

REDEVELOPMENT AREA PLAN: OLD YORK ROAD & SUSQUEHANNA ROAD REDEVELOPMENT AREA
ABINGTON TOWNSHIP

AUGUST 19, 2020

Prepared for: Montgomery County Redevelopment Authority and Abington Township Planning
Commission

Prepared by: Montgomery County Planning Commission

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A. INTRODUCTION

The purpose of this Redevelopment Area Plan is to provide a guide for the development of a portion of Abington Township in accordance with the Pennsylvania Urban Redevelopment Law (1945, May 24, P.L. 991-35 P.S. 1701-1719). A project area boundary map is included to delineate the boundary of the Redevelopment Area (see Map 1: Old York Road & Susquehanna Road Redevelopment Area Map).

The redevelopment process consists of three steps:

1. Certification of an area as “blighted”, and in need of redevelopment.
2. Preparation of a Redevelopment Area Plan.
3. Preparation of a Redevelopment Proposal by the Montgomery County Redevelopment Authority (MCRDA).

The Abington Township Planning Commission must examine existing conditions and certify the area as “blighted” before the MCRDA can prepare a redevelopment proposal or exercise eminent domain as part of the area’s redevelopment. The planning commission's certification of a redevelopment area shall be made in conformance with its comprehensive plan. The Urban Redevelopment Law requires that the Planning Commission find one or more of the following conditions to be present in order to certify an area as “blighted”:

- Defective design and arrangement of buildings
- Faulty street and lot layout
- Economically or socially undesirable land uses
- Unsafe, unsanitary, inadequate or overcrowded conditions of dwellings
- Inadequate planning
- Excessive land coverage by buildings
- Lack of proper light, air and open space

The Urban Redevelopment Law requires a Redevelopment Plan to include the following elements:

1. The boundaries of the area, with a map showing the existing uses of the real property therein;
2. A land use plan of the area showing proposed uses following redevelopment;
3. Standards of population densities, land coverage and building intensities in the proposed redevelopment;
4. A preliminary site plan of the area;
5. A statement of the proposed changes, if any, in zoning ordinances or maps;
6. A statement of any proposed changes in street layouts, street levels, and proposed traffic regulation, including the separation or excluding of vehicular traffic partially or totally from pedestrian traffic;

7. A statement of the extent and effect of the rehousing of families which may be made necessary from the redevelopment area plan, and the manner in which such rehousing may be accomplished;
8. A statement of the estimated cost of acquisition of the redevelopment area, and of all other costs necessary to prepare the area for redevelopment;
9. A statement of such continuing controls as may be deemed necessary to effectuate the purposes of this act.

B. BOUNDARIES OF THE AREA

The Old York Road and Susquehanna Road Redevelopment Area is comprised of 1.36 acres, consisting of the following properties fronting on Old York Road and/or Susquehanna Road:

- 1100 Old York Road
- 1102 Old York Road
- 1104 Old York Road
- 1106 Old York Road
- 1114 Old York Road
- 1116 Old York Road
- 1124 Old York Road
- 1907 Susquehanna Road
- 1911 Susquehanna Road
- 1915 Susquehanna Road

The properties have frontage on the northeast side of Susquehanna Road and/or on the northwest side of Old York Road. The specific properties included in the redevelopment area are shown on the map in the appendix.

C. STANDARDS OF POPULATION DENSITIES, LAND COVERAGE, AND BUILDING INTENSITIES

Zoning Standards in Redevelopment Area

Zoning District	Height	Maximum Density	Minimum Green Area	Maximum Building Area	Minimum Building Separation
MS-L Main Street- Low Intensity/ Density	35 feet (Maximum); 20 feet (Minimum Façade Height)	10 Dwelling Units per Acre	35%; 25% for multifamily; 55% for other residential use	10,000 square feet	20 feet

The existing zoning district (MS-L Main Street – Low Intensity/Density) in the Old York Road & Susquehanna Road Redevelopment Area affects population density, land coverage, and building intensities. As mentioned in Section F. PROPOSED CHANGES IN ZONING, below, the township will consider rezoning this to MS-H Main Street High Intensity/Density in order to better accommodate more intense development than is currently allowed.

D. PRELIMINARY SITE PLAN

The preliminary site plan (illustrative rendering) depicts new, mixed-use development on the properties included in the Redevelopment Area. Originally prepared in 2016, this conceptual site plan (illustrative rendering) reflects just one possible redevelopment scheme. It shows pedestrian-oriented, transit-supportive development that includes buildings built to the street a building to the rear which could be constructed if zoning is amended to increase the maximum building height. This is for discussion purposes only.

E. LAND USE PLAN

The land use plan for the Old York Road & Susquehanna Road Redevelopment Area is for the full 1.36 acre area to be used for mixed-use, pedestrian-oriented, transit-supportive development. The plan is for retail (which includes restaurant and a range of other subtypes) to be located on the ground floor of the development along the street, with office and/or apartments or residential condominiums development located on upper floors. Parking would be located to the rear. Along a portion of the street frontage, a landscaped public space in the form of a plaza, and amenities for pedestrians, bicyclists and transit-users would be a primary component of this development.

Specific uses in the mixed-use development are those allowed by the MS-L Main Street-Low Intensity/Density Zoning District. The township is considering increasing the allowed density

and/or intensity for this redevelopment area. The township will consider increasing the allowed building height for this area, from the 35 feet currently allowed under MS-L zoning to 45-50 feet. This would have the effect of increasing the allowed density and intensity.

