

# SUBDIVISION & LAND DEVELOPMENT CODE UPDATE

ASSESSMENT & FINDINGS ANALYSIS PRESENTATION

JUNE 2, 2021



BUILDING & PLANNING COMMITTEE

# INTRODUCTION



Chris Leswing  
B&P Director



Charles Doyle, AICP  
B&P Assistant Director



Carissa Hazelton  
Planner



Colleen Hall  
Planner/GIS Technician



Jillian Dierks  
Planner



Greg Prichard  
Historic Preservation  
Planner



Adam Thomas  
Planner



Angela Forney  
Planning Technician



Holly Ann Colello  
Planning Technician



Brian Keaveny  
Pennoni



Joe Mastronardo  
Pennoni



Eric Jarrell  
MCPC



Marley Bice  
MCPC



Tamar Nativ  
MCPC



# TEAM



1. RECAP
2. PROCESS
3. SUBDIVISION & LAND DEVELOPMENT CODE ASSESSMENT
4. CODE RECOMMENDATIONS & POLICY DIRECTION
5. NEXT STEPS



## STRUCTURE OF PRESENTATION



RECAP

1. What is a Subdivision and Land Development Code (SALDO)?
2. How does this SALDO implement the guiding principles and challenges outlined in the Comprehensive Plan?
3. How does this SALDO respond to projected development challenges?
4. How does the SALDO complement other Land Development Codes (Zoning, Natural Features and Stormwater)
5. How do Land Development Codes complement other Township initiatives?



*Lower Merion Township Comprehensive Plan, 1937*



## BACKGROUND



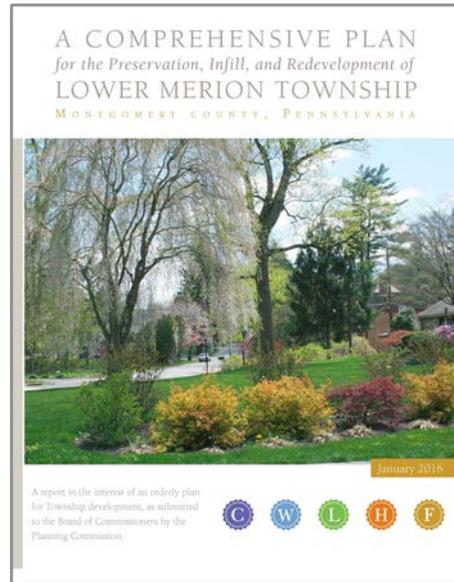
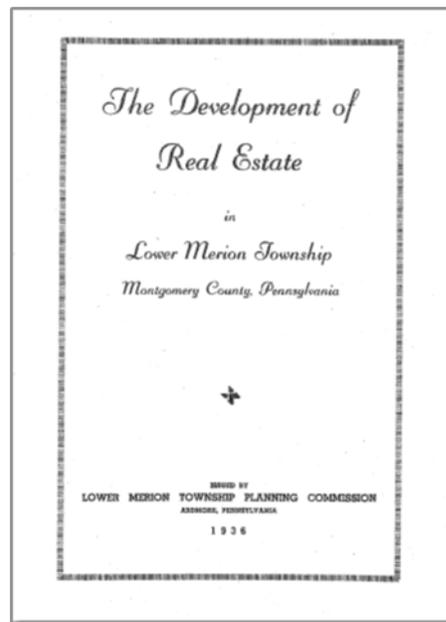
## 1937 versus 2017

The 1937 Plan, endorsed an approach to land use that separated residential from other uses.

This gave us the many beautiful neighborhoods that we love but has also given us **60 years of auto-dependent development** that today threatens much of what makes Lower Merion special.

The (New) Plan will preserve what makes our community unique and great – building on our distinctive walkable villages clustered around commuter railway stations.

The Plan recommended that the Subdivision and Land Development Code be updated **to better address infill and retrofit challenges.**



# COMPREHENSIVE PLAN



## STREET

A right-of-way, publicly or privately owned, serving as a means of vehicular and pedestrian travel and furnishing access to abutting properties and space for sewers and public utilities.

### (1) MINOR STREETS

Local routes shown on the Official Highway Map serving as a means of vehicular travel primarily to give access to abutting properties and not intended to carry through traffic.

### (2) TERTIARY ARTERIAL STREETS

Routes shown on the Official Highway Map serving as means of vehicular travel connecting local neighborhoods and minor roads to secondary systems, providing access to abutting properties and not intended to carry through traffic except to the nearest secondary road.

### (3) SECONDARY ARTERIAL STREETS

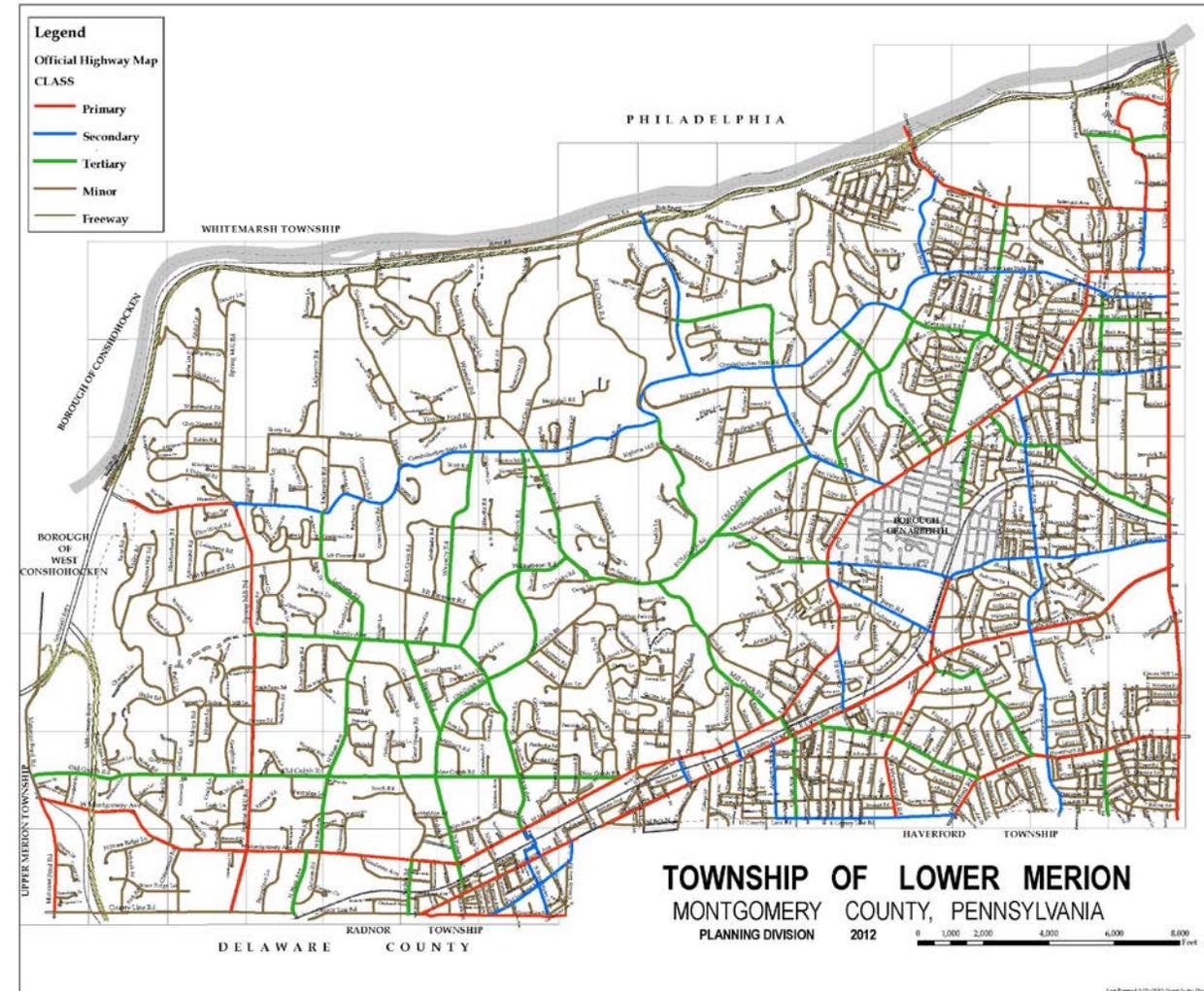
Feeder or collector stress shown on the Official Highway Map serving as means of vehicular travel linking local communities, connecting neighborhoods to primary arterials and designed to distribute traffic from local generators to tertiary arterials and minor streets.

### (4) PRIMARY ARTERIAL STREETS

Through routes shown on the Official Highway Map serving as means of vehicular travel linking local regions with each other and with points of access to expressways, carrying a heavy flow of traffic but with controlled access from intersecting streets and abutting properties.

### (5) FREEWAY ARTERIAL STREETS

Regional routes shown on the Official Highway Map serving as means of vehicular travel connecting major population centers and carrying high volumes of traffic for considerable distances at maximum safe speed.



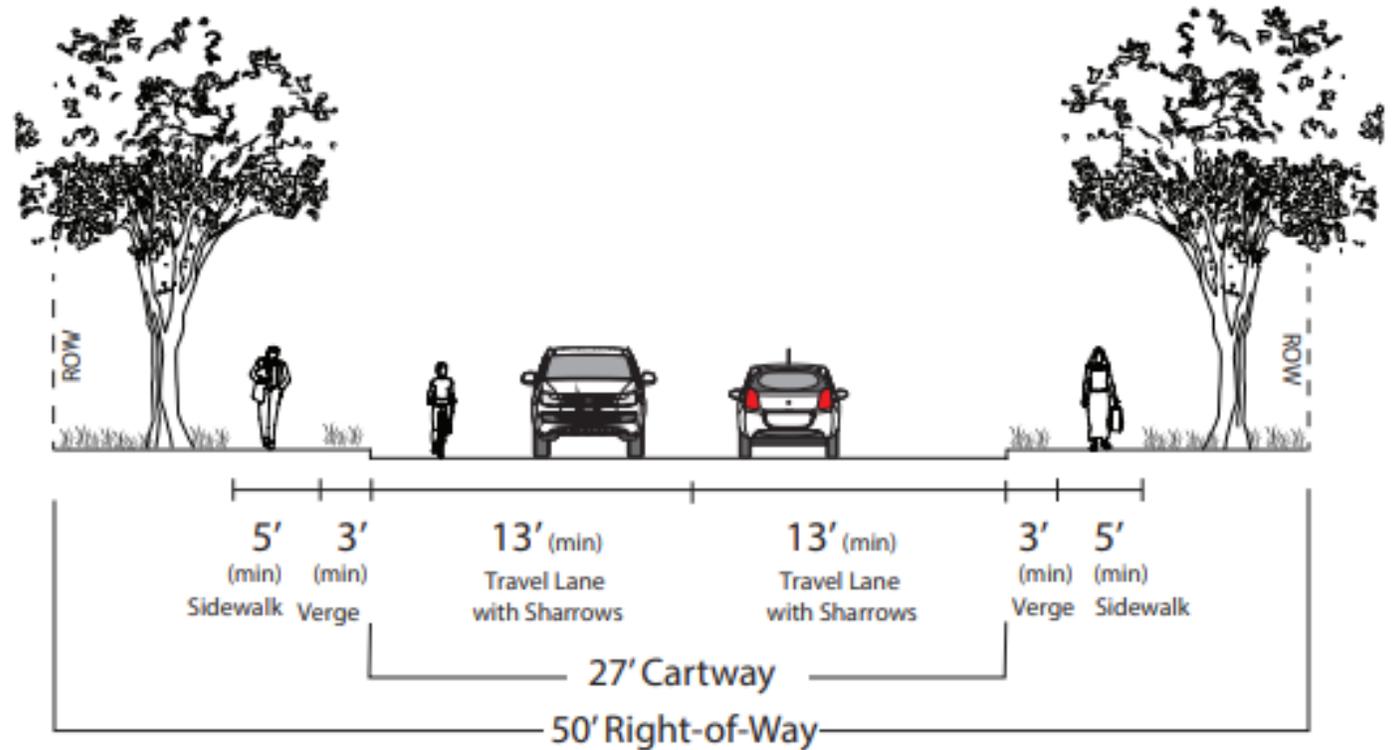
# OFFICIAL HIGHWAY MAP



For 50 years the Township has followed a traditional approach to circulation planning, which employed separate infrastructure for cars, bikes, transit, and pedestrians.

The Comprehensive Plan adopts a **Complete Streets approach** that breaks down the traditional separation between planning and designing for driving, transit, walking, and bicycling.

Instead, it aims for an **integrated, comprehensive transportation system that supports safe travel for people of all ages and abilities, whether walking, bicycling, using public transportation, or driving.**

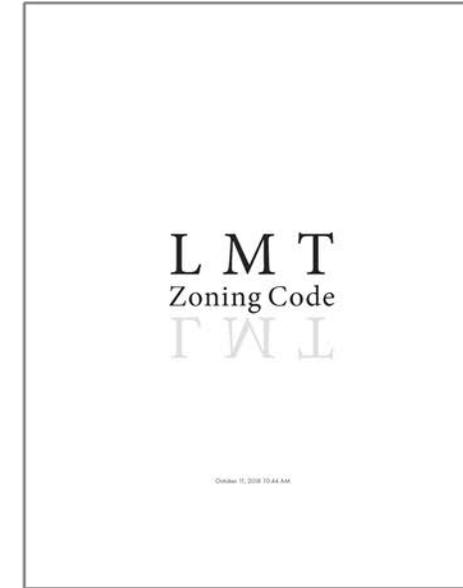
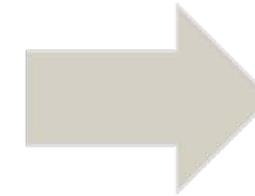
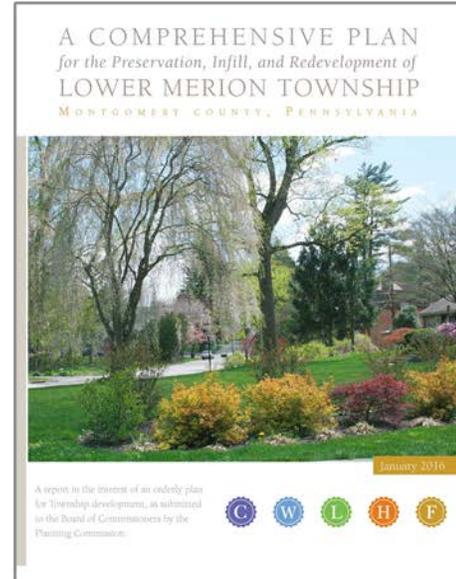


