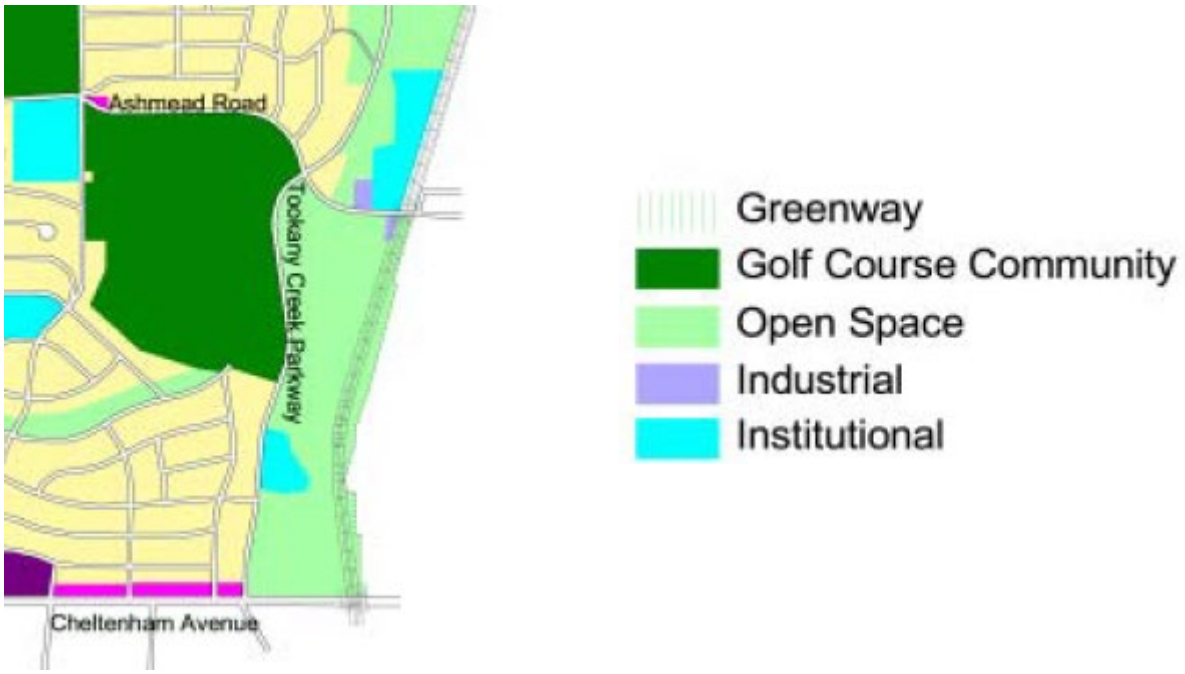


Figure 2: Cheltenham Township's Adopted Future Land Use Map (2005)

Cheltenham Township is in the process of developing a new comprehensive plan. This draft plan indicates this area as Regional Mixed Use on the draft future land use map. Regional Mixed Use is described as "community focal points that typically have a significant institutional or commercial element along with residential uses. They may also include parks and open spaces, especially regionally significant parks and open spaces that are a regional attraction. Regional Mixed Use areas are usually located on major roads. Developments should share driveways, have interconnected parking lots, be designed for walking, have extensive buffering and residentially-scaled buildings next to residential areas, and be compatible with abutting village or traditional main street areas. Developments and public improvements should make it easy to walk to public transportation and throughout the Regional Mixed Use area." This proposal is consistent with the township's draft future land use plan.

RECOMMENDATION

The Montgomery County Planning Commission (MCPC) generally supports the applicant's proposal, however, in the course of our review we have identified a number of key issues that we believe should be resolved prior to final plan approval. Our comments are as follows:

REVIEW COMMENTS

LEGISLATIVE INTENT

A. MU-3 Zoning District. This district is designed for mixed use development, including the following elements:
    1. "Encourage a more creative, varied, efficient, attractive and commercially focused development pattern." 295-1500.A.(2)
    2. "Promote good design that encourages development that is consistent with the architectural and social character of surrounding areas." (4)
    3. "Create and support lively, human-scaled activity areas and gathering places for the community by encouraging civic uses, plazas, and a mix of uses." (6)

    Although this development is varied in some ways, more could be done with the layout and design to better achieve these objectives of the district. We believe that incorporating our suggestions below will help the applicant better meet the zoning district's intent.