F. PROPOSED CHANGES IN ZONING

Population Densities

The maximum residential density in the MS-L Main Street—Low Intensity/Density District is 10 dwelling units per acre. The township will consider increasing this density to accommodate redevelopment. The township will also consider increasing the maximum building height from 35 feet, the maximum currently allowed under MS-L Main Street: Low Intensity/Density District zoning to 45-50 feet to make an increase in density/intensity possible.

Land Coverage

Existing zoning provides for a generous minimum green area. This will be the standard applicable to the redevelopment area. The intersection of Old York Road and Susquehanna Road was historically, and is still, an important intersection in the heart of the township. This location was historically the heart of Abington village and today serves as a gateway to important medical, educational, commercial, civic and mixed use areas. The required minimum green area is consistent with the township's goal to create a landscaped, common area-transit plaza to aesthetically enhance the gateway, provide accommodations for transit-users, pedestrians and bicyclists, positively affect the township's image, and contribute to the area's vitality.

Building Intensities

Building intensity in the Redevelopment Area is currently regulated by standards in the MS-L District for height, building footprint, green area, and setbacks. The township will consider increasing the effective allowed building intensities and densities by amending the zoning map from MS-L to MS-H in the Redevelopment Area, allowing for modestly more intense/dense development, by increasing or eliminating the maximum building footprint, and increasing the maximum building height from 35 to 45-50 feet.

If maximum allowed density and intensity were increased, its impact would be mitigated by preservation and possible expansion of zoning and subdivision and land development ordinance requirements affecting architectural components and variation, green space requirements, and buffering and screening. If maximum height is increased within the regulating base zoning district, increased height would only be allowed in appropriate portions of the district. These might be confined based on areas at or near major intersections, commercial and mixed-use areas, near transit, or with a minimum site acreage.

The township would add additional architectural and site design requirements to the MS-H District for sites. These changes would ensure that future redevelopment would harmoniously fit

in with existing development, consist of attractively designed building architecture and landscaped common areas, and support an aesthetically appealing, pedestrian-oriented, transit-supportive streetscape.

G. PROPOSED CHANGES IN STREET LAYOUTS AND TRAFFIC CIRCULATION.

See Appendix: Changes in Street Layouts, Traffic Circulation, and Development of Transit Plaza.

H. EXTENT, EFFECT, AND MANNER OF ACCOMPLISHING THE REHOUSING OF FAMILIES AND INDIVIDUALS.

[To be provided by township]

I. ESTIMATED COST OF ACQUISITION AND OTHER COSTS NECESSARY TO PREPARE THE AREA FOR REDEVELOPMENT.

[To be provided by township]

J. CONTINUING CONTROLS.

The Old York Road & Susquehanna Road Redevelopment Area Plan shall remain in effect for a period of 20 years from the date of approval of the redevelopment area plan by the Abington Township Planning Commission.

K. PROCEDURES FOR CHANGES IN THE APPROVED PLAN.

The Old York Road & Susquehanna Road Redevelopment Area Plan may be amended from time-to-time in compliance with the provisions of the Pennsylvania Urban Redevelopment Law. The Redevelopment Authority of Montgomery County may obtain the written consent of all redevelopers who have purchased project land and who may be materially affected by an amendment to the Old York & Susquehanna Road Redevelopment Area Plan.

APPENDIX 1: Map of Properties Included in Redevelopment Area



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Old York Road & Susquehanna Rd Redevelopment Area

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*Aerial photography provided by Mapbox

