

June 17, 2020

**TO:** Planning Commission Members

**FROM:** Jillian Dierks, Planner, Department of Building & Planning

**SUBJECT: TENTATIVE SKETCH PLAN – 104, 108, 114, 120, 124, 130, 150 & 198 W. Lancaster Avenue, Ardmore, 3843TS, Ward 4**

**This application was submitted under the zoning in place prior in July 2019 and is not subject to any subsequent amendments the MUST district or the new zoning code requirements.**

## PROPOSAL

The applicant, George Broseman, Esq. and owners, VMDT Partnership, are seeking Tentative Sketch Plan approval for the following:

- Demolition of all existing buildings;
- Consolidation of nine properties into one property containing 150,962 sq. ft or 3.5 acres;
- Construction of a five-story mixed-use building containing 57,936 sq. ft. of retail space, 279 apartments and 582 parking spaces;
- Extension of W. Athens Avenue through the site to Greenfield Avenue including a sidewalk and on-street parking;
- Construction of one ingress/egress driveway to the site from Lancaster Avenue including a pull-off area for delivery and ride share vehicles;
- Construction of two ingress/egress driveways into the underground parking garage and a loading/unloading area from the extension of W. Athens Avenue;
- Expansion of existing sidewalks along all street frontages as follows:
  - 10-13-foot-wide sidewalk along Greenfield Avenue
  - 11-21-foot-wide sidewalk along Lancaster Avenue
  - 15-20-foot-wide sidewalk along Ardmore Avenue
- Construction of a loading dock inside the building footprint to be accessed from W. Athens Avenue.



104, 108, 114, 120, 124, 130, 150 & 198 W. Lancaster Avenue, Ardmore

Of the 583 parking spaces, 560 of the spaces are in the parking garage which contains two levels below grade and one level at grade. 18 on-street parking spaces are proposed along Lancaster Avenue and eight parking spaces are provided along the W. Athens Avenue extension. A total of 401 parking spaces are required by code for the development.

The proposal also includes the transfer of 6,156 sq. ft. from the subject properties to the property at 25 Greenfield Avenue (Fox Park) and the transfer of 5,688 sq. ft. from Greenfield Avenue to the subject properties. This results in an increase of 468 sq. ft. of land area on the 25 Greenfield Avenue property.

The proposal is illustrated on the attached nine sheet plan set dated December 14, 2018, last revised March 13, 2020, prepared by Bohler Engineering.

**The property description, project background, and relevant zoning information can be found on the attached supplemental memo. The plan complies with the use, bulk, area and height standards of the MUST zoning code and the proposed parking exceeds code requirements by approximately 100 spaces. The applicable zoning code can be found here: [APPLICABLE MUST ZONING CODE](#)**

## **COMMUNITY OUTREACH & EVOLUTION OF THE PLAN**

### Community Outreach

Given the scope of the proposal and the level of community interest, the applicant has participated in several community meetings about the proposal. Staff hopes that this level of community participation and review sets a new standard for future development in the Township. Both the applicant and the community members who participated in the discussions should be commended for devoting their time and resources.

| Date     | Meeting  | Place                      |
|----------|--|----------------------------|
| 5/2/19   | Ardmore Stakeholders- organized by Ardmore Progressive Civic Association     | Bethel A.M.E. Church       |
| 5/23/19  | Ardmore Progressive Civic Association meeting                                | Palm Center                |
| 10/29/19 | Ardmore House Board of Directors & Commissioner Stevenson                    | Township Building          |
| 1/14/20  | Ardmore Initiative   | Ardmore Initiative Offices |
| 1/30/20  | St. Mary's Church  | St. Mary's Church Offices  |
| 2/03/20  | Community open house & informational presentation to the Planning Commission | Township Building          |
| 2/24/20  | Pedestrian safety meeting  | On-site                    |
| 2/24/20  | Ardmore Progressive Civic Association meeting                                | Palm Center                |

As noted above, at staff's recommendation the applicant hosted a community open house prior to the [February 3, 2020 Planning Commission meeting](#) to present the proposal to the community. Following the open house, the applicant presented the proposal to the Planning Commission for discussion. The Planning Commission's discussion included:

- Traffic, pedestrian access and connectivity;
- Inclusion of public amenities; and
- Massing and architecture.