TOOKANY CREEK TRAIL

The site where this development is proposed includes a portion of a planned trail that is a part of the Circuit Trails Network. "When we connect the 860+ miles of the Circuit Trails, Greater Philadelphia will have a trail network unlike any other in the country — connecting the urban, suburban and rural communities of one of the largest metropolitan regions in the U.S." (https://circuittrails.org/what-is-the-circuit/) This future trail will not only be important to the residents of this development, the nearby neighbors, Cheltenham Township, and Montgomery County; it is also an essential part of the entire Philadelphia Region's future transportation system.

The overarching trail priority is the provision of a multi-purpose (bicycle and pedestrian) trail that enters the Enclave at Melrose property (Parcel ID #31-00-01258-00-7) at its southern boundary and runs to its northern extent at Ashmead Road. This approximately 0.5-mile trail segment will be part of the larger Tookany Creek Trail which will ultimately run north and west through Cheltenham Township before connecting with the Cresheim Trail at the Township's western boundary. To the south, this 0.5-mile segment trail segment will be an extension of the Tacony Creek (Park) Trail that runs south through Tacony Creek Park. As a part of the regional Circuit Trails Network, the Tookany Creek Trail will help link up this system of more than 850 miles of trails that extends throughout the greater Philadelphia region. Currently, approximately 450 miles of the Circuit Trails Network is constructed.

A. Subdivision and Land Development Requirements for Trails. Section 42 of Cheltenham Township's Subdivision and Land Development Ordinance contains several regulations pertaining to existing or proposed trails.

1. The ordinance requires that the applicant allow for a public access trail as shown in the township's planning documents. (§260-42.A.) This trail is indicated in the following documents adopted by the township:
    (i) Tookany Creek Trail Feasibility Study (2021)
    (ii) Cheltenham Township Open Space Plan (2006)
    (iii) Cheltenham Township Comprehensive Plan (2005)
    (iv) Tookany Creek Trail Master Plan (1999)
2. The ordinance requires that the points at which the trail enters and exits the tract remain as shown on in planning documents. (§260-42.A.(1)) See alignment comments below.
3. The ordinance requires that permanent access easements shall be provided at 20 feet wide. (§260-42.F.) We recommend these easements be shown on the plan.
4. The ordinance requires that multi-use trails be constructed at 10 feet wide and have five feet of cleared area on either side. (§260-42.B.(1))

B. Alignment. Generally, the Tookany Creek Trail on the Enclave at Melrose development should be located to the southeast of Tookany Creek Parkway. More specifically, the trail should enter the property from Parcel ID #31-00-05266-00-4 to the south (owned by Cheltenham Township and as currently shown on the Master Plan sheet). Once the trail reaches Ashmead Road, it is recommended that it connect with the existing 10-foot-wide sidewalk on the west side of the bridge over Tacony Creek. See Appendix C for a diagram illustrating the alignment recommendations. Some considerations on alignment include:

1. Ideally, the trail would remain on the east side of Tookany Creek all the way to Ashmead Road. Understanding that environmental constraints may limit the ability to align the trail entirely on the east side of the creek, the trail could cross to the west side for a portion of its alignment (as currently proposed). Options for doing so include traversing the creek in the vicinity of the existing concrete creek crossing/spillway or designing the proposed roadway over the creek to accommodate the trail. Once on the west side of the creek, the trail could travel north to the existing cart bridge that would then take the trail back to the east side of the creek (as currently proposed) where it would continue north to its intersection with Ashmead Road.
2. With respect to the existing concrete creek crossing/spillway, its current width (around eight feet), lack of protective railings (which, if added, would further reduce its width), location within a regulatory floodway, and related regular impacts by high water events make it unsuitable as a trail crossing. If getting the trail to the west side of the creek is preferred and designing the proposed roadway over the creek to accommodate the trail is not an option/preferred, a new pedestrian bridge should be placed in the general vicinity of the existing concrete crossing/spillway.
3. The existing cart bridge, with an approximate width of eight feet, appears adequate for purposes of trail use for this short distance.

C. Trail Design. The trail through the property should meet Circuit Trail standards, i.e., multi-purpose (pedestrians and cyclists), 10 feet wide or greater, paved, and off-road; proposed new trails/paths are currently shown at six feet in width which is inadequate. Additionally, the existing cart paths should not be utilized for the proposed trail because they do not appear to meet Circuit Trail standards for width (currently around seven or eight feet wide) and their condition and serviceability is questionable for public use. The proposed trail should comply with ADA standards to maximize accessibility for a diversity of trail users.

D. Coordination with Entities. Because of the regional importance of the Tookany Creek Trail, we recommend the applicant coordinate with other entities involved with the development of this portion of the Circuit Trails, including the Delaware Valley Regional Planning Commission, the Tookany-Tacony-Frankford Watershed Partnership, and Montgomery County Planning Commission.