APPENDIX 2: Aerial Photos of Redevelopment Area

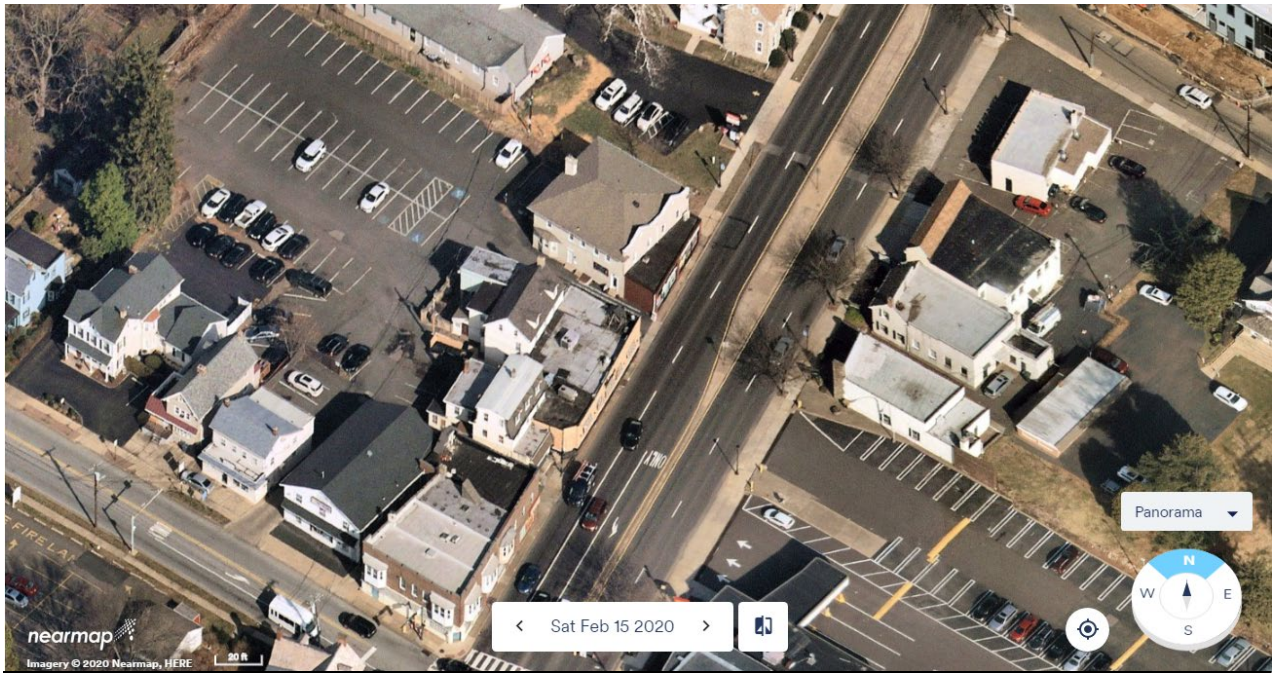




View from West



View from North



View from South



View from East



View from South, Panorama

APPENDIX 3: Zoning District Development Standards

ARTICLE X: MS MAIN STREET DISTRICTS

The “Main Street Districts” include three separate Districts:

- The Main Street—High-Density/Intensity District (MS-H)
- The Main Street—Low-Density/Intensity District (MS-L)
- The Main Street—Village Center District (MS-VC)

SECTION 1000. INTENT - MAIN STREET DISTRICTS:

- A. Help create or strengthen community or neighborhood character.
- B. Provide for well-integrated, mutually-reinforcing mixed uses along arterial roads, including retail, office, residential, and institutional uses.
- C. Retail uses should include low- and medium-intensity uses; and should serve local, community, and specialty retail (“niche market”) needs.
- D. Residential uses should range from low- to medium-density, and may include workforce housing in appropriate locations, served by transit.
- E. Encourage attractive, efficient, and safe building and site design for residents, shoppers, employees, pedestrians, and motorists.
- F. Emphasize walkability, shared parking and access, and limit curb cuts.
- G. Minimize congestion and hazardous traffic conditions.
- H. Encourage transit-oriented or transit-supportive development.
- I. Mitigate the impact of development on adjacent low-density residential districts, including those related to privacy, nuisances, and safety.
- J. Provide a generous amount of landscaping and green areas, and encourage environmental best management practices.
- K. Ensure signage is of an appropriate size and is pedestrian-oriented, with reasonable limits on its illumination.
- L. Help implement neighborhood revitalization plans, where applicable.

Figure 10.1

MS District Retail Uses



SECTION 1001. MAIN STREET-HIGH INTENSITY/DENSITY DISTRICT (MS-H) INTENT: In addition to the intent above, the **MS-H District**, shall:

- A. Accommodate medium- to high-intensity/density mixed uses on larger lots
- B. Include areas primarily located on Old York and Easton Roads, with proximity to Willow Grove and Jenkintown.
- C. Generally apply to areas with higher traffic volumes than **MS-L Main Street Low-Intensity/Density** and **MS-VC Main Street Village Center Districts**.
- D. Consist of a large proportion of retail uses, catering to the neighborhood, community, and pass-through traffic from the larger region.
- E. Include residential uses which are generally medium-density (multifamily apartments and condos, townhouses, and twins).

SECTION 1002. MAIN STREET-LOW INTENSITY/DENSITY (MS-L) DISTRICT INTENT: In addition to the intent for all **Main Street District Areas, MS-L Main Street-Low-Intensity/Density District** areas shall:

- A. Provide for low-to-medium intensity/density mixed uses appropriate to areas along the Township’s arterial roads.

- B. Provide for small office uses and retail uses, many of which will focus on “niche markets” and specialty goods and services.
- C. Accommodate a significant proportion of residential uses. These will generally comprise a higher proportion of development than in the **MS-H Main Street-High-Intensity/Density District**. Residential uses will include low-to-medium-density types.

SECTION 1003. MAIN STREET- VILLAGE CENTER DISTRICT (MS-VC) INTENT: In addition to the intent for all Main Street District areas, the **MS-VC Main Street Village Center District** shall:

- A. Preserve and enhance the unique character of Keswick and Roslyn villages, which consist of compact, walkable neighborhoods, with a mix of retail, dining, personal service, and office uses.
- B. Encourage appropriate façade and signage design, and a balanced mixture of businesses.
- C. Ensure new “infill” development is compatible with the surrounding commercial area.
- D. Recognize the importance of window shopping and sidewalk dining, and place a premium on pedestrian accessibility and design.
- E. Help implement the goals of the Roslyn Revitalization Plan.



Figure 10.2

MS-VC Intent

In Village Centers it is appropriate for buildings to have working front doors and adequate ground-floor window area

SECTION 1004. DEFINITIONS:

- A. **Façade** – The vertical exterior wall or face of a building exposed to public view from ground or grade level to the roof line, or to the lowest edge of a cornice or parapet.
- B. **Façade(s), Public** – All building façade(s) which faces a street, public park, or plaza, or parking lot. If more than one façade on a building faces a street, public park, plaza, or parking lot, the building shall have a front façade facing each street or park.
- C. **Window Area** – Transparent window area (this includes transparent glass portions of doors).

SECTION 1005. PERMITTED USES:

See Comprehensive Use Matrix, Appendix.

SECTION 1006. DIMENSIONAL STANDARDS:

See Figures 10.18, 10.19, 10.20 (Dimensional Requirements for MS-Main Street Districts).

SECTION 1007. DESIGN:

- A. Drive-Throughs. In the **MS-VC Main Street-Village Center District**, Drive-Throughs are permitted for retail uses other than restaurants.