### Evolution of the Proposal

Since the Planning Commission last saw the proposal at the February 3, 2020 Planning Commission meeting, the plans have been revised in the following ways:

- Traffic, pedestrian access and connectivity:
  - A pedestrian connection through the building has been added, linking the entry court at Lancaster Avenue with W. Athens Avenue;
  - The on-street parking spaces located along Lancaster Avenue have been adjusted to allow for future bus stops and shelters; and
  - Crosswalks have been revised and pedestrian safety features have been added at the corner of W. Athens Avenue and Ardmore Avenue near Ardmore House and the post office.
  - Sidewalks and a landscape verge have been added to the W. Athens Avenue extension.
- Inclusion of public amenities:
  - The public space on the corner of Lancaster Avenue and Ardmore Avenue has been increased in size;
  - The sidewalk width along Ardmore Avenue has been increased to allow for outdoor dining;
  - The W. Athens Avenue extension area has been revised to incorporate more green space; and
  - The entry court extending from Lancaster Avenue was adjusted to provide additional gathering space.
- Massing and Architecture:

- The building footprint in the area adjacent to Ardmore Avenue has been revised and building coverage has been reduced by 1,208 sq. ft.

As stated above, the applicant made changes to the plan to convert the vehicular ingress/egress extending from Lancaster Avenue into a shared space for vehicles and public gathering. The changes include bringing the hardscape surface flush with the sidewalks and defining the division between the spaces for automobile drop offs and pedestrian circulation with bollards as opposed to raised curbs. The applicant is describing this feature as a “mini-woonerf” which could be utilized for small public gatherings and will effectively serve as the main front door/public access for the project.



Staff notes that *woonerf* is a Dutch term for a kind of street that functions as a shared public space for pedestrians, cyclists, children, and slow-moving, cautiously driven cars. A local application of a similar design was previously applied at Suburban Square’s Parking Plaza/St. James Place, but has since been replaced with a green lawn.



### Montgomery County Planning Commission Review

The County review letter is attached. The County review expressed support for the W. Athens Avenue extension and included comments on vehicular and pedestrian circulation, public transit, landscape and streetscape design, and building design which have either been addressed on the attached plan or have been incorporated into the issues below as well as the recommended conditions of approval.

### Environmental Advisory Council (EAC)

The EAC reviewed the application at their June 9, 2020 meeting and requested that the following standard condition be included:

- The applicant shall consider incorporating green technology into the project including but not limited to a green roof, solar panels, geothermal heat and air conditioning and an electric vehicle charging station. The applicant shall also consider having no natural gas connections.

## ISSUES

### 1. Pedestrian Access & Connectivity

**Streetscape:** The pedestrian experience along this prominent section of Ardmore will be a product of the applicant’s streetscape design. As was discussed at the [February 3rd Planning Commission meeting](#), the streetscape design of this proposal will also have a significant impact on the Ardmore Commercial District and set the pattern for any future new development in the corridor. The desired streetscape includes elements that speak to:

- **Pedestrian comfort:** Including street trees for shade and on-street parking to buffer the pedestrian from moving vehicle traffic along Lancaster Avenue.
- **Conducive to interaction:** Creating opportunities for outdoor dining, interesting views into retail spaces.
- **Connectivity:** Including adequate sidewalk width to allow for two-way pedestrians, and elements that support multi-modal access, such as bike racks and bus shelters.

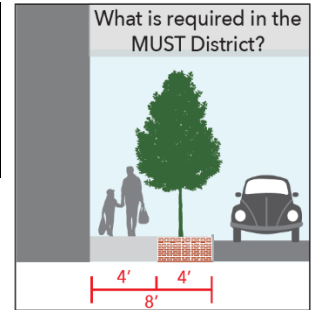
Staff is focused on ensuring that the sidewalks and streetscape proposed along the extension of W. Athens Avenue mimic that provided on other frontages and does not appear as rear access.