## TRANSPORTATION TODAY



## Key concepts/major changes:

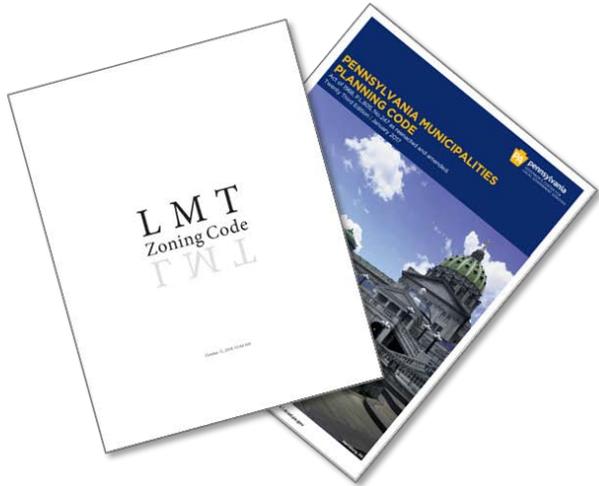
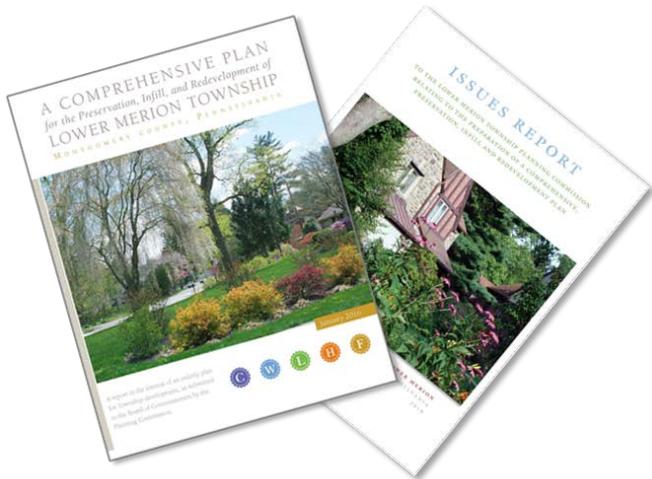
- A. Hybrid: Form Based/Euclidean Code
- B. Township-wide architectural standards established
- C. Predominant setback established
- D. Institutional Zoning District established
- E. Conservation and Preservation Overlay District refined
- F. Commercial District height standards refined
- G. Affordable housing incentives refined
- H. MUST Overlay District eliminated
- I. Rock Hill Overlay District (ROHO) changed to Rock Hill Road District (RHR) and standards refined
- J. New zoning districts introduced



# NEW ZONING CODE ADOPTED 2020



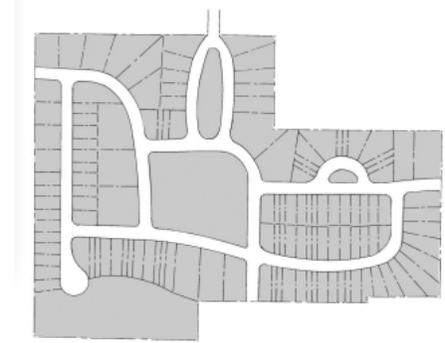
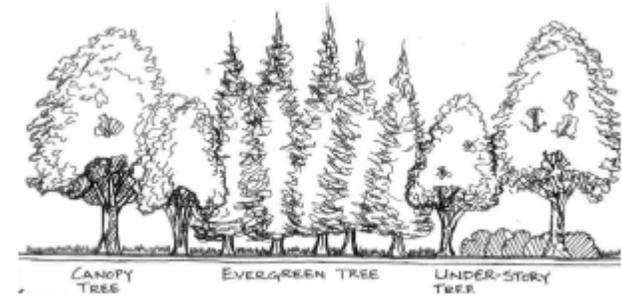
PROCESS



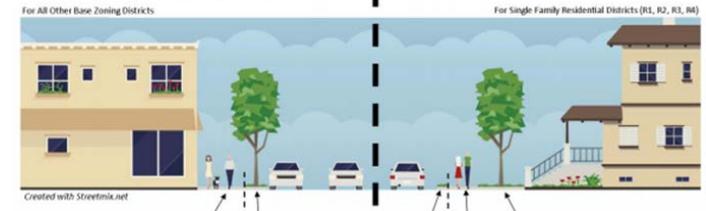
REVIEW OF BASE DOCUMENTS



ANALYSIS OF CURRENT PROVISIONS



Typical Sidewalk Cross-Section



Typical Sidewalk Cross-Section

UPDATE SALDO

# PROCESS



**LOWER MERION TOWNSHIP SUBDIVISION & LAND DEVELOPMENT CODE**

**PROJECT SCHEDULE & WORK PLAN**

Project Schedule & Work Plan		Meetings & Presentations			2020		2021												2022					
		TAC Meetings	WG Meetings	Public Meetings	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR			
<b>Phase 1</b>	<b>Assessment and Analysis (Month 1 - 4)</b>	<b>Monthly</b>	<b>As needed</b>	<b>1</b>	Phase 1																			
Task 1	Project Start-up	√	√																					
Task 2	Best Practices & Organization of Code	√	√																					
Task 3	Audit & Analysis of SALDO	√	√																					
Task 4	Draft Assessment and Analysis Findings	√	√																					
Task 5	Final Assessment and Analysis Findings	√	√	1																				
Task 6	Revisions to the Project Schedule and Other adjustments	√	√																					
<b>Phase 2</b>	<b>Drafting New SALDO Regulations (Month 4 - 8)</b>	<b>Monthly</b>	<b>As needed</b>	<b>2</b>						Phase 2														
Task 7	Draft Subdivision & Land Development Ordinance	√	√																					
Task 8	Draft Official Map	√	√																					
Task 9	Testing Code Requirements (MCPC)	√	√																					
Task 10	Revised Draft Ordinance and Map	√	√																					
Task 11	Final Presentation	√	√	2														A						
<b>Phase 3</b>	<b>Adoption Process (Month 9 - 13)</b>	<b>Monthly</b>	<b>As Needed</b>	<b>4</b>														Phase 3						
Task 12	Public Meeting Prep, Advertising, Memos	√	√																					
Task 13	Presentation Aids and Graphics	√	√																					
Task 14	Public Meetings	√	√	4														PC, EAC, STC	BOC					
<b>Phase 4</b>	<b>Implementation (Month 13 - 14)</b>	<b>Monthly</b>	<b>As Needed</b>	<b>0</b>																Phase 4				
Task 15	Training Sessions	√	√																					
Task 16	Guidebook and Handout	√	√																					



**PROCESS: PROJECT SCHEDULE**



# SUBDIVISION & LAND DEVELOPMENT CODE ASSESSMENT

## Best Practices

- Identify Areas of Improvement and Elements Missing from SALDO

## Land Development Case Studies

- Identify which sections of the Code work well and provisions that don't achieve desired result

## Survey Results

- Practitioner Responses
- Ease of Use
- Areas for improvement

## Comprehensive Plan Recommendations

- Ensure standards align with the vision and recommendations set forth in the Comprehensive Plan

## Recommendations from other Plans

- Identify standards to be revised and improved

NEW & IMPROVED  
LOWER MERION TOWNSHIP  
SUBDIVISION &  
LAND DEVELOPMENT CODE

# ANALYSIS & ASSESSMENT



Review of adopted SALDO ordinances in relevant communities to identify elements included

Consider whether included elements address recommendations included in Comprehensive Plan

Review of applicable standards to understand if and how they ensure desired result.

Consider implications for implementing standards in our community

## BEST PRACTICES



# Pennsylvania Examples

- Lititz Borough - *highlighted*
- Penn Township (Lancaster County)
- West Whiteland Township
- Upper Dublin Township- *highlighted*
- Penn Township (Chester County)



Street Trees located along both sides of the Street to reinforce Streetscape Character



Street Trees and Street Lights enhancing Streetscape Character



Crosswalk connecting ADA accessible sidewalk ramps

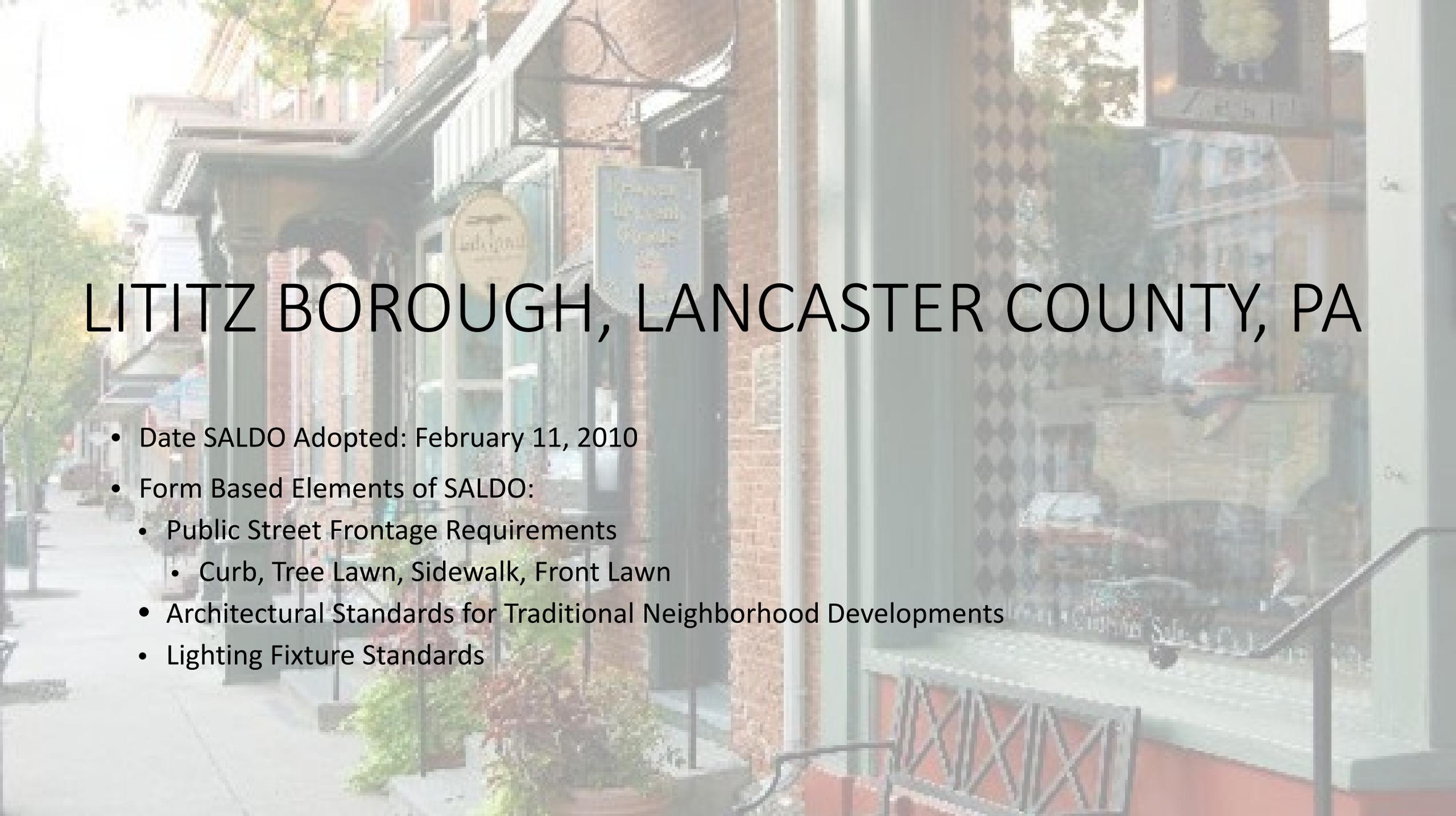


Sidewalks utilizing Unit Pavers



BEST PRACTICES





# LITITZ BOROUGH, LANCASTER COUNTY, PA

- Date SALDO Adopted: February 11, 2010
- Form Based Elements of SALDO:
  - Public Street Frontage Requirements
    - Curb, Tree Lawn, Sidewalk, Front Lawn
  - Architectural Standards for Traditional Neighborhood Developments
  - Lighting Fixture Standards

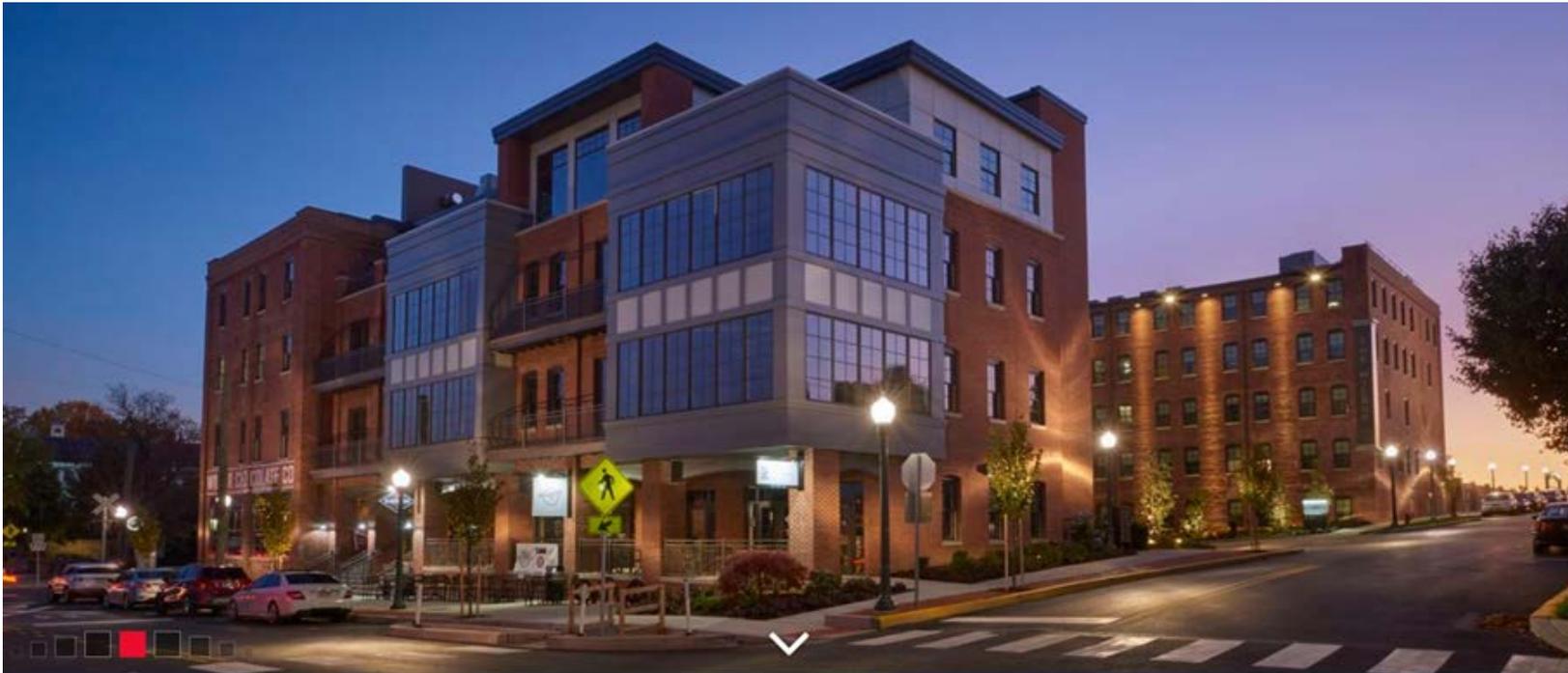


# LITITZ BOROUGH

## **The Wilbur Lititz**

Mixed-Use Building (Multifamily Units, Hotel, Restaurant)

- SALDO Standards Applied:
  - Street Tree Standards
  - Streetscape Standards



## **Warwick Woodlands**

80 Carriage House & Townhome Development

- SALDO Standards Applied:
  - Lighting Fixture Standards
  - Public Street Frontage Standards

Architectural Design



Multi-Family Dwellings, Summerset at Frick Park TND, Pittsburgh, PA



Townhomes, Belvedere at Doyle Square TND, Doylestown, PA



Townhomes, Wyncrest TND, Sandy Spring, MD



Duplex Units, Eagleview TND, Lionville, PA

Legislative Intent

- 20.165 Townhomes and duplex/twin dwellings are intended to provide housing diversity within the TND.
- 20.166 Duplex/twin dwellings are intended to provide for an economy of lots, and units at both ends of the building.

Design Standards

- 20.167 A variety of building types shall be created.
- 20.168 Single-family attached dwellings may include triplex and quadruplex units.
- 20.169 A variety of roof lines, architectural features and materials shall be provided to create diversity.