B. Front Doors. (Principal) buildings shall have working front doors which face the street. Front doors shall be emphasized with at least one of the following features in the **MS-H Main Street-High-Intensity/Density** and **MS-L Main Street-Low-Intensity/Density Districts**, and two of the following in the **MS-VC Village Center District**:

1. Door surround;
2. Arch;
3. Recessed entry;
4. Awning;
5. Canopy;
6. Portico;
7. Overhang;
8. Pediment;
9. Transom window;
10. Peaked roof form;
11. A street planter(s) of minimum 24 inches diameter;
12. Landscaping with shrubs, ground cover or perennials covering a minimum area of 20 square feet. The landscaped area shall have a minimum diameter of 30 inches; all portions of the landscaped surface area shall lie within 15 inches of plantings.

Figure 10.3
Transom



Figure 10.4
Planter



C. Roofs.

1. Roofs are required to be either: (a) pitched on at least 80% of their surface, with a pitch of five-to-one (5:1) or 20%, (b) have a parapet, or (c) have a minimum two-foot vertical change in roof line at least once every 50 feet. If the building is at least two stories it may meet conditions (a), (b), or (c), or have a projecting cornice. Rooftop HVAC or other rooftop utilities shall be screened with the roofline, parapet, or other architectural features.
2. Roofs Near Residential Districts. Buildings with less than 15,000 square feet of building area on the ground floor that are located within 100 feet of a single-family residential zoning district are required to have pitched roofs covering at least 80% of their surface, with a pitch of five-to-one (5:1) or 20%, to help the building fit better with the nearby residential district (buildings with roof-mounted solar arrays may have a higher pitch).

D. Sidewalks and Street Wall. Landowners are encouraged to provide parking to the side or rear of their buildings, where feasible. When parking is located between the building and street, it shall be screened by a decorative low wall or fence, and landscaping, all of which meets

the requirements of **Article XXV: Sidewalk and Streetscape Design**. Any parking located between the building and the street in the **MS-VC Main Street-Village Center District** must be shared. Access for such parking shall also be shared, such that the number of vehicular access points is one fewer than the number of sites with parking between the street and building that share parking. In such cases, the shared access location may be located as close as 5 feet to the street wall (and does not have to meet the location requirements of **§2313: Shared Access: Requirements and Process**).

Figure 10.5
Street Wall



Figure 10.6
MS-L Conceptual Development



Alain Street Districts

Most development will generally be located near the street, with parking to the side or rear, as in available town centers. Flexibility is provided so parking can still be located in front, provided there is shared parking and access with the adjacent property, and a decorative "street wall" with landscaping is added behind the sidewalk. These standards are intended to improve the appearance and identity of the Village Centers, and make it safer and more welcoming for pedestrians and vehicle shoppers.

MS-L District

- Smaller business districts than in the MS-VC; MS-L includes Ambury, Chestnut, Mulberry, and South Hill.
- Min. LUR Size: 20,000 sq. ft. for more intense uses like a convenience store, but 10,000 sq. ft. for less intense uses like an office.
- Min. 25% green area, 20% for apartment/residential.
- 40 ft. setback from abutting single family districts.

Figure 10.7

MS-VC Conceptual Development



Main Street Districts

New development will generally be located near the street, with parking to the side or rear, or in walkable town centers. Flexibility is provided so parking can still be located in front, provided there is shared parking and access with the adjacent property, and a decorative "screen wall" with landscaping is added behind the sidewalk. These standards are intended to improve the appearance and identity of the Village Center, and make it safer and more welcoming for pedestrians and window shoppers.

MS-VC (Boltje and Keswick—Village Centers)

Min. Lot Size 10,000 S.F. (Not 3,000 S.F. on Keswick Ave, where lot sizes are generally smaller)
Min. 10% green area (ideally, 15% for apartments/condos)
25' R. setback from abutting single-family districts

- E. Trash, Storage, Tanks and Loading shall be located to the side or rear.
- F. Windows.
 1. In the interest of discouraging “blank walls” and promoting public safety, windows shall be located on each story of each wall facing a street, sidewalk, or parking area open to the public. Where buildings are not divided into stories but are at least 25 feet tall, wall area over and under 12 feet tall shall include windows.
 2. Minimum Window Area. *See Figures 10.18, 10.19, 10.20 (Dimensional Requirements for MS-Main Street Districts).* In addition, product display windows used to meet some of the window requirement must be at least four feet high and be internally lighted.
- G. Customer Entrances on Buildings larger than 50,000 square feet. In addition to having a customer entrance on the façade, all sides of shopping centers and retail establishments with 50,000 square feet or more of floor area shall feature at least one (1) customer entrance on each side of the building facing a street. This requirement can be met for two sides of a building by a corner entrance that is visible from both sides.
- H. Building Façades.
 1. In the **MS-VC Village Center District**, each building shall utilize at least four of the design features listed below on its front façade (or on each of its front façades, where more than one exist).
 2. In the **MS-High-Intensity/Density and MS-Low-Intensity/Density Districts**, each building shall utilize at least three of the design features listed below on its front façade (or on each of its front façades, where more than one exist).
 3. For each additional 50 feet of front façade length over 50 feet, at least one additional design feature shall be used to break up the façade, add visual interest, and prevent a “big-box” look.

- Use of multiple building materials,
- Awnings,
- Porches,
- Canopies,
- Towers,
- Balconies,
- Bays,
- Gables,

Figure 10.8
Gable



- Planted trellises,
- Use of masonry (brick, stone or similar),
- Belt courses of a different texture or color (horizontal band, often of brick/stone),
- Projecting cornice/eaves (roof overhang),
- Projecting metal canopy,

Figure 10.9
Projecting Cornice



- Band of decorative tile,
- Horizontal off-set of at least three feet,
- Window sills and lintels,
- Street furniture: a bench, waste receptacle, or decorative street lamp, where approved by the Board of Commissioners.