Staff has included a recommended condition of approval that the applicant will work with staff on the design of the streetscape prior to the submission of the Preliminary Plan.



**Sidewalk width:** While the streetscape design will be developed at the Preliminary Plan phase of review, staff is reviewing the Tentative Sketch Plan to ensure that adequate sidewalk width is provided to allow for the inclusion of the above listed elements. Staff notes that the proposed sidewalk width varies from 10' to 21', with additional width provided for at the intersections. Staff has included a recommended condition of approval for the sidewalk along Greenfield Avenue to be increased in width to a minimum of 12 feet if feasible.

| Street Frontage   | Sidewalk Width |
|-------------------|----------------|
| Lancaster Avenue  | 11'-21'        |
| Ardmore Avenue    | 15-20'         |
| Greenfield Avenue | 10'-13'        |

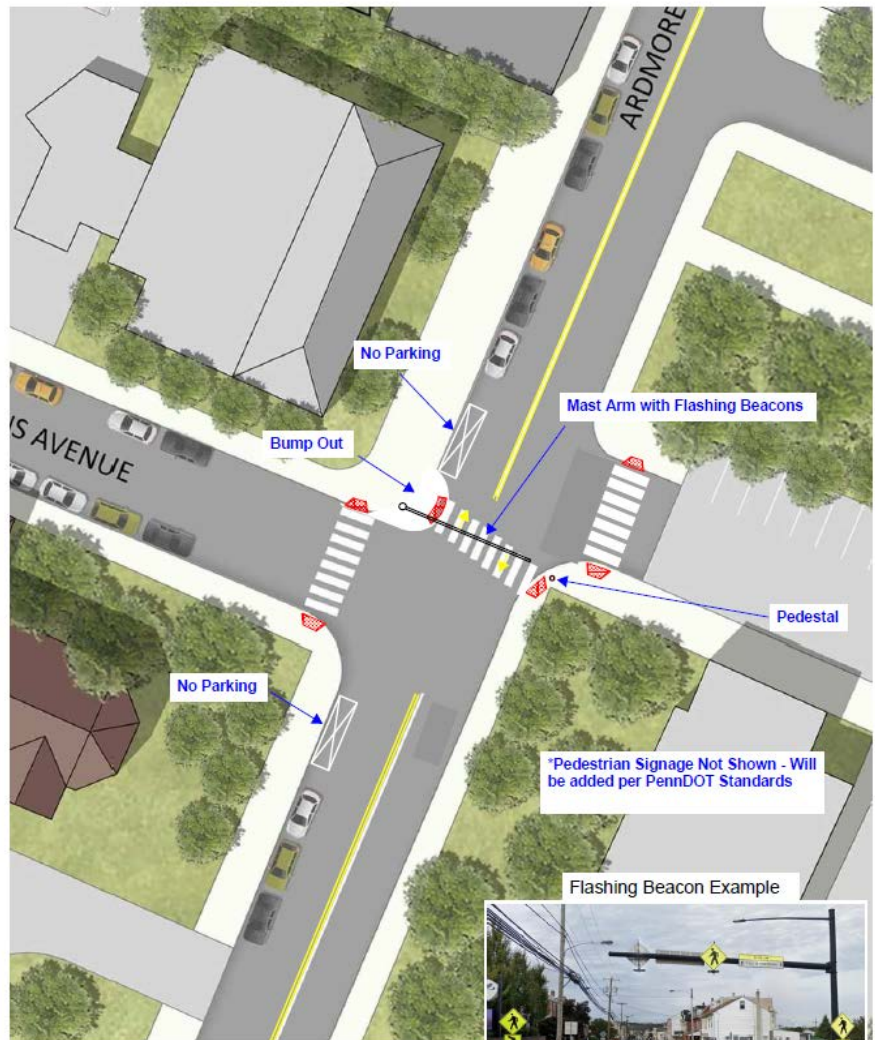


**Connectivity:** One of the revisions of the plan included a pedestrian connection being provided through the building which links the entry court at Lancaster Avenue with W. Athens Avenue. Staff has been encouraging the applicant to explore ways in which this connection could be provided given the site grade changes and is pleased to see that it has been achieved. Staff will continue to look for ways to incorporate pedestrian access and has included conditions of approvals that require:

- The applicant to provide a connectivity plan with the Preliminary Plan submission that includes building entrances and points of public interest, such as bus stops, St. Mary's Church, Ardmore Library, the Ardmore Post Office, etc.
- The applicant to work with Township staff to consider steps that could be taken to promote additional pedestrian connectivity at and near the property to further enhance public gathering space opportunities.