# LITITZ BOROUGH

## Architectural Design Standards

- Guidelines are written in a general way.
- Pictures are used to display desirable design standards

# GREATER FORT WASHINGTON DISTRICT, UPPER DUBLIN, PA

- **Date SALDO Adopted: May 14, 2019**
- **Guidelines Include:**
  - **Pedestrian Connectivity, Streetscape, Landscape, Green Space & Public Space**
  - **Stormwater, Parking, Alternative Transportation**
  - **Architectural Form, Street Furniture, Signage**
- **Form Based Elements of SALDO: Chapter 212-35 and Appendix A**

212-35.2.F. Streetscape



Street Trees located along both sides of the Street to reinforce Streetscape Character



Street Trees and Street Lights enhancing Streetscape Character



Crosswalk connecting ADA accessible sidewalk ramps



Sidewalks utilizing Unit Pavers

- (1) The Streetscape shall consist of an interconnected network, and cul-de-sac Streets shall not be created.
- (2) The Streetscape shall be enhanced by a Street Tree program in accordance with the Design Standards in Section 212-32. SLDO.
- (3) The Streetscape shall be enhanced with alternating Street Lights in order to illuminate both the Street and Sidewalk.
- (4) The Streetscape shall be enhanced with ADA compliant Sidewalks, at a minimum width of six (6) feet on both sides of all Streets.
- (5) ADA compliant Crosswalks shall be installed and maintained at a minimum width of six (6) feet at all street intersections and across all driveway curb cuts.

D

212-35.2.K. Architectural Form, Materials & Height



Roofline articulation



Well articulated facade



Two-Story Building with varying and complementary materials and colors



Building with setbacks

- (1) All new buildings shall be a minimum of 20 feet in height.
- (2) All new buildings along the Pinetown Road Corridor shall be sited at a Build-To Line in order to promote the Streetscape character of the GFW District.
- (3) New buildings shall have a sloped roof, or a parapet if the roof is flat.
- (4) Roof lines shall be varied with parapet walls, cupolas, dormers, towers, and the like.
- (5) All new buildings shall have a vertical rhythm formed by Pilasters, Fenestration, Columns, and/or the compositions of materials and colors.
- (6) New buildings shall have a recess or projection in the range of 12 to 24 inches every 36 feet of building facade length.
- (7) New building materials and colors shall be non-white, in order to minimize reflective glare.

# Greater Fort Washington District

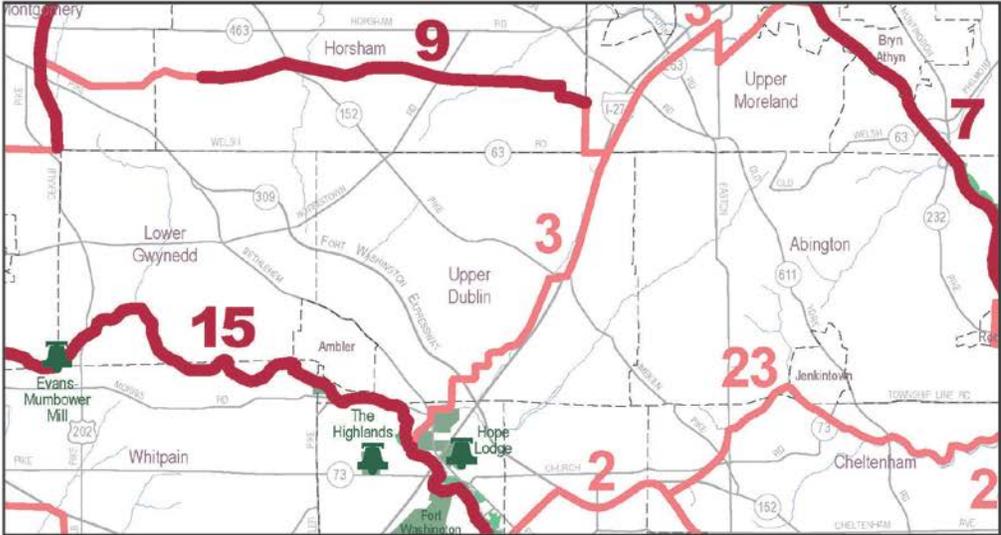
## Streetscape Standards

- The SALDO aims for Main Street character

## Architectural Standards

- Guidelines are written in a general – unmeasurable form
- Pictures are used to display desirable design standards

# 212-35.2.E. Pedestrian Connectivity



Proposed Cross County Trail (Montgomery County Planning Commission)



Landscaped Median



Multi-use Trail providing connections and alternative forms of transportation

- (1) Pedestrian Connections shall be provided in the form of Sidewalks, Crosswalks, Trails, and Pathways.
- (2) Last-mile transit, multi-use trail linkages to existing pedestrian and/or trail networks, and the proposed Cross County Trail shall be provided to the maximum extent possible in order to increase overall connectivity.
- (3) Pedestrian signage and signalization shall be provided at intersections in order to ensure Pedestrian safety.
- (4) Traffic calming devices shall be provided in the form of: raised crosswalks; speed tables; bulbouts/neckdowns of the roadway; raised and/or landscaped medians; corner radius treatments; and the like.

# Greater Fort Washington District

## Guidelines often appear in a general form:

- “Last-mile transit, multi-use trail linkages to existing pedestrian and/or trail networks, and the proposed Cross County Trail shall be provided **to the maximum extent possible**”

# Key Takeaways

Complements the Form Based provisions of the Zoning Code

- Focus on the public realm and relationship between the building and street

Streetscape Standards

- Street trees
- Landscape verge
- Incorporation of civic space

Advances a Complete Streets Approach

- Provides standards for all travel modes

Architecture

- Non-specific standards to provide direction but not limit options or overregulate

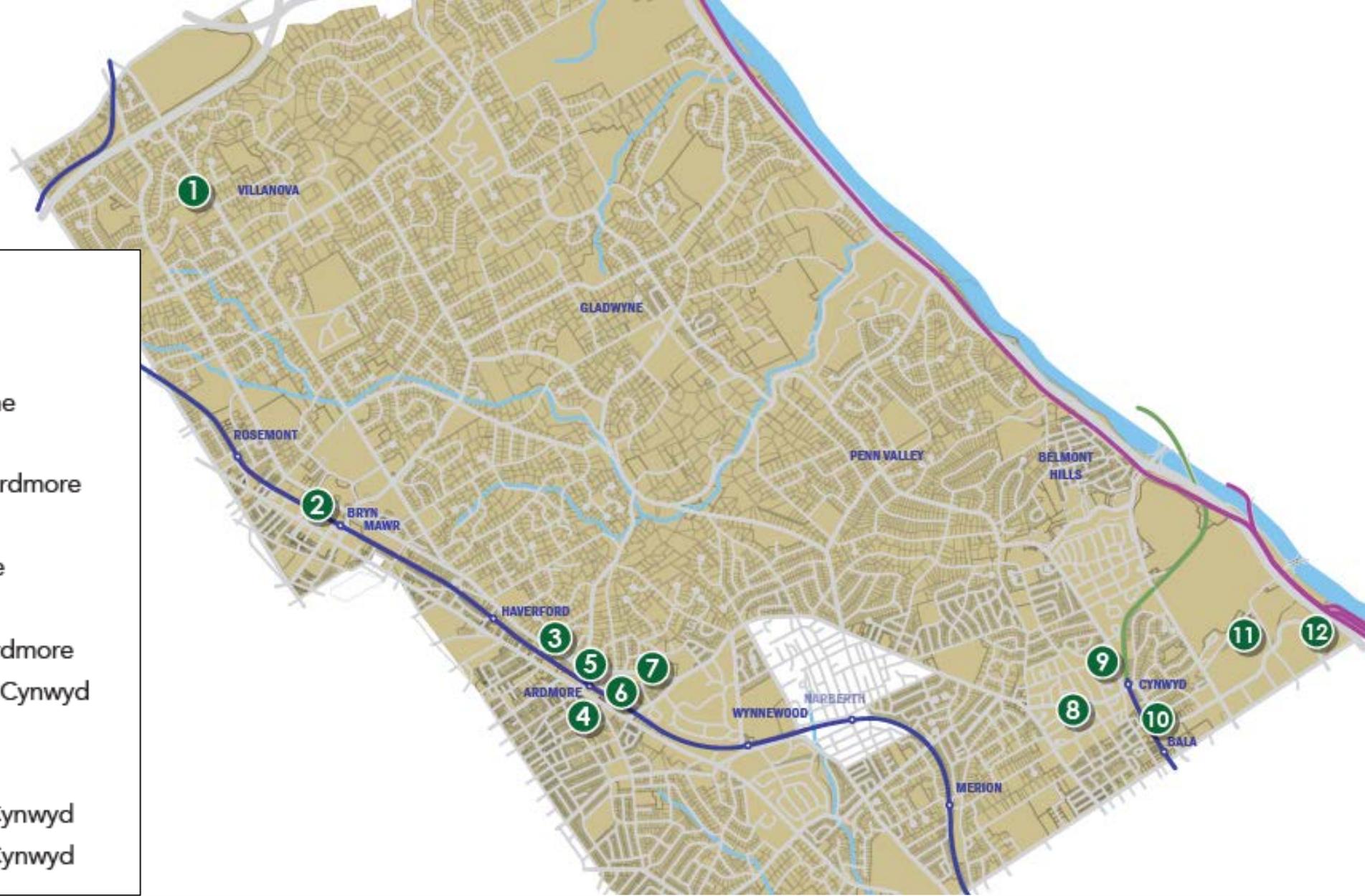
User Friendly

- Clear text and illustrations to demonstrate standards

# Case Studies

Ordered from West to East

- 1 1632 Old Gulph Road, Gladwyne
- 2 Bryn Mawr Village
- 3 111 W. Montgomery Avenue, Ardmore
- 4 65 Cricket Avenue, Ardmore
- 5 100 St. Georges Road, Ardmore
- 6 100 Coulter Avenue, Ardmore
- 7 225 E. Montgomery Avenue, Ardmore
- 8 110 Montgomery Avenue, Bala Cynwyd
- 9 306 Bala Avenue, Bala Cynwyd
- 10 1 Cynwyd Road, Bala Cynwyd
- 11 335 Righters Ferry Road, Bala Cynwyd
- 12 9 Presidential Boulevard, Bala Cynwyd



## LAND DEVELOPMENT CASE STUDIES



# Case Study Example

## 225 E. Montgomery Avenue, Ardmore

Proposal to develop a vacant 0.74 acre site with a total of 8 attached dwelling units with a central shared driveway. Additional improvements shown at the time of approval include a reconstructed sidewalk along the Montgomery Avenue frontage, underground stormwater management facilities, and a landscaped buffer.

### Waivers Granted

- A waiver of Natural Features Code Section §101-5.C.2.b to disturb steep slopes 25% and greater.



2011



2021



Conforming architecture and front porches.



Narrow verge and buffer landscaping.

### SALDO Audit

Tree protection (§135-25)	Several trees were removed, including 5, 6" cedars, 12" maple, 31" maple, 20" maple, 2, 12" cherry, 22" maple, and more.
Street trees (§135-30)	Some trees provided – set back behind sidewalk. Narrow grass verge.
Greening standards (§135-41.4)	Not applicable
Buffer landscaping (§101-9.A.; §155-3.10)	Buffer at rear lot line appears to be four evergreen/cedar trees, a fence and long row of single evergreen species on the neighbor's side. Fence and plants/bushes along east side. Plants/bushes along west side.
Parking lot landscaping and layout (§101-9.B.; §155-8.5; §155-8.6)	Common driveway provided to reduce the number of curb cuts
Right-of-way and paving widths (§135-27.C.)	Not applicable
Sidewalks and crosswalks (§135-28)	Sidewalk appears rebuilt along Montgomery Avenue. Smooth transition to existing sidewalk.
Screening of equipment (§155-3.14)	Some utility equipment is visible along the west and east sides of the units.
Public gathering space (§155-4.3.C.(5); Table 6.6.5)	Not applicable
Architectural design standards (§155-3.9)	Each home is consistent in architectural style, porches and/or decks provided. Garage doors are located along the common drive, partially screened with tree.
Other notes	In general, landscaping could use more color, height diversity and variation.



# Summary Charts

## Code Deviations

- Identified in cases of relief
  - Natural Features
  - Stormwater Management
  - SALDO
- SALDO themes not glaring
  - Continue inventory of relief

## SALDO Sections

- Identified locations of plan scrutinized with provisions
- Results identify common themes with deviation or perceived concern for deviation from regulations

Code Deviations	Total
Natural Features Code - 101-5C(2.b) disturb steep slopes	6
Natural Features Code - Section 101-9, substitute trees	3
Stormwater Management Code Section 121-4.A.1, during construction stormwater requirements	3
Stormwater Management Code Section 121-4.E.2c, seepage beds	3
SALDO - 135-30: to not meet the minimum spacing for street trees.	2
SALDO - 135-35, Lots, to create an irregular lot line	2
SALDO - 135-35.A.1, to permit the depth to width ratio of the proposed lots to exceed 2½ to 1	2

Rank	SALDO Sections	Reviewed
1	Architectural design standards (§155-3.9)	11
	Sidewalks and crosswalks (§135-28)	11
3	Shade Trees/Street Trees (135-30)	10
4	Screening of equipment (§155-3.14)	9
5	Buffer landscaping (§101-9.A.; §155-3.10)	8
6	Parking lot landscaping and layout (§101-9.B.; §155-8.5; §155-8.6)	7
	Public gathering space (§155-4.3.C.(5); Table 6.6.5)	7
8	Tree protection (§135-25)	5
9	Greening standards (§135-41.4)	3
10	Right-of-way and paving widths (§135-27.C.)	2
11	Planted Buffer (135-31)	1
	Preservation Area (155-147.B.5)	1

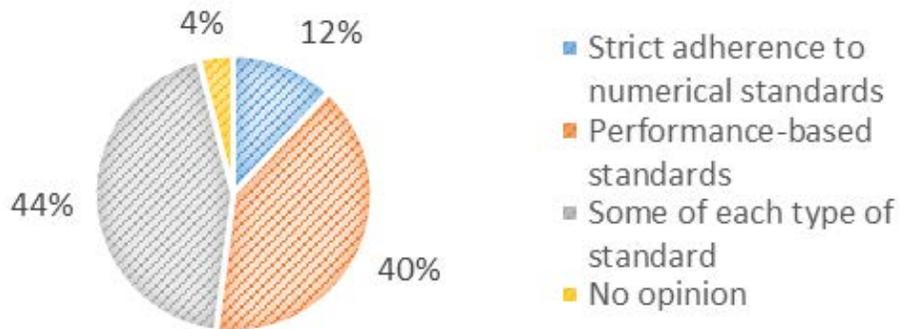


Purpose: Obtain feedback from those who use the Subdivision and Land Development Code regularly to identify areas of the Code that work well and those that need to be improved.

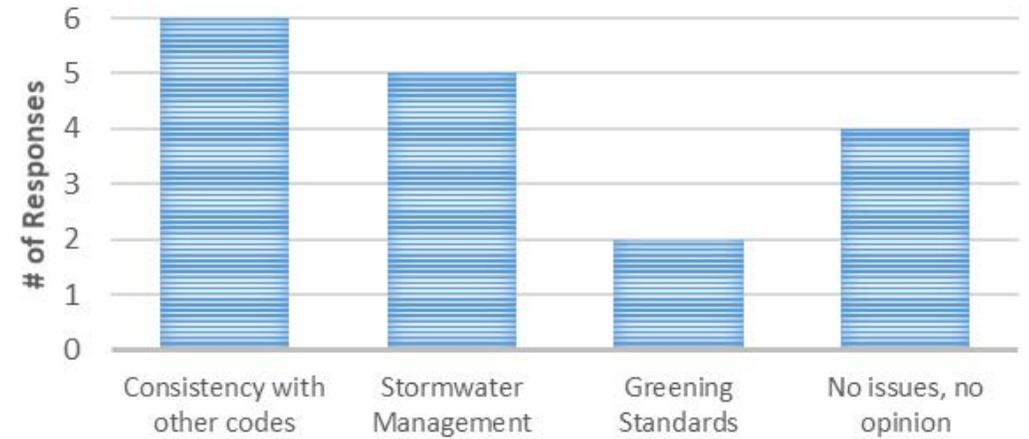
Survey participants: 100+ including civil engineers, planners, architects, landscape architects, real estate developers and land use attorneys.