Figure 10.10

Tower

- I. Displays. Display windows shall not be utilized for storage of equipment and work-related materials. Except for permitted outside storage, no equipment, goods, merchandise, or material of any nature shall be displayed, stored, or offered for sale outdoors, when visible from the street.
- J. Repairs or fabrication. No repair or fabrication shall occur outside.
- K. Wherever access permits and space exists, all commercial/industrial vehicles and vehicles kept as storage are to be located to the rear of the building(s).
- L. Parking Garages.
 1. Side(s) of a parking garage visible from the street or abutting an adjacent single-family residential district shall be screened to minimize or obscure the visibility of parked cars. Grills, lattice, mock windows, false facades, louvers, or similar treatments may be used.

Figure 10.11

Parking Garage with Screen

2. When located in the **MS-VC Main Street-Village Center District**, garages taking access from Easton Road or Keswick Avenue shall have a minimum setback of 25 feet from the street, or have a retail use located on the street level.

M. Multi-Building Lots.

1. Where such a lot lies on a corner, at least one building must be built to the corner to form an anchor of the intersection (i.e., a “keystone building”).
2. Access driveway widths must not exceed 30 feet for two-way travel, nor 16 feet for one-way travel (exclusive of street parking). Where the build-to-zone includes an undeveloped area of at least 300 s.f., a landscaped plaza or garden of at least 300 s.f. shall be constructed. A landscaped plaza shall have a minimum of 2 benches, have a 15’ minimum width, and shall be landscaped on at least 25% of its surface with trees, shrubs, and ground cover. Alternately, the area may be planted as a garden, with a continuous planting area of trees, shrubs, and ground cover.
3. Parking between a principal building in the build-to-zone and the side lot line may not be wider than 70 feet.
4. The largest building(s) on a lot must be located in the build-to zone.
5. There shall be a 20-foot minimum building separation distance between buildings on the lot (30 feet if a driveway or road lies between them).
6. Multi-building lots shall provide street furniture in the amount of one bench and waste receptacle for every 100 linear feet of road and access drive.

N. Outdoor Sales and Storage.

1. These areas shall not be located within 15 feet of any street.
2. Outdoor storage areas shall not exceed 10% of the gross building floor area of any uses, except as permitted in the Use Regulations for building supply center, lumber yard, contractor’s business, wholesale establishment, nursery, garden center, or greenhouse.
3. Outdoor areas for the storage and sale of seasonal inventory shall be permanently defined and screened with walls or fences. Materials, colors and design of screening walls or fences shall conform to those used as predominant materials and colors of the building. If such areas are to be covered, then the covering shall consist of those materials used as predominant materials and colors of the building.

O. Bonuses. The following bonuses are offered in exchange for meeting the bonus criteria (the applicant shall be required to provide adequate information in order to demonstrate that the bonus feature standards will be met).

1. Reduced or Eliminated Side Yards. One bonus point may be used to qualify for reduced minimum side yards, as follows:
 - a. MS-H Main Street-High-Intensity/Density Class I: 15 to 10 feet.
 - b. MS-H Main Street-High-Intensity/Density Class II: 30 to 15 feet.
 - c. MS-L Main Street-Low-Intensity/Density Class I and II: 10 to 5 feet (still 0 if sharing a party wall, and parking is located to the side, rear, or shared).
2. Reduction in Required Green Area. Two bonus points may be used to reduce required green area by 10% (as a percent of the lot).

Figure 10.12

Criteria to Qualify for Bonuses, MS Main Street Districts

Bonus Feature	Bonus Points	Bonus Feature Standard
Shared Parking	1 (2 if at least 10 spaces)	Make parking (min. 5 spaces) available to other MS Main Street District properties through shared parking and easement agreements.
Public Parking	1 (2 if at least 10 spaces are provided)	Make parking available to the public (minimum of either five spaces or 25% of spaces on applicant's property).
De-Emphasized Parking	1	Siting of all parking to side and/or rear of building
Shared Vehicular Access	1	Number of total vehicular access points provided must be one fewer than otherwise permitted by zoning.
Signage/Bus Stop Shelters/ Decorative Crosswalk	1	Provision of wayfinding or gateway signage, bus shelters, or decorative -site crosswalk, when concept and design is approved by Board of Commissioners
Green Roof	1	At least 50% of roof must have vegetative cover . An operating & maintenance (O&M) agreement must be made with the Township, with provisions acceptable to the Township for the design and maintenance of the Green Roof.
Shopping Center or Corner Property: tower	1	Provision of tower (min. 5'. height above roof line)
Shopping Center or Corner Property: plaza	1	Provision of landscaped plaza (min. 2 benches; 300 s.f. area; 15' width; and 25% landscaping with trees, shrubs, and/or ground cover)

Figure 10.13

Gateway Sign





Figure 10.14
Green Roof

Figure 10.15
Shared Vehicular Access (with Interconnection)