TOWNHOUSE DESIGN

The townhouses on this plan, both age restricted and unrestricted, appear to all have vehicle access directly from the street, with individual driveways and garages that face the street. The applicant requests a waiver for the maximum driveway width to allow paving of nearly the entirety of the front yards from the sidewalk. The applicant is not proposing street trees in front of any of the townhomes. This would create housing that looks auto-oriented, with cars parked in the front yards (potentially hanging over the sidewalk), and no landscaping. Rather than the various types of attractive homes found throughout Cheltenham Township, this design would detract from the pedestrian experience and character of this new neighborhood. We recommend consulting our Townhouse Design Guidebook for recommendations on townhouse layouts, architectural features, landscaping, and more.

A. Waiver request. The applicant requests a waiver to allow residential driveways wider than 14 feet. We do not support this waiver request as it would nearly eliminate all space for landscaping in front of the homes. We also note that Use G-7: Townhouse Dwelling Unit requires that parking spaces be limited to single width for "interior units" – for those townhomes that are not on the end of a row. (§295-405.G.(7).(d)) The applicant may need a variance from this requirement to make double width driveways.

B. Planting Strip. Note that the use regulations for townhomes require a planting strip between townhouse driveways that is a minimum of 12 inches wide. (§295-405.G.(7).(e))

C. Garages for Townhouses. We recommend that as many townhouses as possible should be located closer to the sidewalk, with garages in the rear. In some locations, alleys could work well without requiring the applicant to relocate infrastructure. See Appendix D for an alternative site layout of a portion of the development. It is much more appealing and inviting to walk along a street that has homes, rather than driveways and cars, adjacent to the sidewalk. Without driveways, there may be more space for on-street parallel parking. We strongly recommend considering this alternative as it will greatly improve the development. This would also afford the applicant the option of not constructing as much concrete apron for driveways. Additionally, this would better support the district's intent of architectural consistency with surrounding areas.

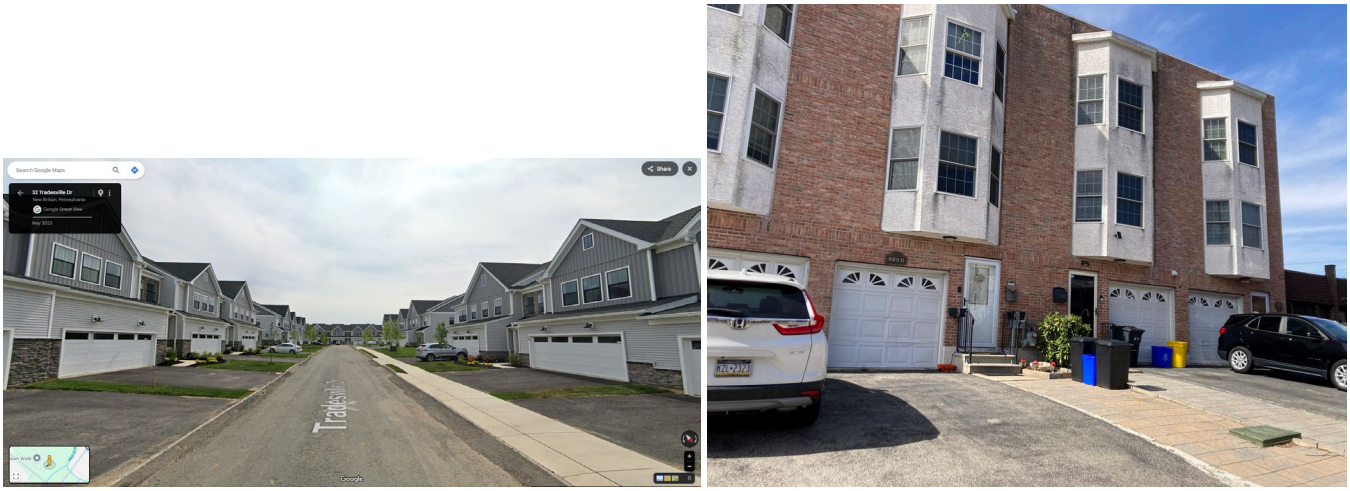


Figure 3: Examples of townhomes with front-facing garages. See appendix E for additional photographs with and without front-facing driveways.

TRAIN ACCESS

SEPTA's Lawndale Station is at the eastern edge of this proposed development. Proximity to passenger rail will be a significant benefit for the new residents and businesses on this site. However, at present, the station cannot be accessed from the Cheltenham side. We hope the applicant is working with SEPTA to add station access. We consider that to be an essential part of this project due to the transportation options it will provide for this community.