- 25 Responses

**FIGURE 7: WOULD YOU PREFER STRICT ADHERENCE TO LANDSCAPE STANDARDS OR MORE PERFORMANCE-BASED STANDARDS?**



**FIGURE 3: WHAT ARE THE MOST DIFFICULT SECTIONS OF THE SALDO TO COMPLY WITH?**



**Key Results:**

- Consistency between other Chapters of the Township Code is of concern and should be resolved
- Performance-based landscaping standards should be added
- Some design standards should be moved from the ZC to the SALDO (i.e. public gathering space)



# SALDO SURVEY RESULTS



Key Recommendation: The Subdivision and Land Development Code (SALDO) should be updated to better address infill and retrofit challenges.

#### CIRCULATION ELEMENT:

- A complete streets approach should be taken to ensure that all modes of travel may be accommodated.
- Promote walking and biking as equal modes of transportation for local trips within the Township to improve public health.
- Context sensitive streetscape design standards should be addressed.
- Ensure that passenger amenities at bus and rail transportation facilities are safe and attractive.

#### WATER RESOURCES ELEMENT:

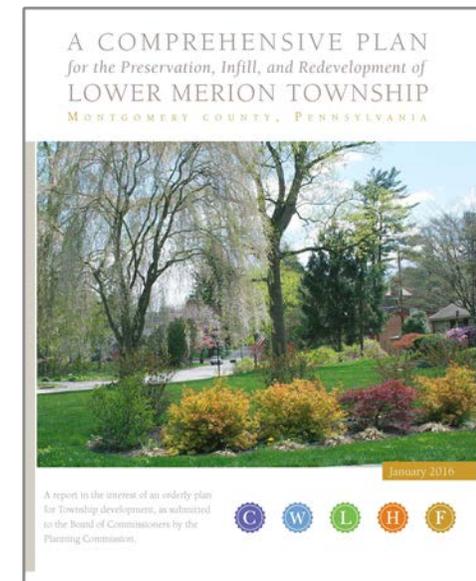
- Assess and amend Township codes, as needed, to improve stormwater management on existing, new, and redeveloped parking lots.

#### COMMUNITY FACILITIES ELEMENT:

- Ensure the effective implementation of the recreation provision in §135-50.1 of the Subdivision and Land Development Code of Lower Merion Township in order to establish and maintain meaningful recreation facilities.

*VISION FOR LOWER MERION TOWNSHIP*  
*“Preserve Lower Merion’s classic residential neighborhoods, including the Township’s institutions, parks, and natural environment, and reinvest in the township’s village cores and commercial areas to improve walkability, expand transit use, and encourage design excellence.”*

*Comprehensive Plan, 2016*



# COMPREHENSIVE PLAN RECOMMENDATIONS





# Eliminating Municipal Policy Barriers to GSI Implementation

Pennsylvania Environmental Council  
Lower Merion Township Project - Update  
June 2021

## PEC INITIAL AUDIT/RECOMMENDATIONS FOR SALDO



**Your local code  
may require this:**

Parking island with turf grass



Asphalt pavement



Traditional gutter system



**But not allow this:**

Parking lot with bioretention area



Permeable pavement



Rain barrel



**GOAL:**

Improved Water Quality Through Increased implementation of green stormwater management practices

**PROPOSED ACTIVITY:**

Conduct in-depth audit of Lower Merion's Ordinances to identify codes & policies presenting biggest barriers to Green Stormwater Infrastructure implementation

Adapted from Managing Stormwater in Your Community: A Guide for Building an Effective Post-Construction Program, Center for Watershed Protection, 2008.

**Code/Ordinance Examples**

**PEC INITIAL AUDIT/RECOMMENDATIONS FOR SALDO**



The **barrier** column indicates where you could encounter a barrier in the community's codes and ordinances. This could include a type of code, policy or specific operational code. It may be necessary to check several areas within the code to determine if a practice is fully enabled or if it is restricted by other sections of the code.

Use this column to note **code references and language** that you find related to the audit question.

Assign the audit question a **grade** by using the scoring matrix. Compile the grades in the report card at the end of the audit to help you identify areas of the code where barriers exist.

Are there supplemental provisions for protecting or buffering wetlands that are above state requirements?				
Barrier	Tips	Code References and Language	Notes, Ideas and Strategies	Grade
Subdivision Planned unit development Supplemental regulations	Many communities require additional setbacks and/or demarcation with fencing or plantings along wetland buffers.			

**Tips** give context and suggestions on how to approach the audit question.

Use the **notes, ideas and strategies** column to write down suggestions for overcoming code barriers or improving language.

### Sample Audit Tool Grading Sheet

# PEC INITIAL AUDIT/RECOMMENDATIONS FOR SALDO



# Major Tasks and Progress to Date



## 1. DATA COLLECTION/COMMUNITY SCOPING (April 2021)

- ✓ Formation of L. Merion Project Team
- ✓ Initial meeting to review project tasks and schedule
- ✓ LMT shared key documents with PEC Team (Codes and Reports)
- ✓ LMT Completed Community Scoping Form
- ✓ Reviewed Audit Tool Format

## 2. CONDUCT AUDIT (in process – May – June 2021)

- ✓ LMT – Reviewed Audit Tool and provided initial comment on Landscaping and Stormwater Management Standards
- ✓ LMT and PEC teams met to review initial comments
- ✓ PEC Completed and submitted initial audit report card covering 100 questions in 12 categories for LMT Team Review
- ✓ PEC compiled preliminary list of SLDO recommendations for consideration

## 3. PRIORITIZE RECOMMENDED ACTIONS - Next Step

## 4. FOLLOW THROUGH – Support recommended updates

# CODE RECOMMENDATIONS & POLICY DIRECTION



## Enabling Legislation: PA Municipalities Planning Code Section 503(1)

- Organized for Ease of Use
- Incorporate Innovative Planning Tools & Form Based Elements
- Align with new Zoning Code

## Organization

- Article 1: General Provisions
- Article 2: Definitions
- Article 3: Plan Filing, Processing, and Review
- Article 4: Design Standards
- Article 5: Article 5: Landscape Standards
- Article 6: Mobile Home Park Standards
- Article 7: Improvement Construction Requirements
- Article 8: Special Studies and Reports
- Article 9: Administration, Fees, and Enforcement
- Article 10: Amendments, Validity, and Repealer
- Article 11: Traffic Impact Fee

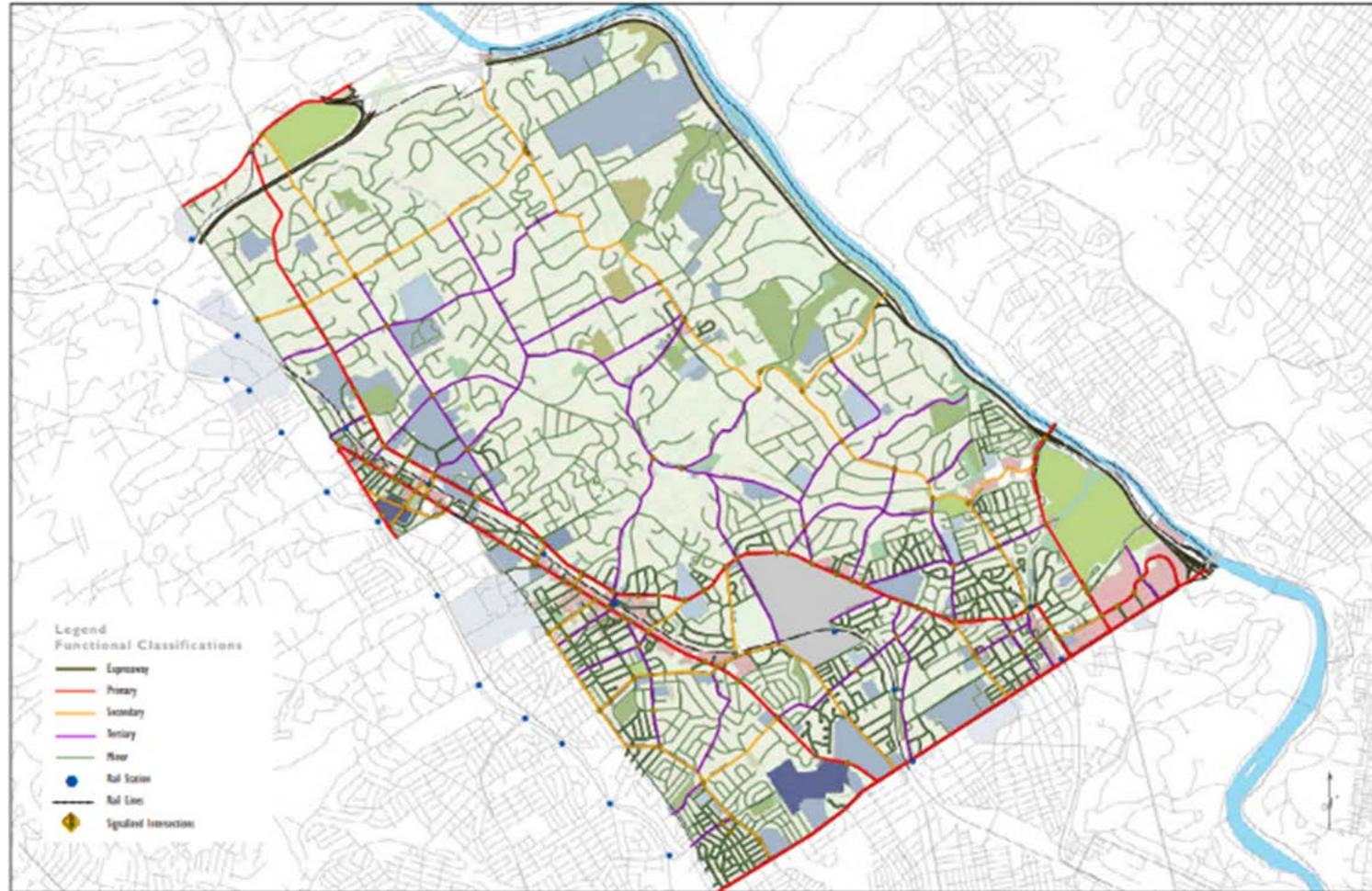
# ORGANIZATION OF NEW SUBDIVISION CODE



# COMPLETE STREETS

## Based on Functional Classification of Roads (Comprehensive Plan)

C7 FUNCTIONAL CLASSIFICATION MAP



- Design and dimensional standards for multi-modal streets
- Cross sections for each street classification:
  - Primary Arterial
  - Secondary Arterial
  - Tertiary Arterial
  - Local Road

### Example:

#### Typical Sidewalk Cross-Section

For All Other Base Zoning Districts



#### Typical Sidewalk Cross-Section

For Single Family Residential Districts (R1, R2, R3, R4)

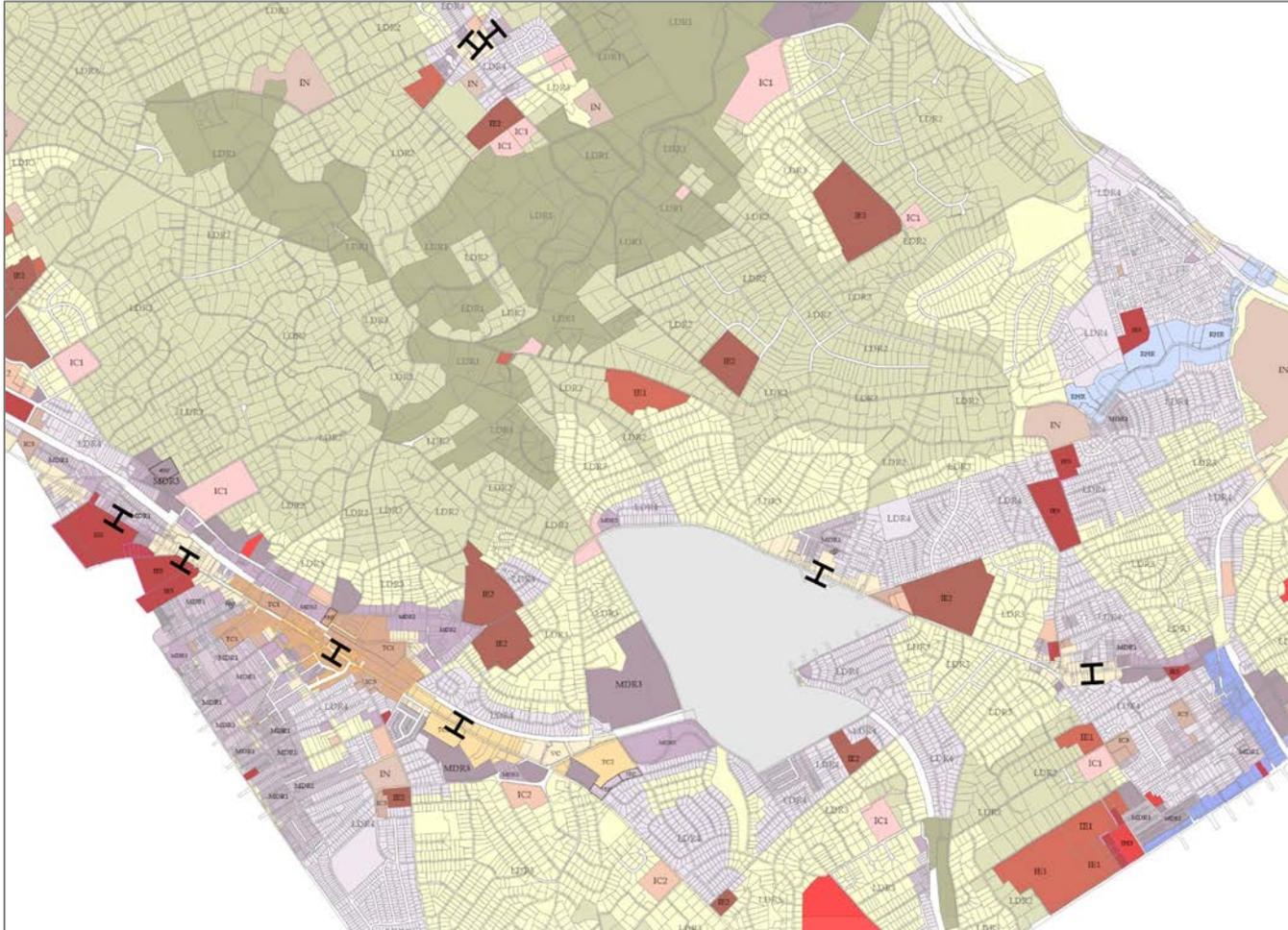


# TRANSPORTATION



# CONTEXT SENSITIVE STREETScape DESIGN

## Non-Residential Development



- Main Street Focus Areas (Comprehensive Plan)
- Specific locations: TC, VC districts:
  - Lancaster Avenue
  - Montgomery Avenue
  - Gladwyne
- Streetscape guidelines that could be modified for each context include:
  - Street trees
  - Other landscaping
  - Sidewalk width
  - Street lighting
  - Street furniture (benches, planters, trash cans, signage)