Figure 10.16
Wayfinding Signage



Figure 10.17
Plaza



Figure 10.18

MS-H Main Street—High Density/Intensity District Dimensional Requirements

	Class I	Class II	Comments
Density	10 DU/Ac. (H-10: Twin Dwelling Units: 8 DU/Ac.)		
Lot			
Lot Area, Minimum	15,000 sf.	30,000 sf.	
Permitted Residential Uses (exc. Twin and Multifamily Building)	7,500 sf		For permitted residential use types, see use matrix. For apartments/ condominiums, see Use Regulations.
Twin Dwelling Units (per unit)	3,750 sf		
Lot Width, Minimum	100 ft.	150 ft.	
Green Area, Minimum	25%	35%	
Residential Use (except multifamily)	55%		
Multifamily Use	20%		
Buildings on the Same Lot	N/A		
Minimum Separation	20 ft.		Does not apply to Parking Garages.
Building Size	The largest building on-lot must have at least 50% of its front façade located in the build-to-zone		
Build-to-Line			
Build-to-Line (from curb): The principal building shall meet the following requirements. The "Build-to-Zone" covers the area between and including min. and max. build-to-lines. The build-to requirement shall not override the sight triangle.	N/A		
Minimum	15 ft.		
Maximum	25 ft.		
Maximum Distance from Curb, with Street Wall and Shared Parking and Street Access in Front: Parking is permitted between the building and the street and the building may be set back up to 70 feet from the street if a "street wall" and landscaping is constructed between the parking and the sidewalk. In the MS-VC District, if parking is located between the building and street the parking and street access must be shared (this provision does not apply to Village Dwelling Units)	70 ft.		Features such as overhangs, upper floor balconies, and similar architectural features placed on the front side of the building may extend closer to the street than the minimum build-to-line, and/or up to three feet into the right-of-way, but no closer than five feet to the curb line. Projections into the right-of-way shall be subject to approval by the authority having jurisdiction.
Setbacks			
Yard Setback, Side, Minimum	15 ft.	30 ft.	
Yard Setback, Rear, Minimum	20 ft.	35 ft.	
Building Setback from Abutting R1/R2/R3/R4, Minimum	40 ft.	55 ft.	
Trash Storage Setbacks from Abutting R1-R2-R3-R4 Properties, Minimum	20 ft.		
Building			
Building Footprint, Maximum	N/A		
Facade Height, Minimum	20 ft.		Minimum facade height applies to front facades, measured from lowest visible part of facade to lowest part of roof, when visible from the street.
Building Height, Maximum	35 ft.		
Window Area (Minimum), Street-Facing Façade(s)	N/A		
Ground Floor (lowest portion of window must be at least two feet [2'] above grade; highest portion must not exceed eight feet [8'] above grade.	45%		
Upper Stories	25%		
Street-facing façade above 12 feet, when one-story building is used to fulfill a minimum height requirement.	25%		
Parking			
Parking Setback from Street Wall and Landscaping	5 ft. (from "street wall" and landscaping)		Street wall required when building is more than 20 ft from ultimate ROW.
Maximum Width, Parking between Principal Building and Side Lot Line (for Building in Build-to-Zone)	70 ft.		Features such as overhangs, upper floor balconies, and similar architectural features placed on the front side of the building may extend closer to the street than the minimum build-to-line, and/or up to three feet into the right-of-way, but no closer than five feet to the curb line.
Parking Setback from Abutting R1/R2/R3/R4 Properties, Minimum	20 ft.		
Parking Setback from MS Properties and Districts Other than R1/R2/R3/R4, Minimum	10 ft., 0 ft., if shared parking		
Maximum Width, Street Access Point (two-way)	35 ft.		An island will be required to separate inbound from outbound travel lanes at parking lot entrances.

Figure 10.19

MS-L Main Street—Low Density/Intensity District Dimensional Requirements

	Class I	Class II	Comments
Density	10 DU/Ac. (H-10: Twin Dwelling Units: 8 DU/Ac.)		
Lot			
Lot Area, Minimum	10,000 sf.	20,000 sf.	
Permitted Residential Uses (exc. Twin and Multifamily Building)	7,500 sf		For permitted residential use types, see use matrix. For apartments/ condominiums, see Use Regulations.
Twin Dwelling Units (per unit)	3,750 sf		
Lot Width, Minimum	100 ft., 50 ft. for Residential	150 ft.	
Green Area, Minimum	35%		
Residential Use (except multifamily)	55%		
Multifamily Use	25%		
Buildings on the Same Lot	N/A	N/A	
Minimum Separation	20 ft.		Does not apply to Parking Garages.
Building Size	The largest building on-lot must have at least 50% of its front façade located in the build-to-zone		
Build-to-Line (from curb): The principal building shall meet the following requirements. The "Build-to-Zone" covers the area between and including min. and max. build-to-lines. The build-to requirement shall not override the sight triangle.			
Minimum	15 ft.		
Maximum	25 ft.		
Maximum Distance from Curb, with Street Wall and Shared Parking and Street Access in Front: Parking is permitted between the building and the street and the building may be set back up to 70 feet from the street if a "street wall" and landscaping is constructed between the parking and the sidewalk. In the MS-VC District, if parking is located between the building and street the parking and street access must be shared (this provision does not apply to Village Dwelling Units)	70 ft.		Features such as overhangs, upper floor balconies, and similar architectural features placed on the front side of the building may extend closer to the street than the minimum build-to line, and/or up to three feet into the right-of-way, but no closer than five feet to the curb line. Projections into the right-of-way shall be subject to approval by the authority having jurisdiction.
Setbacks			
Yard Setback, Side, Minimum	10 ft, or 0 ft if sharing a party wall, and parking is located to the side, rear, or shared; 15 ft for Village Dwelling		
Yard Setback, Rear, Minimum	20 ft.		
Building Setback from Abutting R1/R2/R3/R4, Minimum	40 ft.		
Trash Storage Setbacks from Abutting R1-R2-R3-R4 Properties, Minimum	20 ft.		
Building			
Building Footprint, Maximum	10,000 sf.		
Facade Height, Minimum	20 ft.		Minimum facade height applies to front facades, measured from lowest visible part of facade to lowest part of roof, when visible from the street.
Building Height, Maximum	35 ft.		
Window Area (Minimum), Street-Facing Façade(s)	N/A		
Ground Floor (lowest portion of window must be at least two feet [2'] above grade; highest portion must not exceed eight feet [8'] above grade.	30%		
Upper Stories	25%		
Street-facing façade above 12 feet, when one-story building is used to fulfill a minimum height requirement.	25%		
Parking			
Parking Setback from Street Wall and Landscaping	5 ft. (from "street wall" and landscaping)		Street wall required when building is more than 20 ft from ultimate ROW.
Maximum Width, Parking between Principal Building and Side Lot Line (for Building in Build-to-Zone)	70 ft.		Features such as overhangs, upper floor balconies, and similar architectural features placed on the front side of the building may extend closer to the street than the minimum build-to line, and/or up to three feet into the right-of-way, but no closer than five feet to the curb line.
Parking Setback from Abutting R1/R2/R3/R4 Properties, Minimum	20 ft.		
Parking Setback from MS Properties and Districts Other than R1/R2/R3/R4, Minimum	N/A		
Maximum Width, Street Access Point (two-way)	35 ft.		An island will be required to separate inbound from outbound travel lanes at parking lot entrances.