Figure 4: Existing conditions at Lawndale Station, looking towards Melrose Country Club.

A. Station Access Area. The applicant proposes a vehicle drop-off area and has included sidewalks very close the station, but it is not clear whether access to the station will be provided from this site. While we feel strongly that station access should be coordinated with SEPTA and provided at the time this development is constructed, if that does not occur, we recommend that the station access area be constructed at the same grade as the platform and that the applicant reserve funding to connect to the station at a later time.
B. Transit-Oriented Zoning Elements. The height of the proposed medical office building is shown as four stories. The general height limit for most building in this zoning district is three stories. This additional height is only permitted due to the proximity of the rail station. (§295-1505.D(5)(a)[1]) However, it is not clear if actual access to the rail station will be provided.

PARKING

A. Angled Parking. Cheltenham Township places some limitations on angled parking. "Parallel parking shall be used along roads where needed. Angled parking may be permitted along public or private streets or within parking lots, when it is specifically designed to address potential safety issues associated with vehicles using the parking. Perpendicular parking shall not be permitted along public or private streets. Angled parking may only be used in locations approved by the Board of Commissioners." (§260-59.A.(5)) We do not recommend that angled parking be used on this development site. It is a dangerous parking orientation with drivers reversing into the street without being able to see oncoming traffic, and we do not see any safety features proposed to mitigate this issue. We especially feel that the curves in Roads D and E would make angled parking even more dangerous. We suggest the applicant remove angled parking in these locations and utilize parallel parking instead. This will also potentially allow an increase in the size of the plaza.

B. Location. We are concerned that although the entire site meets parking requirements, there is very limited parking in some areas of the development where we anticipate demand for parking. For example, in the cul-de-sac of Road G, if an older adult homeowner wishes to have a social gathering, their guests will have to park on Road A, or possibly in the very limited spots on Road B. These areas may not be close enough to the homes for guests. We suggest the applicant attempt to include more on-street parking in residential areas or consider small off-street lots where a few guest vehicles can park.
C. Requirements. It appears that the applicant is using garage parking spaces to meet the off-street parking requirements for the zoning district. Note that use G-7: Townhouse Dwelling Unit does not allow single-car garages to count towards off-street parking requirements unless a basement is provided for the townhouse. The applicant should clarify whether these homes are going to include basements.
D. Structured Parking. Although we note that the structured parking is for a later phase, we wish to remind the applicant that design features for visual interest are required on parking garages. (See §295-2301.G.(3).)

PEDESTRIAN AND VEHICLE CIRCULATION

A. Existing Intersections. We encourage the applicant to consider further improvements to existing intersections located adjacent to the development site. This will improve conditions for future residents and customers of this site if these improvements are made.

1. *Ashmead Road and Tookany Creek Parkway*. The intersection of Ashmead Road and Tookany Creek Parkway does not currently have any crosswalks and does not permit pedestrian crossings. We recommend the applicant upgrade this intersection with pedestrian crossing signals, crosswalks, and curb ramps.
2. *Intersection by Cheltenham Elementary School*. The existing intersection of Ashbourne/Ashmead/Front/Arbor is already a busy and confusing intersection with high traffic volumes. With the proposed widening of this intersection and the addition of two turn lanes, we recommend upgrading all of the crosswalks to continental style. This is a PennDOT approved crosswalk style that is preferred by the township.

B. Interior Roads Meeting Existing Roads. To safely and effectively integrate with the existing roadway system, we recommend ensuring safe pedestrian and vehicular movement, including:

1. We recommend using a highly visible crosswalk style such as continental crosswalks across all entrances to the site from exterior roadways and across any roadways in adjacent intersections.
2. On the plan set there appears to be a crosswalk missing across Road C where it meets Ashmead Road. The same thing is true with Road H. Pedestrians need to be able to safely cross the smaller streets at these intersections.
3. We note that the proposed intersection of Road C and Ashmead Road does not align with any existing intersections on Ashmead. We recommend considering an alignment with Rowland Avenue and four-way stop control.
4. It is unclear from the plan whether pedestrians will be able to safely use the emergency access drive to connect to the sidewalk from the cul-de-sac of Road J. If not, a pedestrian connection is needed there.

C. Sidewalk Widths. The applicant requests a waiver to allow four-foot-wide sidewalks to be constructed. The applicant has also included six-foot-wide pathways in some locations throughout the development. We recommend that the sidewalks constructed be at least five feet wide. However, if some sidewalks are only four feet, we recommend the passing areas that the applicant mentions in the waiver request letter be clearly shown on the plan sheets, as these will be necessary for wheelchair access.