**Safety Improvements to Ardmore Avenue:** As noted above the applicant participated in an on-site meeting with staff, PennDot, Senator Leach, Lower Merion Traffic Safety Department and Public Works to discuss the pedestrian crosswalk near Ardmore House and pedestrian safety issues on Ardmore Avenue following the tragic pedestrian fatality on Ardmore Avenue in February. The plans show pedestrian features such as:

- An activated pedestrian beacon is shown in the crosswalk;
- Crosswalks have been relocated/improved/enhanced;
- A pedestrian bump-out has been added at the corner of W. Athens Avenue and Ardmore Avenue adjacent to the post office to decrease the distance of street that pedestrians are required to cross,
- Parking has been restricted in the area adjacent to the intersection to increase pedestrian visibility.



Proposed Pedestrian Facilities  
Ardmore Ave & W. Athens Ave. - June 2020

Staff is looking to also coordinate the pathways from Ardmore House to the intersection to facilitate safe usage and a comfortable pedestrian experience.

### W. Athens Avenue Extension:

It is important that the design of the W. Athens Avenue extension appear as an inviting street rather than a driveway or back of house operations. Staff has included a condition of approval requiring the applicant to continue to work with staff on the design the W. Athens Avenue extension. This information will be included in the Landscape Plan as part of the Preliminary Plan submission.

## **2. Public Space**

As stated above, both the community and the Planning Commission recommended that the applicant integrate additional public amenities and gathering space into the site. Now, more than ever in recent history, the community understands the need for outdoor dining and outdoor public gathering space to be integrated into our community design. The community has seen successful local applications of small scale public gathering spaces at Suburban Square and many of the Pennsylvania Horticultural Society pop-up parks in Philadelphia.

Since the Planning Commission reviewed the plans in February, staff requested that the applicant explore including a small public gathering space or pocket park along Ardmore Avenue between the proposed development and the Tired Hands building at 16 Ardmore Avenue. The applicant investigated this recommendation and felt that the location was problematic and created several interior building layout issues.

To address the request for public amenities and gathering space the applicant revised the plans in the following ways:

- The public space on the corner of Lancaster Avenue and Ardmore Avenue has been increased in size;
- The sidewalk width along Ardmore Avenue has been increased to allow for outdoor dining; and
- The entry court extending from Lancaster Avenue was adjusted to provide additional gathering space.

Staff would like to work with the applicant on the landscape design of the entry court to ensure that the combination of outdoor and vehicular ingress/egress feels comfortable and requests that the applicant provide regional examples of public spaces combined with vehicular areas that are inviting and comfortable for gathering. Staff would like the applicant to continue to investigate additional ways that public gathering space can be integrated in the site design.

## **3. On-Street Parking**

The plan shows 18 on-street parking spaces to be provided along Lancaster Avenue where there is currently no parking. In their review the Montgomery County Planning Commission raised concerns about the on-street parking spaces shown along Lancaster Avenue. This was also a topic discussed during the Planning Commission's February 3rd review.

Staff continues to feel that establishing a traditional streetscape that prioritizes the pedestrian experience along Lancaster Avenue is a project priority and that on-street parking is a fundamental element to traditional streetscape design. Given the speed of traffic on Lancaster Avenue, on-street parking will provide a more comfortable pedestrian experience while providing a desired resource: public parking in downtown Ardmore. The inclusion of 18 public parking spaces on Lancaster Avenue will generate \$12,700 annually in revenue for the Township. Furthermore, the length of streetscape along Lancaster Avenue allows for many of the desired elements to be incorporated into the streetscape design, such as street trees, landscaped areas, street furniture, and bus stops, while allowing for a prevailing pattern.