Figure 10.20
MS-VC Main Street—Village Center District Dimensional Requirements

	All Uses	Comments
Density	10 DU/Ac. (H-10: Twin Dwelling Units: 8 DU/Ac.)	
Lot		
Lot Area, Minimum	10,000 sf; 3,000 sf. on Keswick Avenue	
Permitted Residential Uses (exc. Twin and Multifamily Building)	7,500 sf	For permitted residential use types, see use matrix. For apartments/ condominiums, see Use Regulations.
Twin Dwelling Units (per unit)	3,750 sf	
Lot Width, Minimum	50 ft., 20 ft. on Keswick Ave.	
Green Area, Minimum	20%	
Residential Use (except multifamily)	55%	
Multifamily Use	10%	
Buildings on the Same Lot	N/A	
Minimum Separation	20 ft.	Does not apply to Parking Garages.
Building Size	The largest building on-lot must have at least 50% of its front façade located in the build-to-zone	
Build-to-Line (from curb): The principal building shall meet the following requirements. The "Build-to-Zone" covers the area between and including min. and max. build-to-lines. The build-to requirement shall not override the sight triangle.		
Minimum	15 ft.	
Maximum	25 ft.	
Maximum Distance from Curb, with Street Wall and Shared Parking and Street Access in Front: Parking is permitted between the building and the street and the building may be set back up to 70 feet from the street if a "street wall" and landscaping is constructed between the parking and the sidewalk. In the MS-VC District, if parking is located between the building and street the parking and street access must be shared (this provision does not apply to Village Dwelling Units)	70 ft.	Features such as overhangs, upper floor balconies, and similar architectural features placed on the front side of the building may extend closer to the street than the minimum build-to line, and/or up to three feet into the right-of-way, but no closer than five feet to the curb line. Projections into the right-of-way shall be subject to approval by the authority having jurisdiction.
Setbacks		
Yard Setback, Side, Minimum	10 ft; 0 if sharing a party wall, and parking is located to the side, rear, or shared	
Yard Setback, Rear, Minimum	20 ft.	
Building Setback from Abutting R1/R2/R3/R4, Minimum	25 ft.	
Trash Storage Setbacks from Abutting R1-R2-R3-R4 Properties, Minimum	20 ft.	
Building		
Building Footprint, Maximum	10,000 sf.	
Facade Height, Minimum	20 ft.	Minimum facade height applies to front facades, measured from lowest visible part of facade to lowest part of roof, when visible from the street.
Building Height, Maximum	35 ft.	
Window Area (Minimum), Street-Facing Façade(s)		
Ground Floor (lowest portion of window must be at least two feet [2'] above grade; highest portion must not exceed eight feet [8'] above grade.	45%	
Upper Stories	25%	
Street-facing façade above 12 feet, when one-story building is used to fulfill a minimum height requirement.	25%	
Parking		
Parking Setback from Street Wall and Landscaping	5 ft. (from "street wall" and landscaping)	Street wall required when building is more than 20 ft from ultimate ROW.
Maximum Width, Parking between Principal Building and Side Lot Line (for Building in Build-to-Zone)	70 ft.	Features such as overhangs, upper floor balconies, and similar architectural features placed on the front side of the building may extend closer to the street than the minimum build-to line, and/or up to three feet into the right-of-way, but no closer than five feet to the curb line.
Parking Setback from Abutting R1/R2/R3/R4 Properties, Minimum	20 ft.	
Parking Setback from MS Properties and Districts Other than R1/R2/R3/R4, Minimum	10 ft., 0 ft. if shared parking	
Maximum Width, Street Access Point (two-way)	35 ft.	An island will be required to separate inbound from outbound travel lanes at parking lot entrances.

APPENDIX 4: Abington Comprehensive Plan Future Land Use, 2007

provide additional personnel to support the Economic Office already established to incorporate these and many other functions.

- Develop appropriate areas within the Township to promote mixed use development that includes a residential component that could retain our older residents or attract new and/or existing residents that desire less personal property maintenance.
 - Provide and promote tax incentives to local business so that they may use the tax dollars to invest in their business and properties.
17. Develop a separate Comprehensive Plan Module for Economic Development, similar in scope to the Park and Recreation Open Space Plan, which would constitute the unique Economic Development Planning Strategy for the Township, and provide specific action and direction for the EDC to apply comprehensively and Township-wide.
 18. The Township needs to develop economic strategies that parallel and are consistent with the Montgomery County Economic Comprehensive Plan.
 19. The Township should continue and expand participation in County economic programs such as Community Revitalization, and in State programs for economic development such as the KOZ and other Keystone initiatives.
 20. The Township must continue administration of its tax abatement program, loan opportunities, and the underwriting of its business improvement grant programs and expand opportunities where possible and practical.
 21. The Township should continue to support its current level of business promotion initiatives including programs like the Roslyn Valley Fall Festival and Car Show, and Holiday event programming, and consider additional event programming to promote business districts.