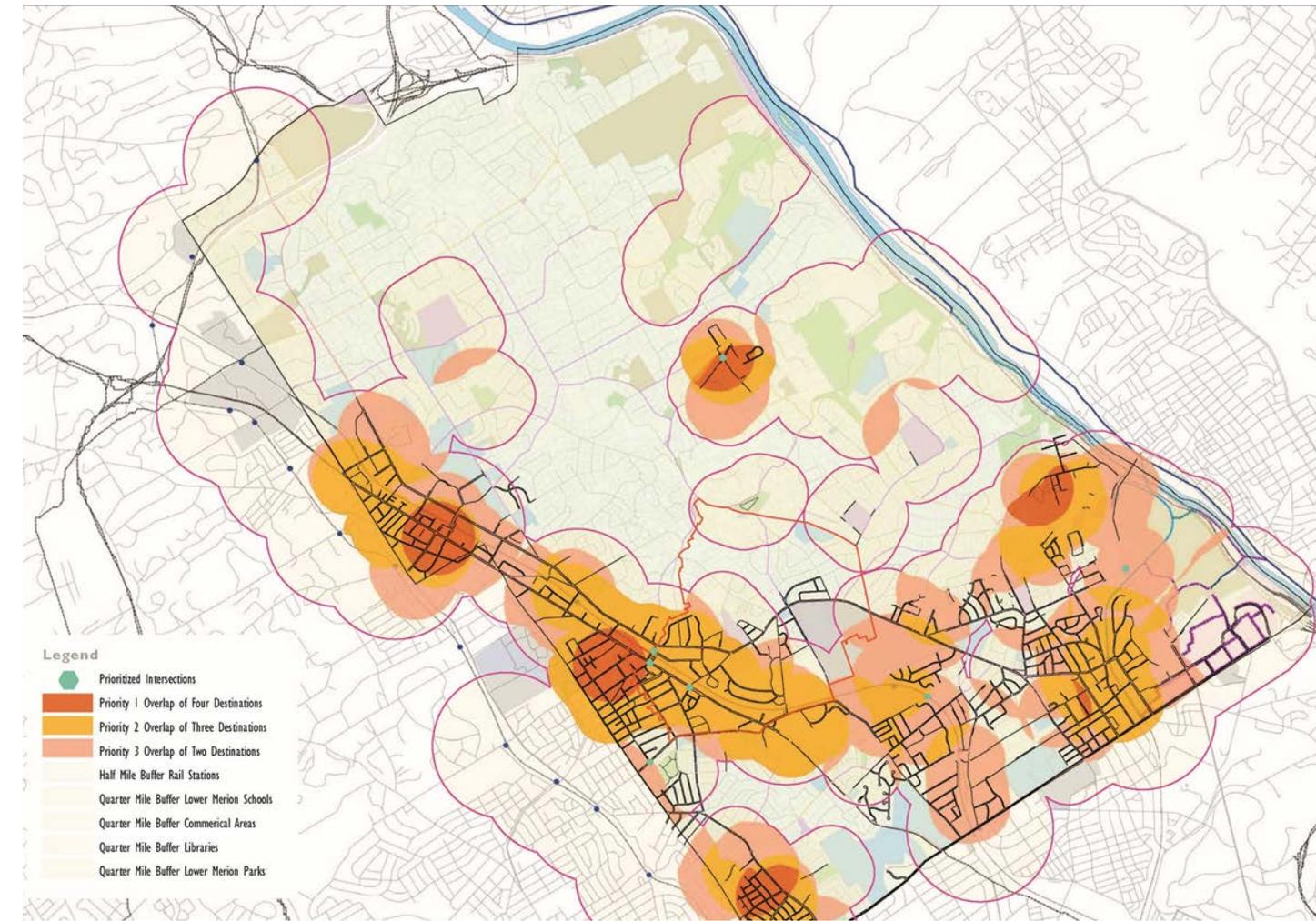


# TRANSPORTATION



# CONTEXT SENSITIVE STREETScape DESIGN

## Focus on Residential Developments on Arterial Roads



- Specific residential streetscape standards that leverage on existing infrastructure
- Focus on walkable neighborhoods, near schools, transit and commercial districts



TRANSPORTATION



# STREET TREES: SOIL VOLUME STANDARDS

## Street Trees: Soil Volume & Structural Soil Standards

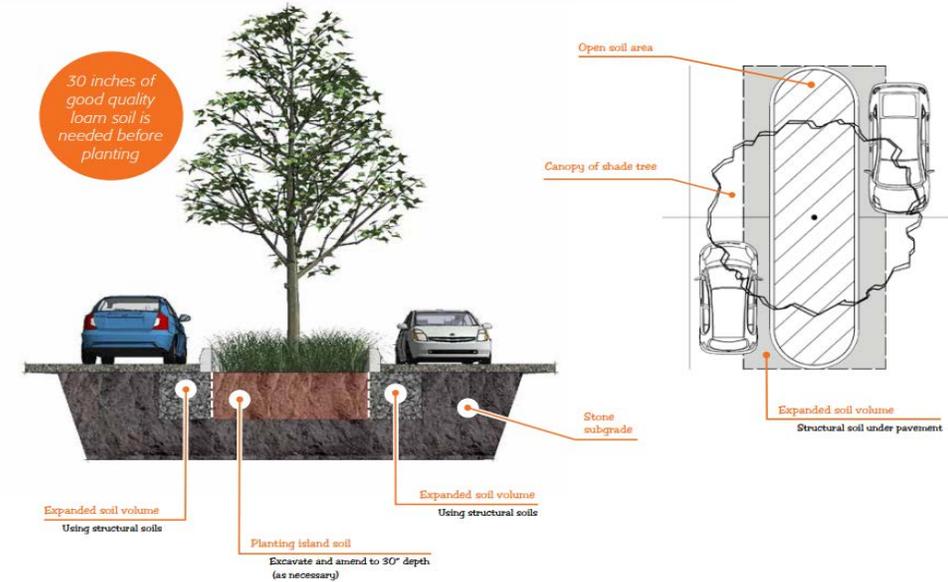
Street trees provide several benefits to the community by softening and beautifying roadway corridors, creating a canopy to mitigate heat impacts of pavement, providing shade, and improving pedestrian safety.

- SALDO currently requires shade trees to be located on both sides of all streets at a minimum spacing of the street of 30 feet on center.

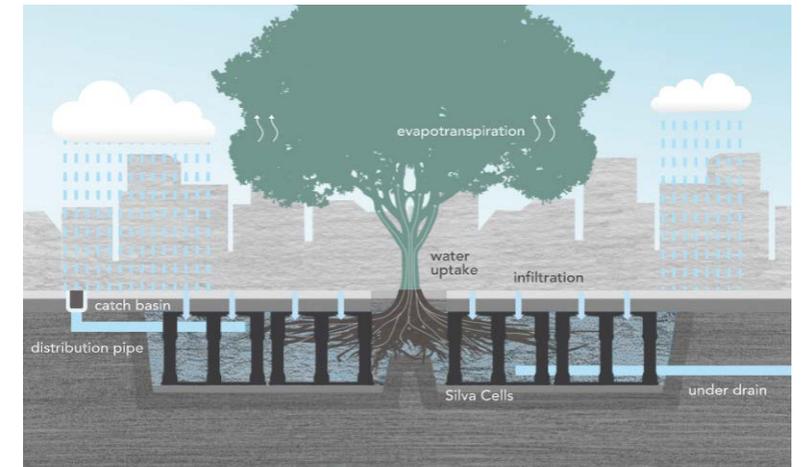
Standards such as soil volume, soil composition, and structural soil have the positive effect of:

- Decreasing the biotic and abiotic stresses on urban street trees by allowing for root growth & aeration of the root zone.
- Reducing soil compaction.
- Improving site limitations to improve plant root growth and development.

## TREE PLANTING ISLANDS: PROMOTE EFFECTIVE TREE GROWTH WITH EXPANDED SOIL VOLUME



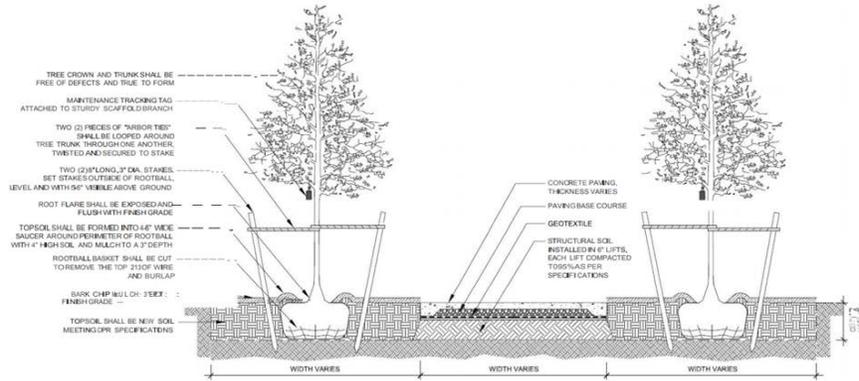
20 Montgomery County Planning Commission [www.montcopa.org/planning](http://www.montcopa.org/planning)



# TRANSPORTATION

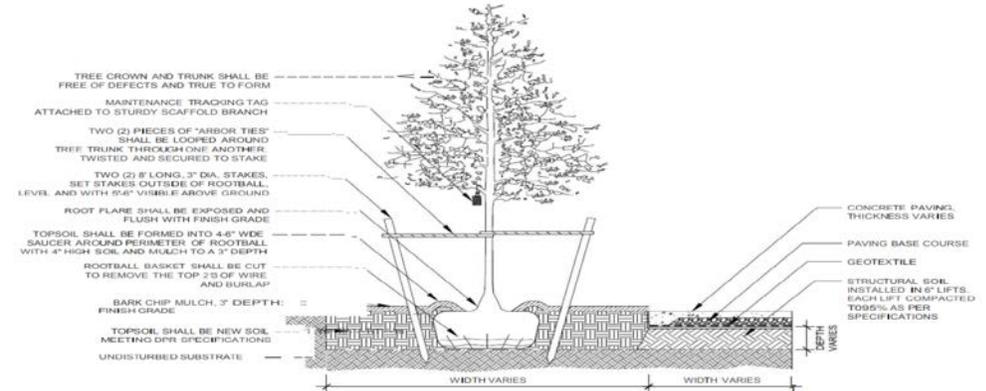


CONTINUOUS STRUCTURAL SOIL



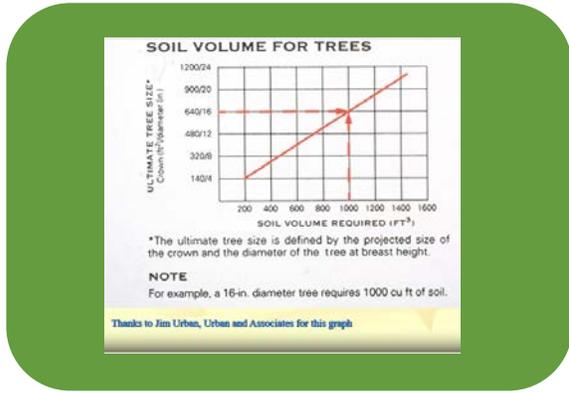
**TREE PLANTING & CONTINUOUS STRUCTURAL SOIL DETAIL**  
NOT TO SCALE

STRUCTURAL SOIL

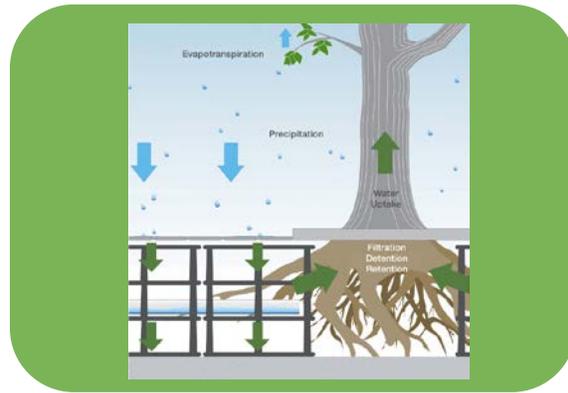


**TREE PLANTING & STRUCTURAL SOIL DETAIL**  
NOT TO SCALE

Staff is recommending the following elements be included in the new SALDO Code:



*Tree Pit Dimensions for Soil Volume*



*Suspended Pavements / Floating sidewalks*



*Structural Soils*



*Soil Cells*

# STREET TREES: SOIL VOLUME & STRUCTURAL SOILS



# TRANSPORTATION DEMAND MANAGEMENT

**Transportation Demand Management (TDM)** are strategies used to inform and encourage travelers to maximize the efficiency of a transportation system leading to improved mobility, reduced congestion, and lower vehicle emissions.

2020 Lower Merion Township Adopts first TDM Policy in Region. TDM Ordinance delayed due to COVID-19 impacts.



TDM Plan Requirements:

- Carpool and vanpool preferential parking designation;
- Bicycle parking facilities and site designation;
- Commuter matching services;
- Transportation information displays, ride sharing promotional materials and updated bicycle route and trail maps.



**POLICY QUESTION: Incentivize or Require TDM Plans with new development?**



## TRANSPORTATION



transportation

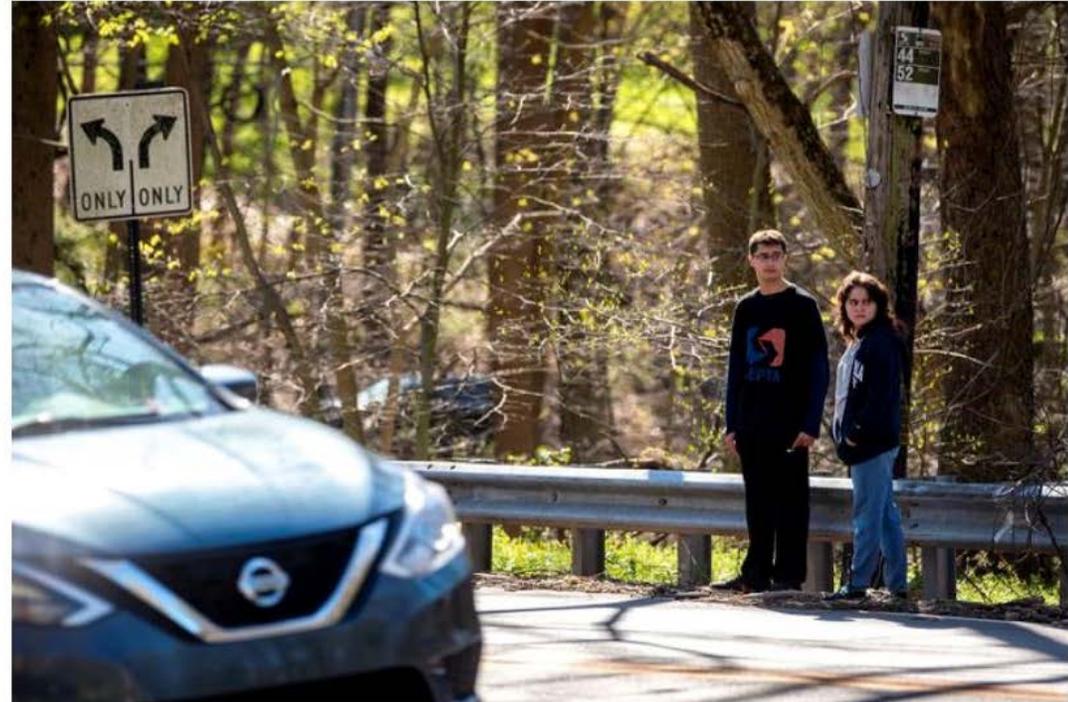
## What's the Philly region's worst bus stop? US.

We're looking to hear what you have to say about bus stops.

**TABLE 3.20 2014 DAILY AVERAGE WEEKDAY RIDERSHIP:  
SEPTA TRANSIT ROUTES THROUGH LOWER MERION**

Route	Type of Service	Daily Average Weekday Ridership
Cynwyd Line	Regional Rail	661
Paoli Thorndale Line	Regional Rail	21,618
100	Norristown High Speed Line	10,050
G	SEPTA Bus	14,130
1	SEPTA Bus	3,384
44	SEPTA Bus	4,731
52	SEPTA Bus	16,207
65	SEPTA Bus	8,678
103	SEPTA Bus	1,395
105	SEPTA Bus	1,589
106	SEPTA Bus	714
<b>TOTAL</b>		<b>83,157</b>

Source: SEPTA Route Statistics 2014



Siblings Ethan and Ruth Ann Diamond pose at the SEPTA bus stop at Hollow Road and Conshohocken State Road in Lower Merion, which they entered in the Sorriest Bus Stop 2021 contest run by Streetsblog USA. It reached the Final Four but lost out to a sorry stop in a Canadian city.