D. Interior Intersections. We recommend adding some crosswalks where trails meet the new streets and near amenities and attractions, such as plazas and retail.

1. Where Road D meets Road A, there are trails on one side of Road A and sidewalks along Road D, but no crosswalk to reach the trails.
2. We recommend additional crosswalks near the proposed retail locations where Road F meets Road A and where a trail meets Road B.
3. We recommend a crosswalk where Road A meets Road C so that residents can walk to the plaza.
4. We recommend a crosswalk across Road H so that residents can safely access the sidewalk on Road I.
5. We recommend a crosswalk across Road H for residents of Road J to access the train station area.

E. Other trail segments. A six-foot-wide asphalt path is currently shown running along the west/south side of Ashmead Road between Tookany Creek Parkway and Front Street. Consideration should be given to widening this stretch of trail to ten feet as it will be providing direct access to Cheltenham Elementary School and could serve as a means for students to bike and walk to school.

ARCHITECTURE AND DESIGN

A. Building Design Standards. The township's ordinance requires that architectural drawings be submitted at the preliminary plan stage that are adequate to determine compliance with the architectural standards in the ordinance. (§295-1905.E.(3)) Additional architectural drawings are needed to determine compliance with most of the building design standards, including loading area requirements, window area, colors and materials requirements, rooftop screening, and building massing. The applicant should add conceptual architectural illustrations to the plan submission package.

B. Façade Requirements. The applicant is required to ensure that front façades of buildings be oriented towards existing and proposed streets with an everyday entrance in the front façade. (§295-1905.E.(3).A.1.)

    1. It does not appear that the proposed community center is oriented towards a street. An attractive front entrance, with a direct pedestrian pathway, should face Ashmead Road or Front Street. Community members may walk from the nearby neighborhoods or the school to access the community center.
    2. The Traumatic Brain Injury buildings are not all oriented towards streets. Those that are do not have an "everyday entrance" in a front façade that faces the street. Although the need for a secure entrance is understandable given the nature of the use, the applicant should still ensure that attractive façades are seen from the street. The applicant may need a variance to ensure compliance with this zoning requirement.

C. Assisted Living Building. Although the assisted living facility is proposed to be constructed in a later phase, we wish to recommend that the applicant consider the architecture of the building from Road C and ensure that there is a front façade and building entrance from Road C.
D. Chain-link Fence. We note the chain link fence around the Traumatic Brain Injury area on the plan set.

    1. The maximum height of a fence between a street and a building is four feet. (§295-405.A.(6)(a)) The chain-link fence is shown on the plan at six feet high, even between Road C and the buildings. The applicant may need a variance from this requirement.
    2. Chain-link fences are not generally considered attractive features. We wonder if the applicant might consider alternative fencing styles along Roads B and C where the fence will be most visible from adjacent uses. The development would be more attractive if another fence style is an option.

LANDSCAPING

A. Grading. The landscaping plan sheets do not show proposed grading. We recommend that the landscape plan be reexamined with the grading to ensure that plants are not placed too close to retaining walls and that landscape elements are not placed on stormwater management berms.

B. Plant List. Although plant species are shown for the stormwater basins, other plant species are not shown on the plan set. We recommend the preliminary plan set be revised to show the full planting list.
C. Street Trees. Although adequate street trees are being planted overall and the ordinance language allows for clustering of street trees, we are concerned about long areas of certain streets where no trees are proposed.

1. The ordinance requires one street tree for every 30 linear feet of roadway. (§295-48.D.) Where there are blocks of five adjacent townhomes, distances are more than 130 feet between street trees. The intent of the requirement is to provide regular shade along the street. We feel that the length of this distance without a tree does not meet the intent of the ordinance.
2. Pedestrians will need to access the sidewalk of Ashmead Road from the cul-de-sac of Road J. Street trees should be placed to allow pedestrian through-access.

STORMWATER MANAGEMENT

A. Berms. The applicant and the township should discuss the placement of trees that appear to be on the berms in the stormwater facilities. We are concerned that the berms could be undermined if the trees were to fall, leading to failure of the facility.

B. Basin Plantings. The applicant requests a waiver from the township's planting requirements for bioretention and infiltration areas (§260-62.B.(3)). The applicant suggests that they will follow the state's guidelines through the PA DEP BMP Manual, Chapter 6 instead. We find that the state BMP manual includes no requirements, only recommendations, and that the township's requirements are both more specific and more substantial than what is recommended by the state. Following both the township's requirements and the state's guidance will result in a more effective stormwater retention system, therefore we do not support this waiver request. By way of example, some language from each document is provided below.