## **4. Traffic**

Although not required at the Tentative Sketch Plan phase, the applicant provided a traffic impact study for the development. The Township Engineer has reviewed the study and reported that while there are small delay increases, the impact of the development does not show a change in level of service to the surrounding intersections. The Township Engineer has requested additional information to be provided with the Preliminary, which has been incorporated into the recommended conditions of approval.

Concern was expressed from the community about the potential of an increase of vehicle trips into the residential neighborhood. The traffic study showed only a relatively modest increase in trip generation into the residential

neighborhoods but noted that this was based on small number of similar studies. The Township Engineer therefore requested additional information to address this.

As noted above, the applicant is proposing the installation of an activated pedestrian beacon along Ardmore Avenue. The Township Engineer is requesting that the applicant also explore providing a pedestrian beacon along Lancaster Avenue. This has been included as recommended condition of approval.

## **5. Affordability**

Both the community and staff have expressed an interest in seeing the project include affordable units, as affordable housing is an on-going concern within the Ardmore neighborhood and Township-wide. In discussions with staff, the applicant has pointed out that project is not taking away any existing affordable housing. While it is not required, the applicant has stated that they are open to looking into various methods to address affordable housing issues, including the possibility of providing a number of units in the building that are affordable to moderate-income households based on income guidelines provided in the new Zoning Ordinance [155-10.13](#), or considering a voluntary contribution to community-based, non-profit groups. Staff has included a recommended condition stating:

*The applicant shall consider possible methods to address affordable housing issues, including voluntarily providing a number of dwelling units in the proposed mixed-use building that are affordable to moderate-income households, and/or making a voluntary contribution to community-based, non-profit group(s) in Ardmore.*

## **6. Stormwater**

Detailed information regarding stormwater management will be evaluated with the Preliminary Plan submission. In his review, the Township Engineer noted that since the principal buildings on the subject properties have been or will be demolished, stormwater rate and volume controls shall be provided considering the pre-development ground cover condition as meadow. Staff has also included a condition requiring the applicant to consider integrating stormwater best managing practices into the design of the site, such as green roofs and curb cuts for stormwater infiltration into planting areas.

## **ACTION**

The Planning Commission must take the following actions for this application:

A. Provide a recommendation on the Tentative Sketch Plan.

June 17, 2020

**TO:** Planning Commission Members

**FROM:** Jillian Dierks, Planner, Department of Building & Planning

**SUBJECT: SUPPLIMENTAL MEMO: TENTATIVE SKETCH PLAN – 104, 108, 114, 120, 124, 130, 150 & 198 W. Lancaster Avenue, Ardmore, 3843TS, Ward 4**

The applicant also has a second application for the subject site that was submitted in January of 2019. That plan (Application 3827) is pending and shows a six-story building and does not include the W. Athens Avenue extension. Both the height reduction and the W. Athens Avenue extension were provided on the current application in response to recommendations by staff and the community.

### 1. Property Description

The site is comprised of nine separate properties totaling 150,962 sq. ft. (3.5 acres). The combined properties are bound by Lancaster Avenue, Greenfield Avenue and Ardmore Avenue. The property is zoned ASDD-1 and is also subject to the Mixed Use Special Transportation (MUST) Overlay District. The properties are currently improved with two car dealerships, an IHOP restaurant and several vacant lots. The properties are currently accessed via multiple driveways from Lancaster Avenue. The properties are located immediately outside of the Ardmore Commercial Historic District; therefore, the application is *not* subject to Historical Architectural Review Board (HARB) review.

### Property History

The properties were used residentially until 1907 when a YMCA building was constructed. By this time, the Autocar company's operations were taking over much of this part of Ardmore and in 1913 portions of the property were subdivided in anticipation of commercial development. Autocar purchased 120 W. Lancaster Avenue and built their office there in a small brick building, which was eventually further developed into a larger three-story office/retail building. A two-story brutalist retail/commercial building addition was constructed and enveloped the residential development located at 104 & 108 W. Lancaster Avenue, apparently leaving the core of the old house underneath new facades. This structure was demolished around 2007.