TOM GRALISH / Staff Photographer



# BUS STOP DESIGN GUIDELINES

C15

**ISSUE** Bus and rail transit facilities lack amenities.

**RECOMMENDATION** Ensure that passenger amenities at bus and rail transportation facilities are safe and attractive.

- Establish bus stop design guidelines to provide consistency, continuity, and to ensure installation of attractive amenities at bus stops along Lower Merion roadways.
  - Incorporate SEPTA's Bus Stop Design Guidelines
- Transit Facility Improvements are incentivized in City Avenue District (Floor Area Ratio Increase). Negotiated elsewhere.
  - Require maintenance agreements with developers at time of installation.



## TRANSPORTATION



# Zoning Code – defines but little regulation

**ELECTRIC VEHICLE (EV)**: A vehicle that operates either partially or exclusively on electrical energy, provided by a rechargeable battery or other energy storage source, which can be charged by connection to the electric power grid. This term includes a battery electric vehicle, or plug-in hybrid vehicle.

§ 155-8.6 (4)

*Electric vehicle parking spaces. (Reserved)*

## **ELECTRIC VEHICLE CHARGING STATION (EVCS)**

A public or private parking space that is served by and accessible to EV battery charging equipment which is supported by appropriate EVCS infrastructure.

§ 155-3.5.F(1)(h)

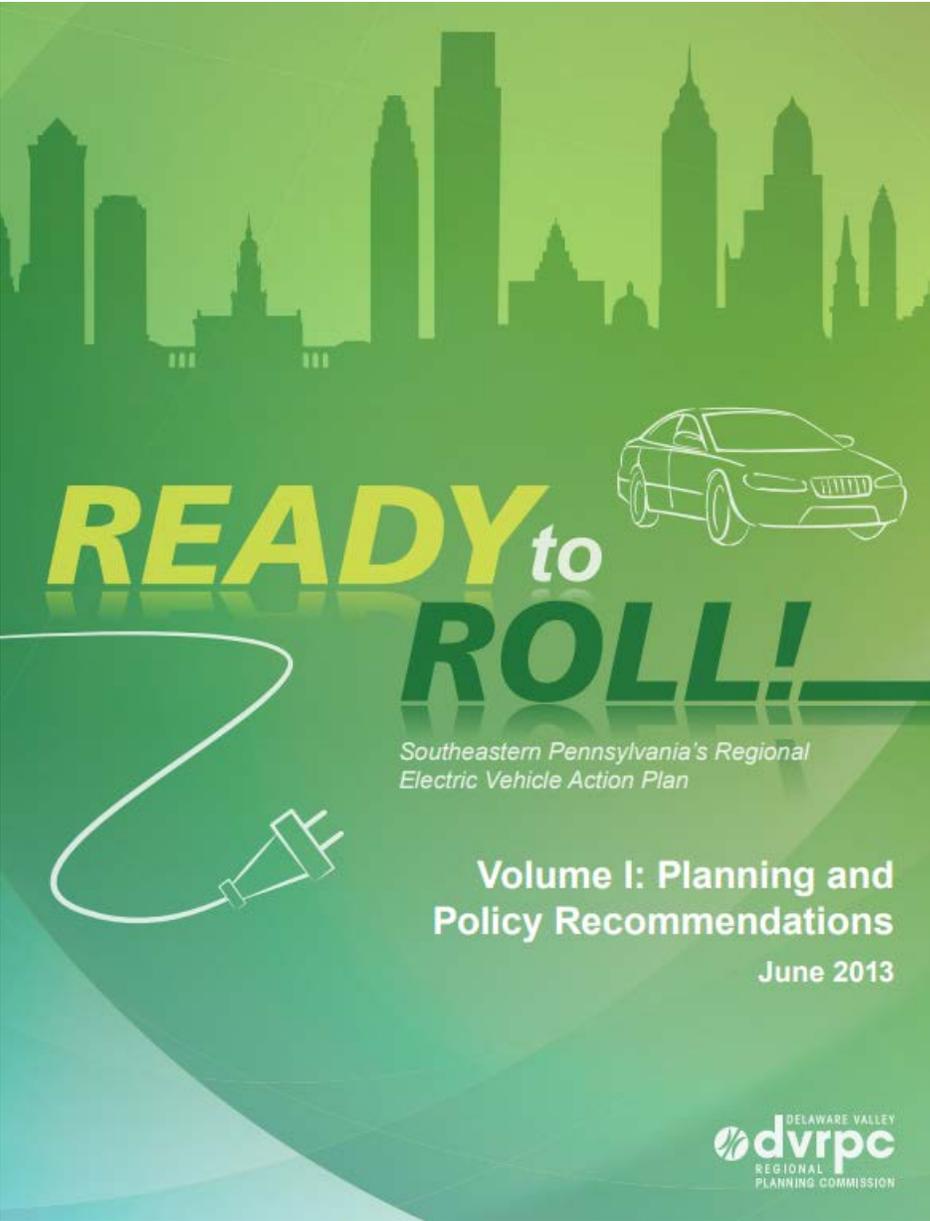
Electric vehicle charging station structures and equipment are prohibited in frontage yards

A. LEVEL 1 EVCS - An EVCS utilizing an electric voltage up to 120 volts.

B. LEVEL 2 EVCS - An EVCS utilizing an electric voltage of up to 240 volts.

C. LEVEL 3 EVCS - An EVCS utilizing electric voltage of 480 to 600 volts





**Trends include incorporation for Single Family Units with a Driveway, Multifamily Dwellings and Commercial Developments. Requirements are developed based on the specific use and the number of Parking Spaces.**

- SALDO would only capture single family with a subdivision. A potential amendment to the building code can be explored independently.
- SALDO would be applicable to multi-family, mixed use, and commercial development.
- Challenges with Multi-Family Developments- Rentals
  - Less charging feasibility for these rental units, unless there are dedicated parking spaces and building owners committed to upgrade.
- Challenges for Commercial Facilities
  - Would requiring EV Readiness for Level 2 charging for commercial construction produce significant benefits.
  - Is there substantial demand for usage of such chargers.



# TRANSPORTATION: ELECTRIC VEHICLE (EV) STANDARDS



## Electric Vehicle Charging Stations

Establish standards for electric vehicle charging stations in SALDO.

Readiness for Electric Vehicle Charging:

Research indicates that at least 26 state or local jurisdictions have enacted some form of EV readiness corresponding to one of the 3 following formats:

- **EV Readiness** is a term commonly used to refer to installation of EVSE infrastructure at the time of construction, for the purpose of minimizing the cost and effort of installation a charger.
- **EV Ready** is a defined term, describing an infrastructure installation which includes a surface termination box, into which a charger would be attached.
- **EV Capable** means an installation which stops short of the surface termination box.

*Lower Merion Ordinance would mainly focus on EV Ready requirement. A combination of a percentage of EV Ready and EV Capable may also be more desirable based on the Use.*

Sample Standards:

*Construction shall include the electric charging infrastructure necessary to accommodate the hard wire installation of Level 2 Electric vehicle charging Equipment.*

*At a minimum this shall include a 240 volt/40 amp outlet on a dedicated circuit having 50 amp capacity, and installation of conduits running from the power source to suitable charging, with a surface termination box at such locations.*



## Green Parking Lot Standards

Establish green parking lot design standards. Consider using a performance-based greening standard.

### Relevant Comprehensive Plan Recommendations:

- W6.a. Assess and amend Township codes, as needed, to improve stormwater management on existing, new, and redeveloped parking lots.

### Relevant Existing Ordinance Sections:

- Natural Features Conservation §101-9.B. requires:
  - Perimeter planting areas of trees and shrubs (5-15 feet wide)
  - One planting area (340 sq. ft.) per 12 parking spaces (new or redeveloped lots)
  - “Bordered appropriately to prevent erosion or damage from automobiles” *Allow curb openings for stormwater runoff to flow into planted areas*

\*These Standards will be in the Natural Features Code.

### § 101-9. Minimum planting standards.

- A. To mitigate potential adverse impacts from the activities covered by this chapter, the applicant shall conform to the minimum planting requirements set forth in Table 1 below. Residential development shall conform to Items 2, 3, 4 and 5; commercial development shall conform to Items 1, 3 and 5. All other activities in § 101-7 shall conform as applicable.

(1) Table 1: Minimum planting standards:

Improvement/ Item Conditions	Deciduous		Evergreen	
	Trees	Shrubs	Trees	Shrubs
1 Per 1,000 square feet gross building footprint area	2	4	1	4
2 Per 1,000 square feet of new paved street area	1	*	1	*
3 Per 2,000 square feet parking/ loading area (except single-family detached and semidetached residences)	1	2	1	2



Madison at New Britain, Chalfont, PA



# GREENING: GREEN PARKING LOT



## Benefits of Green Parking Lots

Minimize Heat Island Effect by maximizing Shading and Greening.

Promote infiltration and naturalized drainage to protect local water quality

Integrate built and natural environment and built environment more efficiently

Provide safe passage and walkways for pedestrians in parking lots.



## Potential Changes:

Perimeter Planting Areas:

Lower Threshold for applicability from 15,000 square feet (101.9B) to 8,000 square feet or 20 or more parking spaces.

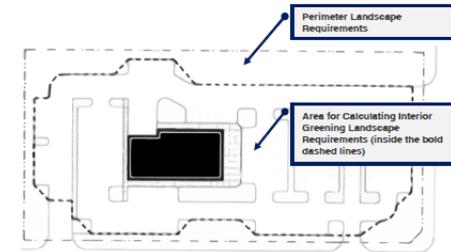
Refine the perimeter parking area standards with an integrated application of the green parking lot ordinance elements.

Parking Lot Perimeter requiring more Canopy Trees and installation of Bioretention, such as bioswales or rain gardens.

Establishing Planting Densities in the Bioretention Areas.

### Local Examples:

[Cheltenham Township's new SALDO](#) specifies a percentage of the "vehicular use area" that must be landscaped based on the total vehicular use area on the site. Perimeter landscaping is also required to screen the parking area (see illustrations below).



--- Total Vehicular Use Area  
(Structures, sidewalks and curbed areas not included)

Figure 4.7- Interior Landscaping Requirements as Percentage of Vehicular Use Area

Vehicular Use Area (VUA)	% of VUA required as interior landscaping area
0 - 4,999 square feet	-0-
5,000 - 14,999 sq. ft.	6 %
15,000 - 49,999 sq. ft.	8 %
50,000 - 99,999 sq. ft.	10 %
100,000 - 149,999 sq. ft.	13 %
≥ 150,000 sq. ft.	15 %



# GREENING: GREEN PARKING LOT



## Potential Changes:

Redevelopment of Existing Parking Lots-  
Establishing a Threshold for compliance when a building is expanded a certain percentage than the parking lot would be retrofitted to current standards.

Establishing Plant Selection Diversity.

TABLE II. PLANT DIVERSITY REQUIREMENTS

Minimum number Required trees	Minimum number of Tree species	Maximum % any 1 species
0-5	1	100%
6-15	2	50%
16-30	3	40%
31-50	5	30%
51+	6	20%



Smart Design elements to parking lot Standards to improve pedestrian circulation and safety could be incorporated in the SALDO:

- Require Clear dedicated pathways into the parking lot and direct connections to focal points.
- Integrate other required design elements such as bike parking, Electric vehicle charging stations, bus shelters into the parking lot design.
- Separate Pedestrian areas from Vehicles by using landscape islands and medians for pedestrian walkways. Balance and ingrate planted islands with pedestrian access.
- Provide pavement striping, crosswalks, and pavement markings for pedestrians.
- Traffic control and calming elements can be incorporated with larger parking lots.
- Dedicated Pedestrians drop off areas with Building entry plazas
- Consider pedestrian plaza areas to provide gathering areas.

Images from MCPC Sustainable Green Parking Lots Guidebook

# GREENING: GREEN PARKING LOT



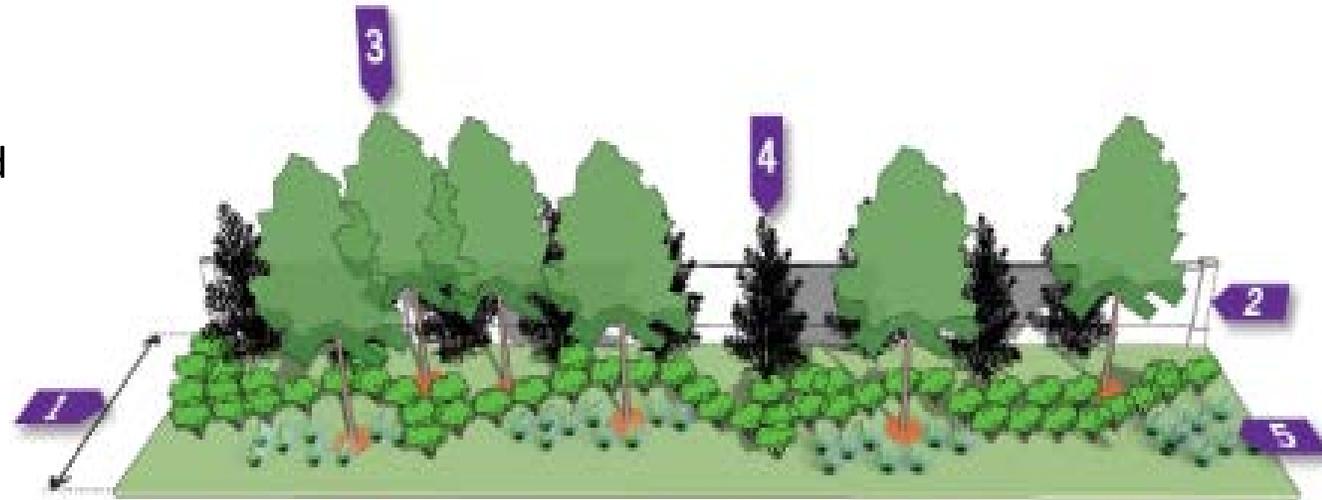
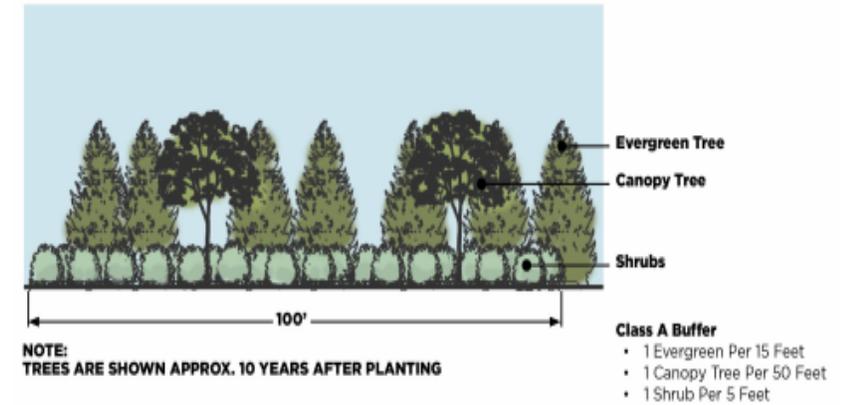
**Buffer Planting:** Buffering is a planning concept that is intended to mitigate visual and audible impact of higher intensity uses upon lower intensity uses. Buffer plantings should provide a screen of sufficient height to constitute an effective screen and give maximum protection and immediate visual screening to an abutting property.

*BUFFER AREA:* A designated area at the perimeter of a lot, densely landscaped its full width with trees and shrubs, as a visual and ambient screen to protect residential property from impacts of other uses.