    1. Guidance from PA DEP's BMP Manual includes: "Properly designed bioretention techniques mimic natural ecosystems through species diversity, density and distribution of vegetation, and the use of native species, resulting in a system that is resistant to insects, disease, pollution, and climatic stresses."
    2. Requirements from Cheltenham Townships SALDO include: "A minimum of six shrubs and eight grasses per 200 square feet of bioretention or infiltration area. The number of shrubs can be reduced up to 50% to allow greater use of grasses in a design; for the purposes of the substitution, for every shrub reduced, 10 more grasses are required to be planted.

C. Basin Design. The stormwater facilities should be naturalized so that they are attractive components of the community, and so they aid in infiltrating and improving the quality of the stormwater. Where they are adjacent to the riparian buffer, they should blend into the buffer and assist in its function. Where they are adjacent to buildings, consider benches, informational signage, or other amenities.

SITE LAYOUT

A. Mixing of Uses. The intent of the district is, in part, to have lively activity areas and gathering places. We suggest that fronting more uses directly onto the public plazas, especially a mix of residential and commercial, might better achieve this purpose.
B. Common Space. Although there are several proposed plazas, some of the townhome areas do not have much outdoor space or common space.

1. We suggest that the applicant intentionally make the stormwater basins between the townhomes attractive to residents with benches, picnic tables, bird houses, informational signage, and other features that will create inviting spaces for residents.
2. We suggest the applicant consider an adjustment to the configuration of some of the townhomes that would allow them to front directly onto one of the public plazas. This encourages activation of the common space.



Figure 5: Townhomes front directly onto a shared green space in Hatboro.

C. Limit of Disturbance. Some proposed storm sewer pipes appear to be outside the marked limit of disturbance, for example, near cul-de-sac of Road G.
D. Sketch Plan Review. For future reference, we encourage applicants to submit a sketch plan for review at no cost by the county prior to full engineering.

USES

A. Retail Uses. Use B-27, Retail Shop is permitted in the MU-3 zoning district. However, use B-28, Retail Store is listed on the plans. Retail Store is not a permitted use for Class 3 developments in MU-3.
B. Plaza Use. Use F-1 is written on the plaza on the plan set but may not be the appropriate choice. Use F-1 is an Amusement Arcade. It is not a permitted use in this district and does not include outdoor public plazas. Perhaps Use F-5: Outdoor Recreation or Use F-7: Public Grounds would be more appropriate. The applicant should consult with the township and revise the plan set appropriately.

COMMUNITY CENTER AND POOL

The applicant and the township will need to resolve any questions of ownership and operation of the community center and pool. We recommend this be settled and put in writing (with the solicitor's approval) prior to granting any final approvals for construction.

CONCLUSION

We wish to reiterate that MCPC generally supports the redevelopment of Melrose Country Club into a vibrant mixed use community. However, we urge the township and the applicant to consider our suggestions in order to better meet Cheltenham Township's objectives for mixed use redevelopment and create a better community to integrate with the surrounding area.

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. Please print the assigned MCPC number (*#25-0039-001*) on any plans submitted for final recording.

Sincerely,

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

c: Joseph Byrne, Applicant
Anthony Caponigro, P.E., Applicant's Representative
Alyson Elliott, Township Manager
Thomas Cross, Chair, Township Planning Commission
Roger A. Phillips, P.E., Township Engineer
Edward Diasio, Township Solicitor
Adam Schantz, Community Planner, Montgomery County Planning Commission
Bill Hartman, Manager of Trails and Open Space, Montgomery County Planning Commission
Justin DiBerardinis, Executive Director, Tookany-Tacony-Frankford Watershed Partnership
Shawn Megill Legendre, AICP, Manager, Regional Trails Program, DVRPC
Chris Gale, Executive Director, Bicycle Coalition of Greater Philadelphia
Michael McGahee, SEPTA
Jennifer Dougherty, AICP, SEPTA
Harley Cooper, SEPTA
Scott Burton, PennDOT
Paul Lutz, PennDOT

Fran Hanney, PennDOT
Jessica Buck, District Manager, Montgomery County Conservation District