**Previous Approval:** In 2017 the Board of Commissioners granted Preliminary Plan approval to consolidate 104, 108, 114 & 120 W. Lancaster Avenue, which includes 32% of the currently proposed property area. The plan included the construction of a new five-story mixed-use building with a 27,268-square foot footprint, containing 32,000 square feet of retail space on two levels and 35 apartments on the upper stories. The applicant also received Conditional Use approval to use architectural concepts and designs which differ from



*Previously approved site plan for the properties at 104, 108, 114 & 120 W. Lancaster Avenue*



*Previously approved Lancaster Avenue elevation for the properties at 104, 108, 114 & 120 W. Lancaster Avenue*



those set forth in the Mixed-Use Special Transportation District (MUST). This plan utilized a Code provision that was subsequently removed that allowed up to 75 of the Code-required parking spaces to be provided in nearby municipal parking lots, and included driveways on both Lancaster Avenue, and Ardmore Avenue. The applicant had stated at the time of the development that a lease for a Target store was being negotiated for the development and therefore the proposal has been commonly referred to as the Target Plan.

Recently the property owner entered into a lease with SEPTA to permit transit riders to park on the property while the Ardmore Station is under construction.

## **2. Purpose of Tentative Sketch Plan**

The purpose of a Tentative Sketch Plan is to determine appropriate locations for buildings, driveways and parking lots and how such improvements can least impact a site's natural features. It has become practice in the Township to use the Tentative Sketch Plan phase to flesh out other issues and give applicants a program to address at the Preliminary Plan phase.

## **3. Mixed Used Special Transportation District (MUST)**

The MUST District was originally adopted in 2006 to help revitalize Ardmore which at the time was an aging downtown main street struggling to compete with newer commercial centers. The MUST District regulates use, bulk & setback requirements and includes design standards to promote pedestrian-oriented buildings with building entrances that are oriented toward the street, sidewalk and/or public accessway. As stated in the Zoning Code, the General Purpose of MUST is to

- 1. The Mixed-Use Special Transportation District (MUST) is established as an overlay zoning district to encourage the development of transit-supportive mixed-use neighborhoods that foster economic viability, pedestrian activity and a sense of community. It recognizes the importance of public transit as a viable alternative to the automobile by permitting appropriate densities and a mix of land uses within walking distance of transit stops while, at the same time, providing sufficient off-street parking to uses both within and adjacent to the MUST.*
- 2. The intent of this article is to allow development that decreases auto dependency and mitigates the effects of congestion and pollution. The regulations create accessible neighborhoods and promote and protect the health, safety and general welfare of the citizens of Lower Merion Township. Further, this article is designed to enhance the economic stability of the Township by promoting the attractiveness, convenience and stability of those areas of the Township to which the MUST applies.*