Code provisions to regulate buffer planting requirements are currently provided in the:

- Natural Features Code;
- Subdivision and Land Development Code (SALDO); and
- Zoning Code.

Staff recommends that the buffer area standards be synthesized and that enhanced landscape and screening buffer design guidelines be provided as the SALDO is updated.



## BUFFER PLANTING DESIGN



**RECOMMENDATION** Revised zoning should reflect existing commercial land use and provide appropriate controls for residential properties, such as appropriate buffers and design standards to ensure the orientation of commercial activities away from residences.

Research indicates that many local jurisdictions have enacted some form of buffer standards in their SALDO or Zoning standards. Staff looked at eight municipalities for standards and noted similar guidelines for prescribing buffers, which included:

- Performance-based standard for creating the buffer.
  - Visual screen maturity
- Buffer “classes” based on proximity to dissimilar or conflicting zoning uses.
  - Softening vs. Screening
- Requirement for a variety of landscape materials to ensure biodiversity and species richness.
  - Species variety informs buffer planting health

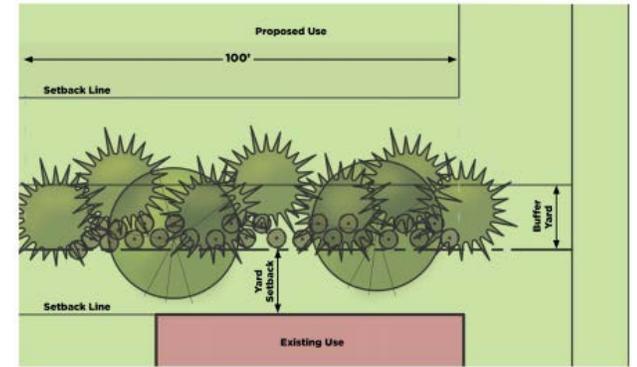
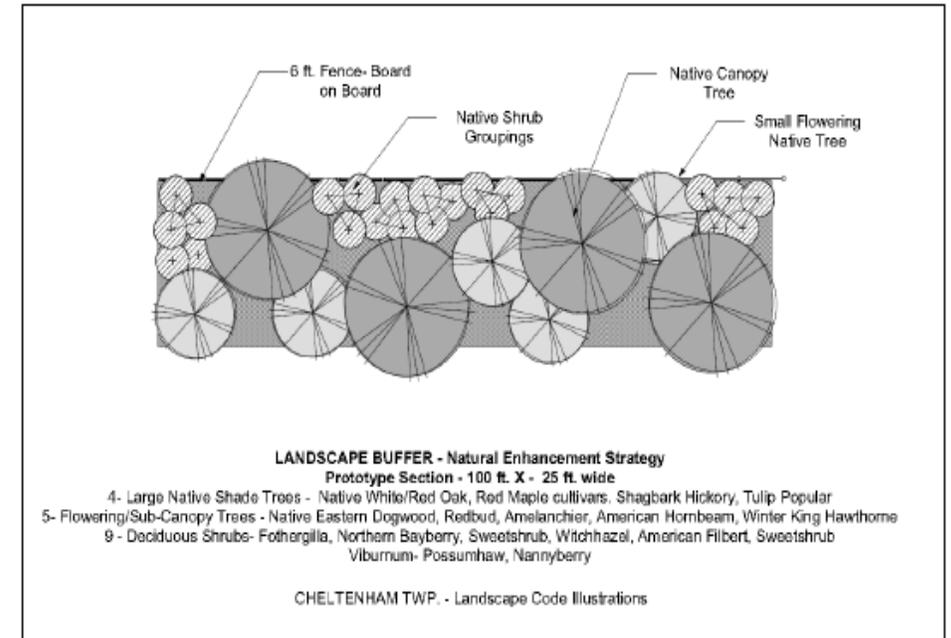


Figure 3A-1 - Class A Buffer Plan

NOTE: TREES ARE SHOWN APPROX. 10 YEARS AFTER PLANTING

- Evergreen Trees
- Canopy Tree
- Shrub

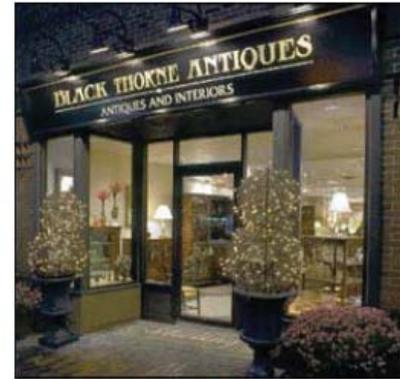
Figure 4.6c.: Prototype Section for 25-Foot Buffer.



# BUFFER PLANTING DESIGN



**Greening Standards:** The greening standards are intended to help create a balanced, ordered street with regular and consistent placement of street elements in commercial districts. Within this framework, there is room for variety and flexibility, while maintaining a cohesive character.



*Do: Landscape pots and plants reinforce the rhythm of the structure and enhance the façade*

- Added to SALDO in 2005.
- Greening Standards in Subdivision & Land Development Code Section 135-41.4 apply in TC, VC, BMV, RHR, and CAD Districts.
  - BMV 3 & 4: imperious increase from 70% to 100% with compliance with greening standards.
  - Greening Standards are based on linear feet of frontage in the category of building addition, new building, and district.
  - Require points from different categories.

**Table 2**  
Streetscape and Greening Elements

Category	Item (to be provided for each 25 linear feet of frontage on streets)	Amount (to be provided per 25 linear feet of frontage on streets)	Points
A	Hanging basket (minimum size 12 inches in diameter, planted with groundcovers or flowers)	3 baskets	1
A	Window box or boxes along ground floor windows (minimum size of 6 inches deep, vertically and horizontally, planted with shrubs, groundcovers or flowers)	48 total inches of length	1
A	Additional planting area including shrubs, trees, groundcovers or flowers	40 square feet	2
A	Street planter (minimum size 24 inches in diameter)	2 planters	2
B	Raised planting bed (shrubs, groundcovers and flowers)	40 square feet	2
B	Bench	Minimum 5 feet length	2
B	Trellis (minimum size 30 square feet planted with vines or shrubs)	1 trellis	2
B	Arbor or pergola (minimum size 8 feet high by 6 feet wide by 4 feet deep, planted with vines or shrubs)	1 arbor or pergola	3
B	Planting in curb extension (planted bulb outs/large planters with shrubs, groundcovers and flowers)	60 square feet	3
B	Window boxes or planters along upper story windows (minimum size of 6 inches deep, planted with material visible from the sidewalk)	48 total inches of length	3
B	Public art/sculpture/mural	1 per area	3
C	Urban garden (see requirements in § 135-41.4D)	300 square feet	4
C	Water feature (fountain, waterfall, etc.)	1 per area	4
C	Plaza/square/courtyard (see requirements in § 135-41.4E)	300 square feet	4



# GREENING STANDARDS



## LC25

**RECOMMENDATION** Incorporate streetscape standards into revised zoning. Promote street trees, commercial greening and landscaped setbacks.

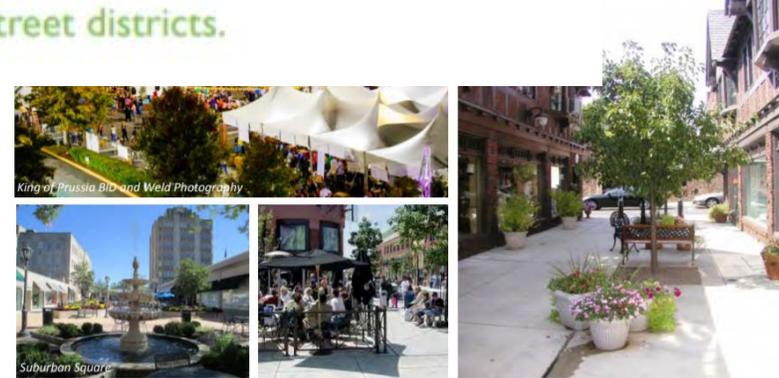
## LC47

**RECOMMENDATION** Promote higher level of public greening in Traditional Main Street districts.

greenery towards a common vision of an attractive and green commercial area is a major focus of the Comprehensive Plan's commercial land use recommendations.

- Per SALDO survey and staff comment- Greening Standards are difficult to apply and can be redundant, between public gathering space, street tree, natural features requirements.

The aim of revisions will be to will include guidelines for the design and placement of streetscape elements to create a safe, attractive, and functional public realm within the Township's commercial areas.



# GREENING STANDARDS



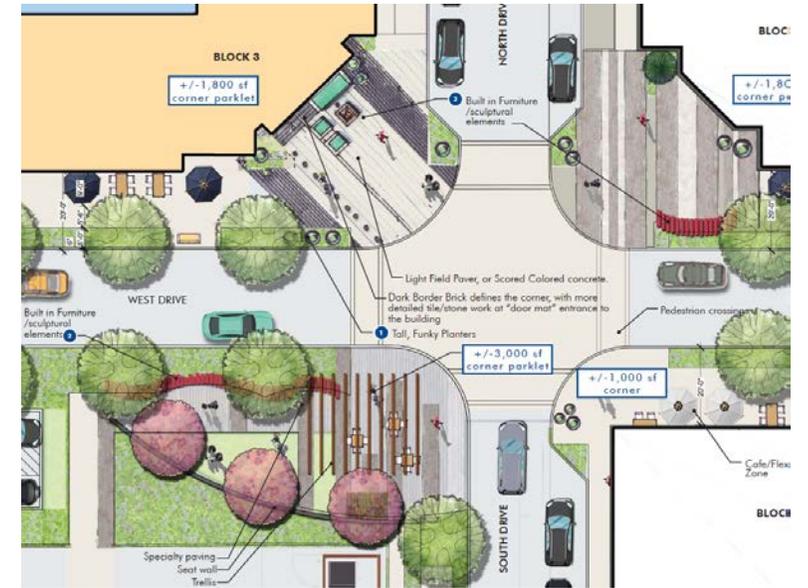
**RECOMMENDATION** Identify appropriate locations for permanent or seasonal civic space in all commercial areas and ensure that areas considered for public gathering space are appropriately landscaped.

**Public Gathering Space (PGS):** Private outdoor space where the public is directly or indirectly invited to visit or permitted to congregate.

- Currently incentivized in TC1 (height), CAD (FAR) & BMVD (height)
  - PGS standards vary by district, with CAD having the most specific standards.

ZONING → SALDO

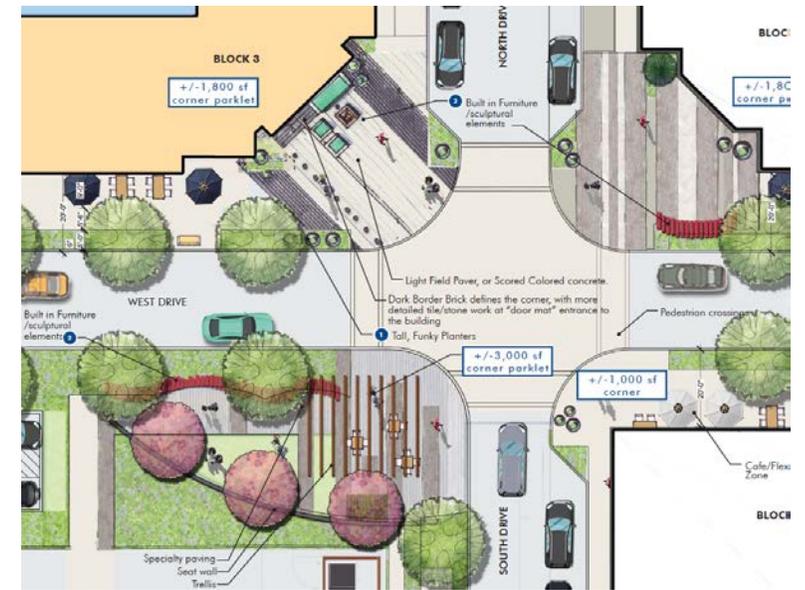
- Relocating standards to SALDO allows for greater flexibility for infill development designing to existing conditions.
- Increased standards ensure that the location and design of the PGS is integrated into the site design, rather than an after thought.



**RECOMMENDATION** Identify appropriate locations for permanent or seasonal civic space in all commercial areas and ensure that areas considered for public gathering space are appropriately landscaped.

### **SALDO PGS Principles:**

- **Open and inviting at the sidewalk**
  - Easily seen and understood as open to the public
  - Conveys openness and maintains clear sightlines through low design elements and generous paths leading into the plaza
  - Provides seating and amenities adjacent to the public sidewalk
- **Accessible**
  - Located at a similar elevation as the sidewalk/pedestrianway
  - Enhances pedestrian circulation
- **Safe and secure**
  - Contains easily accessible paths for ingress and egress
  - Oriented and visually connected to the street
  - Well lit
- **Comfortable and engaging**
  - Promotes use and comfort by providing essential amenities
  - Accommodates both small groups and individuals with a variety of well-designed, comfortable seating
  - Balances open areas with greenery and trees



# RECREATIONAL LAND OR FEE-IN-LIEU

## Applicability:

- Required for Developments of three or more Residential Units.
- Set Aside 15% of the land area for Recreation Purposes or Pay a fee-in-lieu for the amount of units.
- Enabling Legislation PA MPC Section 503.
- Current Amount is \$3,000.00 per unit.
- First Adopted in 2006, amended in 2017 and 2018.

## How are Funds Used?

- To provide, acquire, operate or maintain park or recreational facilities reasonably accessible to the development.

## Expand Applicability:

- Potential options to expand the recreational land provisions to apply to commercial and institutional development.
- Establish clearer guidance on what must be included in the 15% set side area for the dedicated open space based upon the intensity of the development.
- Option to increase the current fee-in-lieu on an annual basis.



# OFFICIAL MAP

## WHAT IS AN OFFICIAL MAP?

- Planning tool authorized by the PA Municipalities Planning Code, Article IV which serves as notice of reservation of land for future public use.
- Official declaration of the Township's interest in acquiring private lands for public purposes like:
  - Proposed streets, parks, open spaces, trails, transit routes, and flood control and stormwater management facilities
- Official Maps are not to be confused with a municipal base map, street map, or zoning map, or maps in a municipal comprehensive plan.



## Chapter 107 – Official Map

Adopted by the Board of Commissioners of the Township of Lower Merion 4-25-2012  
107-4 Establishment

- The following Official Map(s) are hereby adopted and incorporated by reference in this chapter and, taken together, shall be the Official Map of the Township of Lower Merion:
  - A. The Official Highway Map.
  - B. The City Avenue District Official Map.



## RECREATION & COMMUNITY AMENITIES



# OFFICIAL MAP

## HOW DOES IT WORK?

- Allows opportunity for the Township to acquire property, or rights thereto, for a public use before development or redevelopment occurs, and does not itself constitute a municipal taking of private property.
- If a property owner notifies the municipality of intention to subdivide or develop land that is identified on an Official Map, the municipality has one year to either purchase the land, come to an agreement with the developer, condemn the land, or choose not to pursue the acquisition.