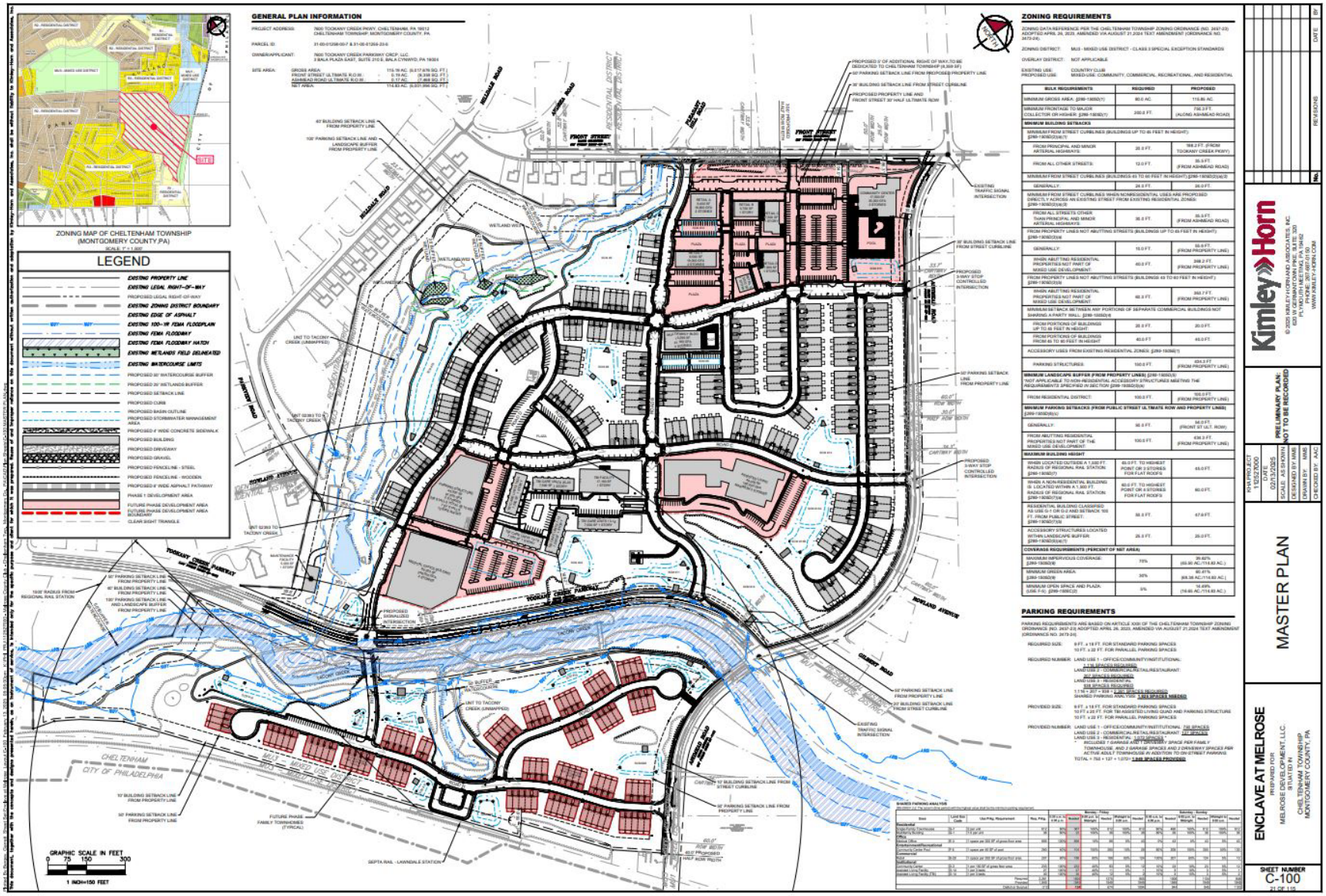
Attachment A: Aerial Image of Site
Attachment B: Reduced Copy of Applicant's Proposed Site Plan
Attachment C: Trail Alignment Notes
Attachment D: Alternative Layout for Townhomes
Attachment E: Example Photos of Townhomes