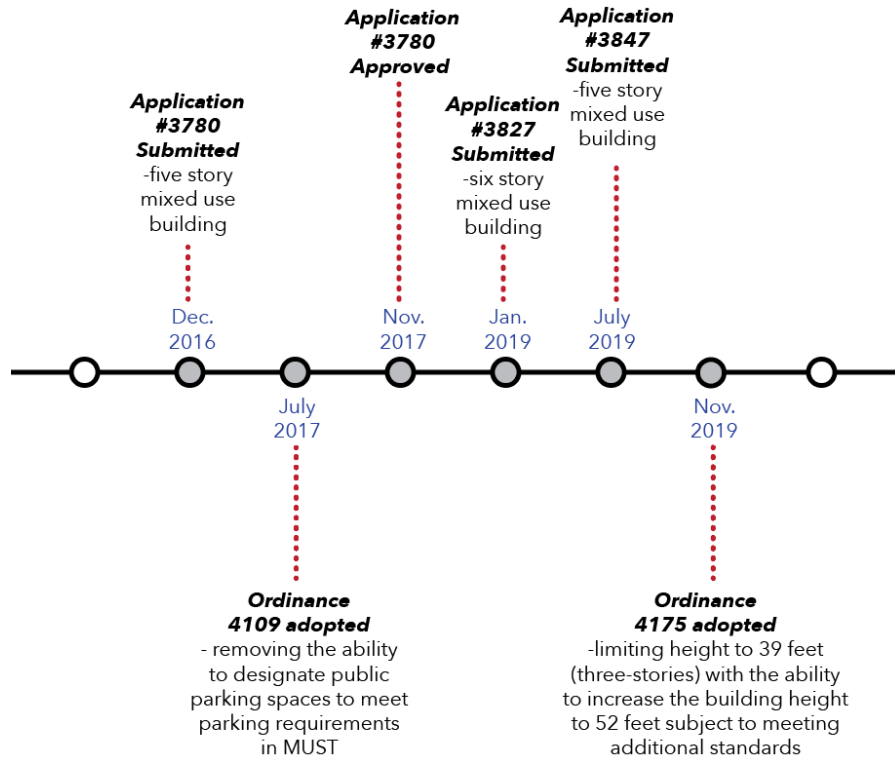
These general goals and objectives include the following specific purposes:

- 1. Encourage mixed-use real estate development oriented to the rail station, transit stops, and that promotes transit ridership;*
- 2. Promote well-integrated residential, commercial, office and civic development in close proximity to local and regional transit stations that have an urban-scale development pattern;*
- 3. Support new development that includes diverse pedestrian-compatible, higher density, transit-friendly designs and expands economic development opportunities and minimizes distances between destinations by requiring linked sidewalks and pedestrian-oriented access;*
- 4. Provide incentives for the creation of mixed uses in keeping with the character, scale and architecture of the neighborhood, while using development design guidelines to promote compatibility of uses and stimulate pedestrian activity;*
- 5. Maintain a scale, balance and variety of commercial, institutional and residential uses;*
- 6. Promote the livability and identity of the neighborhood by providing for dwellings, shops and workplaces in close proximity to each other;*



7. *Enhance the visual character and physical comfort of the district by minimizing pedestrian and vehicular conflicts and encouraging the renovation and erection of buildings and storefronts that provide direct connections to the street and sidewalk;*
8. *Discourage the dependence on automobile use, thereby reducing traffic congestion and promoting alternative modes of traffic;*
9. *Encourage the development of shared parking and attractive, convenient off-street parking facilities to reduce on-street congestion and facilitate vehicular and pedestrian circulation.*

Since the initial adoption of MUST, there have been several amendments aimed at refining the code and incorporating community input. In July 2017, the Board of Commissioners adopted an ordinance (4109) that removed the ability for new buildings to designate public parking spaces to meet parking requirements in MUST. Most recently, on November 20, 2019 the Board of Commissioners adopted an ordinance (4175) that reduced the maximum height limit to 39 feet (three-stories) with the ability to increase the building height to 52 feet subject to meeting additional standards. Staff notes that the current proposal is not subject to the November (4175) amendment as it was submitted before the ordinance was adopted.



### COMPATIBILITY with the INTENT OF THE MUST DISTRICT

The MUST District regulates use, bulk & setback requirements and includes design standards to promote pedestrian-oriented buildings with entrances that are focused toward the street and sidewalk. The subject application meets the following goals of MUST:

- Provides convenient, direct and accessible pedestrian access to and from public sidewalks, transit facilities, and residential and commercial uses;
- Provides a safe, pleasant and enjoyable pedestrian experience by connecting activities between buildings in the MUST District and within a structure to the adjacent sidewalk and/or transit stop; and
- Promotes use of pedestrian and mass transit modes of transportation to access residential and commercial facilities.