### LR4

**RECOMMENDATIONS** Identify areas for public open space acquisition as an alternative to residential development.

*C. Employ the Official Map to designate desired locations for future public open space.*

### LI4

**RECOMMENDATIONS** Protect valued resources, open space and scenic viewsheds under all future circumstances.

*A. Use the Official Map provisions of the Pennsylvania Municipalities Planning Code (MPC) to designate locations on appropriate institutional properties for future public facilities, including play fields.*

## Select Comprehensive Plan Recommendations

### C8

#### ISSUE

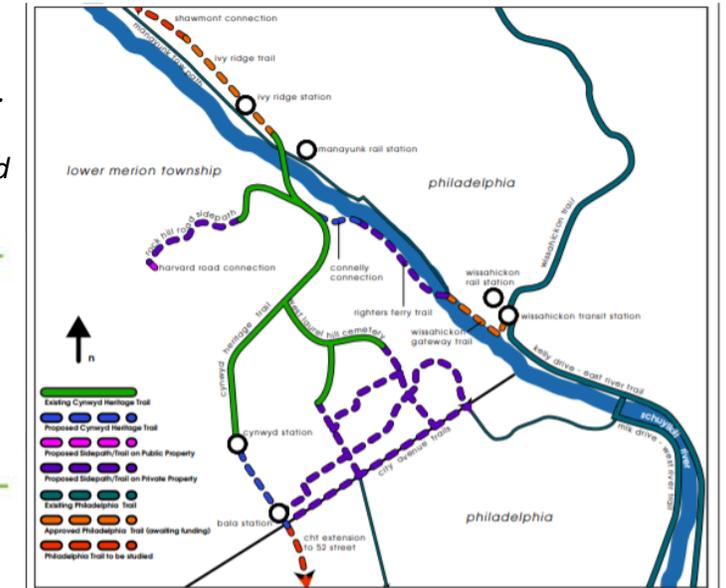
Incomplete bicycle and pedestrian linkages to public schools, community facilities, regional trail network and commercial areas.

#### RECOMMENDATION

Implement the prioritized plan for bicycle and pedestrian improvements to create a complete network around schools, community facilities, public transportation nodes and commercial centers.

*F. Implement the City Avenue Official Map (Map C9), and update the map to extend the Cynwyd Heritage Trail from Cynwyd Station to Bala Station. Explore additional connections to the Cynwyd Heritage Trail at Union Avenue. Fully link the trails and public gathering spaces along the Cynwyd Heritage Trail and the Pencoyd Trail with trails and gathering spaces shown on the City Avenue Official Map.*

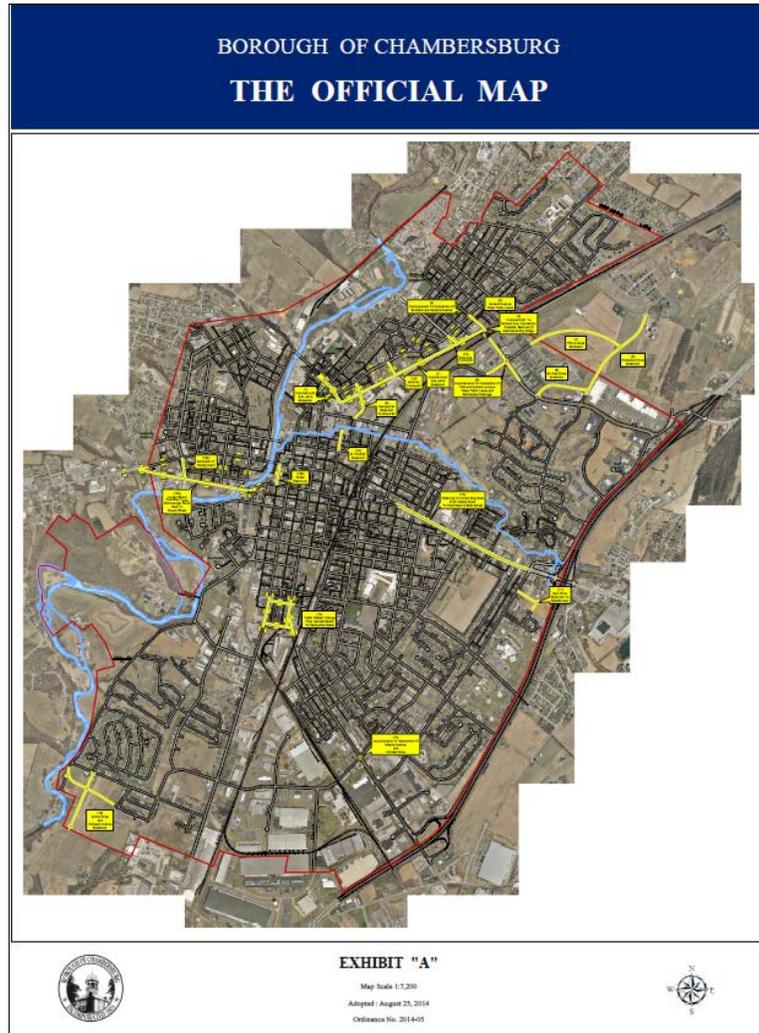
FIGURE 3.19 TOWNSHIP TRAIL PLAN



# RECREATION & COMMUNITY AMENITIES

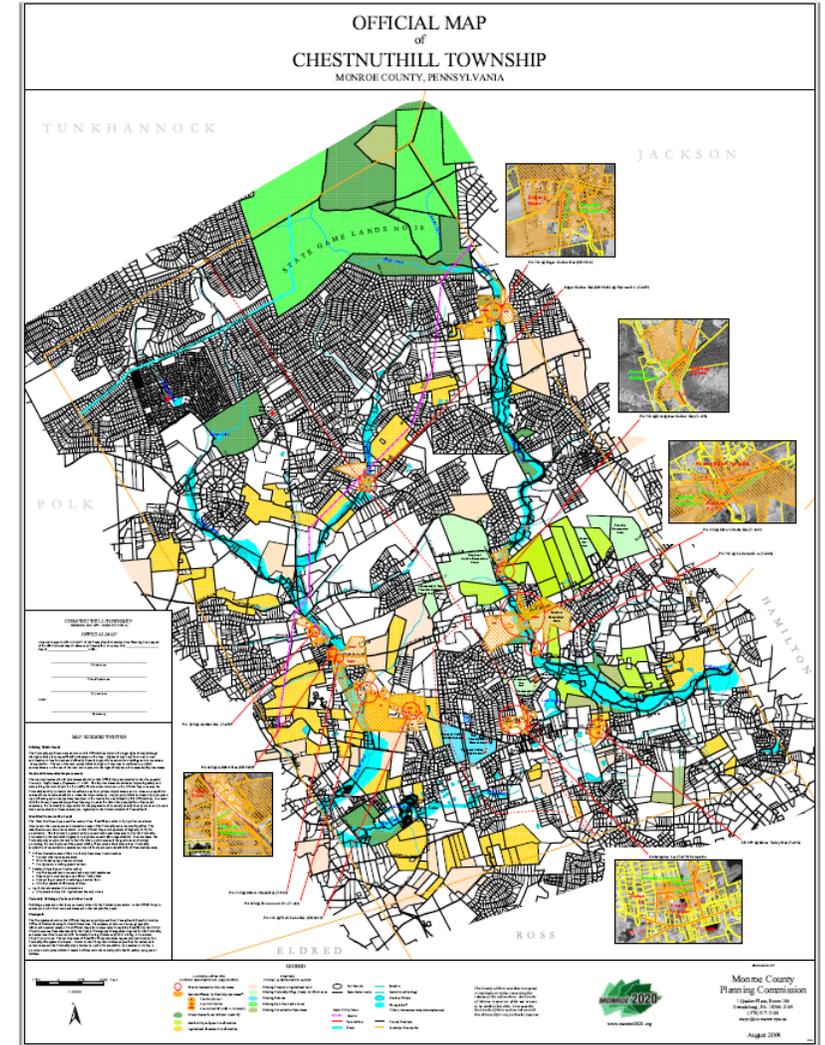


# OFFICIAL MAP EXAMPLES



Chambersburg Borough, Franklin County, enacted an Official Map to help implement a plan of future traffic improvements including street widenings, extensions, new connectors, realignments, and traffic pattern changes throughout the borough.

Chestnut Hill Township, Monroe County, uses an Official Map to reserve lands for road and intersection upgrades for improved safety and traffic flow at multiple locations in the township and identify conservation lands of high priority for preservation by township acquisition or landowner donation.

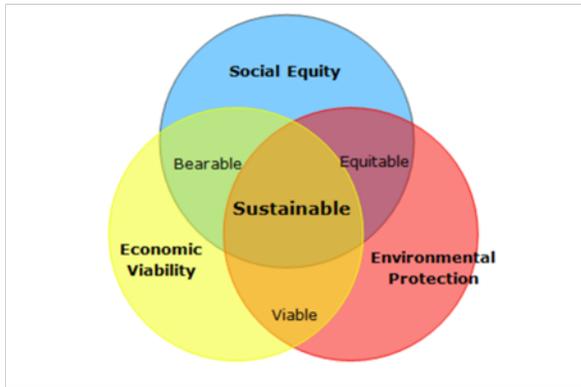


## RECREATION & COMMUNITY AMENITIES



# Comprehensive Plan

The Land Use Element includes significant general recommendations to completely revise the Township's zoning and land development codes to accommodate revised ultimate population projections and to **better address the impacts** of infill and redevelopment upon the established community fabric.



## Impact Study

*A structured process for considering the implications, for people and their environment, of proposed actions while there is still an opportunity to modify (or even, if appropriate, abandon) the proposals. It is applied at all levels of decision-making, from policies to specific projects.*

- International Association for Impact Assessment

Impact studies/assessments are intended as decision-making documents that, when effectively written, identify a cost-benefit analysis of proposed actions associated with land development.

An impact study/assessment provides quantifiable determinations to a decision-making process where qualitative characteristics like a “more vibrant downtown” or “better transportation system” are often desired.

Examples include a community's desire to preserve an historic district, limiting land disturbances in an environmentally sensitive area or induced stress on the transportation system, increased congestion and adaptations to traffic existing patterns.



# IMPACT STUDY REQUIREMENTS



## Impact Assessment Contents

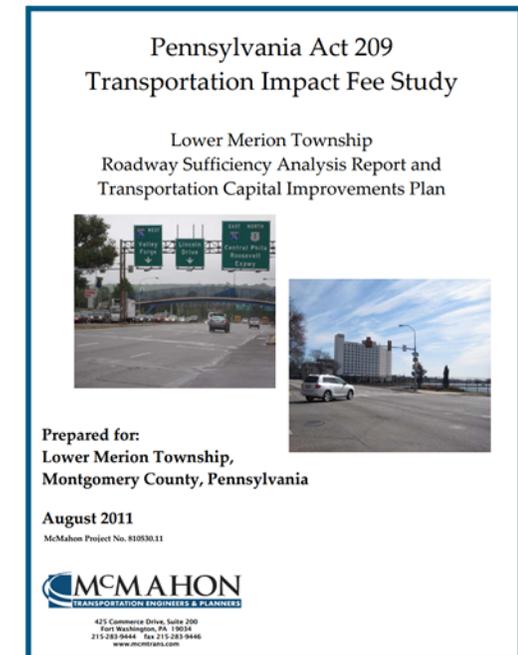
Impact Assessments begin with a threshold for identifying the requirement to provide analysis. For example, the square footage of development, amount of impervious coverage from land disturbance or location within a specific district.

The contents of impact assessment report should generally address the following steps:

1. Prepare a Research Plan
  - a. Identify objective of adverse impact or challenge
2. Contract and Staff the Impact Assessment
  - a. The newly researched objective must be documented and monitored
3. Carry out the Field Research and Analyze its Results
  - a. The second stage in research is analysis of whether policy is addressing intended results
4. Disseminate the Impact Assessment Findings
  - a. Informing the public through reports and updates

## Impact Studies Currently Required:

- Traffic Impact Study
  - Act 209 Transportation Service Areas
- Environmental Impact Study
- Historic Resource Impact Study



# IMPACT STUDY REQUIREMENTS



Type of Impact Studies	Description
Economic (EIS)	<ul style="list-style-type: none"> <li>▪ Estimate changes in employment, income, and levels of business activity</li> <li>▪ Consider range of economic from changes in the composition of the regional economy, including impacts on jobs, employee compensation, and sales that are attributable to new economic activities, programs, or events.</li> <li>▪ Commonly rely on Input-Output software models to estimate multiplier effects</li> </ul>
Community Facilities Impact Study	<ul style="list-style-type: none"> <li>▪ Assess project costs and revenues likely to occur as a result of a development, policy, or program.</li> <li>▪ Primary interest in substantial changes in population and/or service demands on the Township, county and/or school district.</li> <li>▪ Seeks to connect planning and local economics by estimating the public costs and revenues resulting from property investments.</li> <li>▪ Determines whether local government can meet new demands for services, or must raise taxes to meet new service demands</li> </ul>
Transportation/Traffic (TIS/TIA) UPDATE REQUIREMENTS	<ul style="list-style-type: none"> <li>▪ Determines the traffic generation or circulation patterns in new developments</li> <li>▪ Assist in negotiating mitigation where off-site impacts require improvements.</li> <li>▪ May act as the basis of levying impact fees or assessing developer contributions.</li> </ul>

**POLICY QUESTION: Require an economic or community facilities impact study?**



# IMPACT STUDY REQUIREMENTS



# ADMINISTRATIVE REVIEW OF MINOR IMPROVEMENTS

- Determine appropriate thresholds for de minimis improvements
  - e.g., maximum number of parking spaces, building addition of a maximum footprint
- Building and/or grading permit required
- Zoning compliance required
- Engineering review required
  - e.g., site access, landscaping, stormwater management
- Build in disqualification clauses
- Plan is recorded



**PROCESS: DE MINIMUS PLAN**



**NEXT STEPS**

**LOWER MERION TOWNSHIP SUBDIVISION & LAND DEVELOPMENT CODE**

**PROJECT SCHEDULE & WORK PLAN**

Project Schedule & Work Plan		Meetings & Presentations			2020		2021												2022					
		TAC Meetings	WG Meetings	Public Meetings	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR			
<b>Phase 1</b>	<b>Assessment and Analysis (Month 1 - 4)</b>	<b>Monthly</b>	<b>As needed</b>	<b>1</b>	Phase 1																			
Task 1	Project Start-up	√	√																					
Task 2	Best Practices & Organization of Code	√	√																					
Task 3	Audit & Analysis of SALDO	√	√																					
Task 4	Draft Assessment and Analysis Findings	√	√																					
Task 5	Final Assessment and Analysis Findings	√	√	1																				
Task 6	Revisions to the Project Schedule and Other adjustments	√	√																					
<b>Phase 2</b>	<b>Drafting New SALDO Regulations (Month 4 - 8)</b>	<b>Monthly</b>	<b>As needed</b>	<b>2</b>						Phase 2														
Task 7	Draft Subdivision & Land Development Ordinance	√	√																					
Task 8	Draft Official Map	√	√																					
Task 9	Testing Code Requirements (MCPC)	√	√																					
Task 10	Revised Draft Ordinance and Map	√	√																					
Task 11	Final Presentation	√	√	2														A						
<b>Phase 3</b>	<b>Adoption Process (Month 9 - 13)</b>	<b>Monthly</b>	<b>As Needed</b>	<b>4</b>														Phase 3						
Task 12	Public Meeting Prep, Advertising, Memos	√	√																					
Task 13	Presentation Aids and Graphics	√	√																					
Task 14	Public Meetings	√	√	4														PC, EAC, STC	BOC					
<b>Phase 4</b>	<b>Implementation (Month 13 - 14)</b>	<b>Monthly</b>	<b>As Needed</b>	<b>0</b>																Phase 4				
Task 15	Training Sessions	√	√																					
Task 16	Guidebook and Handout	√	√																					



# PROCESS: PROJECT SCHEDULE



# POLICY QUESTION: TESTING

Phase 1 – Site Selection: To be completed before the first SALDO draft is completed.

- Select 8-10 sites with recent land development proposals under the new zoning code.

Phase 2 – MCPC Testing: 3 weeks

- Internal testing of 3-5 sites of different characteristics
- Summarize interim results

Phase 3 – External Testing: 3 weeks

- 4-5 outside professionals (e.g., engineers, architects, planners) will conduct testing of additional sites of different characteristics.

Phase 4 – Wrap-up: 2 weeks

- LMT and MCPC will host a meeting (online/in-person) for presentation and discussion of results. This meeting will be scheduled immediately after Phase 3 is completed.

The results will be used to refine the SALDO prior to the adoption of the new Code.



## PROCESS: TESTING