ATTACHMENT A: AERIAL OF SITE

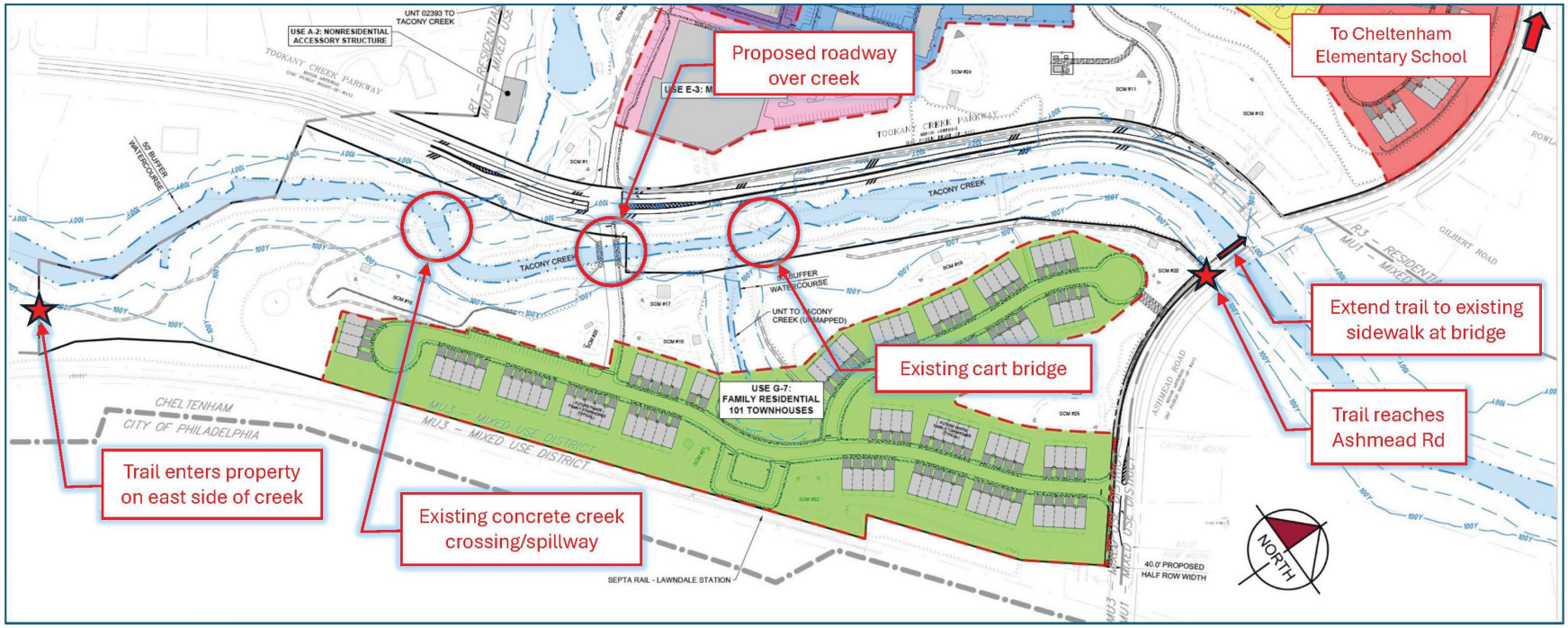


Enclave at Melrose
MCPC#250039001

ATTACHMENT B: REDUCED COPY OF APPLICANT'S PROPOSED SITE PLAN



ATTACHMENT C: TRAIL ALIGNMENT NOTES



ATTACHMENT D: ALTERNATIVE LAYOUT FOR TOWNHOMES

LEGEND

1. Rear Loaded Townhomes: Townhomes with garages in the rear are accessed by 18' or 20' alleys. Accessing the townhomes from the rear reduces pedestrian vehicular conflicts on the streets making a safer, more pedestrian friendly walking environment. This also allows for more on street parking by reducing curb cuts for driveways.

2. Alley access to townhomes: Low volume alleys can dead-end or continue through to the next street where required. Emergency access would be along the neighborhood street.

3. Stormwater Management Areas: Stormwater management areas are maintained in current proposed locations.

4. Street Trees: Rear townhome vehicular access allows for more room for consistent street tree placement provided a shaded pedestrian neighborhood walking environment.

5. Neighborhood Streets: All streets with no garage access in the front could have parrallel parking on both sides of the street. 30' cartway = 7' parking - 16' two way travel - 7' parking. Street hierarchy should be considered for street sections.

6. Multifamily Units: Multifamily Building and Pool remain in current proposed location.

7. Front loaded townhomes: Townhomes accessed by vehicles in the front should only be used when siting conditions limit the placement of rear loaded alleys. Driveways should be single car width per the ordinance to allow for a consistent street tree placement and minimize vehicular/pedestrian conflicts.



DESIGN RECOMMENDATIONS SKETCH 1"=200'

ATTACHMENT E: EXAMPLE PHOTOS OF TOWNHOMES

FRONT-LOADING (GARAGES IN FRONT):



Figure 6: Townhomes with pavement across the front do not allow space for trees and make the pedestrian experience significantly less pleasant.



Figure 7: Significant space for landscaping can partially mitigate the negative impacts of front-facing garages.

REAR OR SIDE LOADING (GARAGES NOT IN FRONT):





Figure 8: These new townhomes in Souderton create the feeling of being connected to the sidewalk and creating community.

TOWNHOMES EXISTING IN CHELTENHAM:





Figure 9: Existing Townhomes in Cheltenham Township