### COMPREHENSIVE PLAN COMPLIANCE

The Ardmore area of Lower Merion Township is identified as a Town Center in the Future Land Use Plan of the Montgomery County Comprehensive Plan, *Montco 2040: A Shared Vision*. Town Centers are traditional downtown areas with a mix of retail, institutional, office, and residential uses. The proposed development of a mixed-use building that is built-up to the sidewalk along Lancaster Avenue is generally consistent with the statement that “development should be built to the sidewalk or close to the sidewalk, with doors that open to the sidewalk and clear windows along the street.” In addition, the redevelopment of this site is generally consistent with the goal to “encourage development and transformative investment where infrastructure already exists.”

The Land Use Element of the 2016 Lower Merion Township Comprehensive Plan identifies Ardmore as one of the township’s Traditional Main Streets. The proposed development of a mixed-use building is generally consistent with the vision of Traditional Main Streets which are described as “compact, transit-oriented and include residential development as part of the mix of uses.”

## ZONING COMPLIANCE

The following table details the bulk, area and setback requirements of the proposal. The applicable Zoning Code can be found here: <https://app.sharebase.com/#/folder/13658/share/166-j2A9Coq6HtU0NN59kb3PDibGroA>

| MUST Zoning Requirements-<br>Commercial/Residential<br>Mixed Use Buildings |                                     | Existing                        | Proposed  |
|--|-------------------------------------|---------------------------------|---|
| Net Lot Area   | No minimum                          | 150,962 sq. ft.<br>(3.47 acres) | 150,494<br>(3.45 acres)<br>(reduction of 468 sq. ft.) |
| Lot Width  | No minimum                          | 135'                            | 135'  |
| Building Area  | 100% maximum                        | 40%<br>(115,298 sq. ft.)        | 76%<br>(115,298 sq. ft.)                              |
| Front Yard   | 0' minimum                          | -                               | .6'   |
| Side Yard  | 0'                                  | n/a                             | n/a   |
| Rear Yard  | 0'                                  | 21'                             | 0'  |
| Impervious Surface   | 100% maximum                        | 90.3%<br>(136,319 sq. ft.)      | 95%<br>(143,100 sq. ft.)<br>(6,781 sq. ft. increase)  |
| Building Height  | 65' maximum                         | 39'                             | 65'   |
| Buffer Area  | 0'                                  | -                               | 0'  |
| Vehicular Parking  | 401 spaces<br>(1.4 spaces per unit) | -                               | 582 spaces<br>(2 spaces per unit)                     |
| Bicycle Parking  | Max. requirement of<br>20 spaces    | -                               | 20+ Bicycle parking spaces                            |

At the February 3<sup>rd</sup> Planning Commission meeting review, compliance with two provisions of the MUST district was discussed. Staff followed up with the Township Solicitor regarding the below concerns:

- Zoning Code Section 155-87.21.C.4 which states,

C. The following uses are permitted on grade level and upper level floors:

(4) Retail store with an area on each story equal to or less than 25,000 square feet and excluding drive-through windows.

The Township Solicitor and the Zoning Officer noted that the proposed retail is 57,936 sq. ft. and because the proposal shows this broken into several retail spaces with no retail space more than 25,000 square feet this is not applicable.

- The proposed height (5 stories) is not permitted because some of the properties are located between the 650 and 1,000 foot boundary lines. Staff notes that in this circumstance Zoning Code Section 155-87.22.F.3 is applicable and permits the proposed height. Zoning Code 155-87.22.F.3 states:

F. Building height.

(3) Where a lot is split by the six-hundred-fifty-foot and one-thousand-foot boundary lines listed below, the height regulations applicable to the less restricted district shall extend over the entire commercially zoned portion of the lot in the more restricted district.

Compliance with the height requirements was also confirmed with the Township Solicitor and the Zoning Officer.

## UNIT MIX

The MUST zoning requirements *do not* regulate the dwelling unit types permitted within a development. In response to requests for the anticipated mix of dwelling units within the development, the applicant provided an estimate, acknowledging that the project is in the early stage of review/design, so there could be modifications to the overall mix of units.

| Unit Type    | Total | %   |
|--------------|-------|-----|
| 1 Bedroom    | 198   | 71% |
| 2 Bedroom    | 65    | 23% |
| 3 Bedroom    | 16    | 6%  |
| <b>TOTAL</b> | 279   |     |