Future Land Use

Given the state of development in the Township, the Proposed Land Use Map from 1992 has been the prevailing land use guide. It has been updated to reflect evolving land uses and is now designated 2005 Land Use Plan. The 1992 Comprehensive Plan also stressed the importance for improved appearance, sign control and traffic access control along stretches of Old York Road and Easton Road in older sections generally north of Susquehanna Road.

Two land use maps are included for ready reference:

- 2005 Land Use Map
- Temporary Protected Lands Map (Open Space, Recreation and Environmental Resource Plan, 2006)

Abington Township is faced with a similar challenge of most first ring suburbs in the northeastern part of the United States. The challenges we face are as follows:

- Revitalization of our commercial corridors
- Improve housing options to maintain the current and advance our current population
- Create guidelines which will enhance our commercial/industrial properties
- Create transition zones between our residential neighborhoods and commercial districts
- Build a level collaboration and partnerships to work with existing Township assets.

Commercial Corridors

1. Related to the master planning process the Township should develop overlapping methods to evaluate the changes in direction of our commercial corridors.
2. Introduce pedestrian friendly pathways to connect business.
3. Develop centralized parking to reduce the amount of impervious parking area for individual properties (specifically smaller properties).
4. Develop guidelines that will create continuity between properties (internal lot connections, pedestrian walkways, architecture and street treatment).
5. Create transitional connections to the residential neighborhoods that immediately abut these corridors.
6. Develop a way to connect uses of a property based on physical characteristics, neighbor commercial uses, and proximity to residential neighborhoods.
7. Create nodal destination (theaters, performing arts, and activity based businesses) that will enhance surrounding retail/commercial areas and also create a community gathering place.

Housing

1. As part of the master planning process the changing housing needs and environment should be a part of this ever-changing process.
2. Target development of housing that will encourage our aging residents to stay in the Township
3. Create a set of rules that will provide property owners additional options to improve their property which will also encourage methods that will enhance the neighborhood and minimize the effect on natural resources.
4. Develop tools that will enable current large building property owners to seek adaptive reuse options that will diversify the Township's housing stock

APPENDIX 5: Site Plan



APPENDIX 6: Excerpt from Old York Road Corridor Improvement Study

SUSQUEHANNA

INTENT

The intersection of Old York Road and Susquehanna Road is the historic business and community center of Abington Township. In the area are a number of historic buildings, including the Abington Presbyterian Church, a war veteran cemetery, and the old Abington Township high school building. Today, a number of businesses operate along Old York Road north of the intersection and on Susquehanna Road west of the intersection. Some of the businesses, however, are jammed up to the street with little to no sidewalk. Previous widenings of Old York Road and the construction of additions to building facades have, in places, reduced the sidewalk width to only two feet. In addition, unsympathetic additions onto the fronts of structures have contributed to diluting the historic character of the area. Small parcel sizes, the limited floor area of historic structures, and set adjacent residential land uses limit the area's ability to accommodate a contemporary shopping, eating and drinking, and working destination. Recommendations for this area therefore involve adaptations to the physical environment that will improve safety for motorists and pedestrians and the ability of businesses to attract and serve customers.

To improve mobility and economic viability within the Susquehanna priority area, a number of changes should be made to roadways and properties. Road changes in this area should focus on the substandard geometry of the Old York Road and Susquehanna Road intersection. Adjustments made here would improve the flow of traffic through the intersection and allow for a greater area of sidewalk. Proposed intersection improvements would require using portions of four properties at the northwest corner, as well as parts of two adjacent properties on the north side of Susquehanna Road just west of Old York Road. Mixed-use buildings are proposed on the resultant new parcel to be formed from

these various properties and on the vacant and underutilized properties along Old York Road. Façade additions to the buildings on the west side of Old York Road should be removed to reveal the original historic structures and to provide for additional sidewalk width. The result will be an enhanced pedestrian environment containing a mix of existing and new retailers in a local shopping destination at an historic crossroads (Figure 4.15).



CIRCULATION

The intersection of Old York Road and Susquehanna Road should be reconfigured to allow for proper sight lines, turning radii, and queuing distances for motorists and adequate sidewalk widths and crossing areas for pedestrians. The existing Susquehanna Road alignment is offset on either side of Old York Road. In order to rectify the substandard geometry without affecting the historic properties on the southeast, southwest, and northeast corners of the intersection, Susquehanna Road, west of Old York Road, should be relocated approximately ten to twelve feet north (Figure 4.16). This shift requires using portions of four properties at the northwest corner of the intersection and two adjacent properties on the north side of Susquehanna Road just west of Old York Road. On Old York Road,

SUSQUEHANNA AREA VISIONING

(the intersection of Old York Road and Susquehanna Road)

Key Aspects:

- Revise the physical configuration of the intersection by aligning the east and west sides of Susquehanna Road and widening the sidewalks along Old York Road.
- Reshape the building edge on the northwest corner of the intersection.
- Complement and build upon the existing community-oriented retail with new mixed-use infill on vacant and/or underutilized land.
- Enhance the pedestrian environment with wider sidewalks, street trees, specialty paving and street furniture.

Old York Road Corridor Improvement Study, Abington Township



Aligning and defining pedestrian crossings is important in minimizing conflict points.



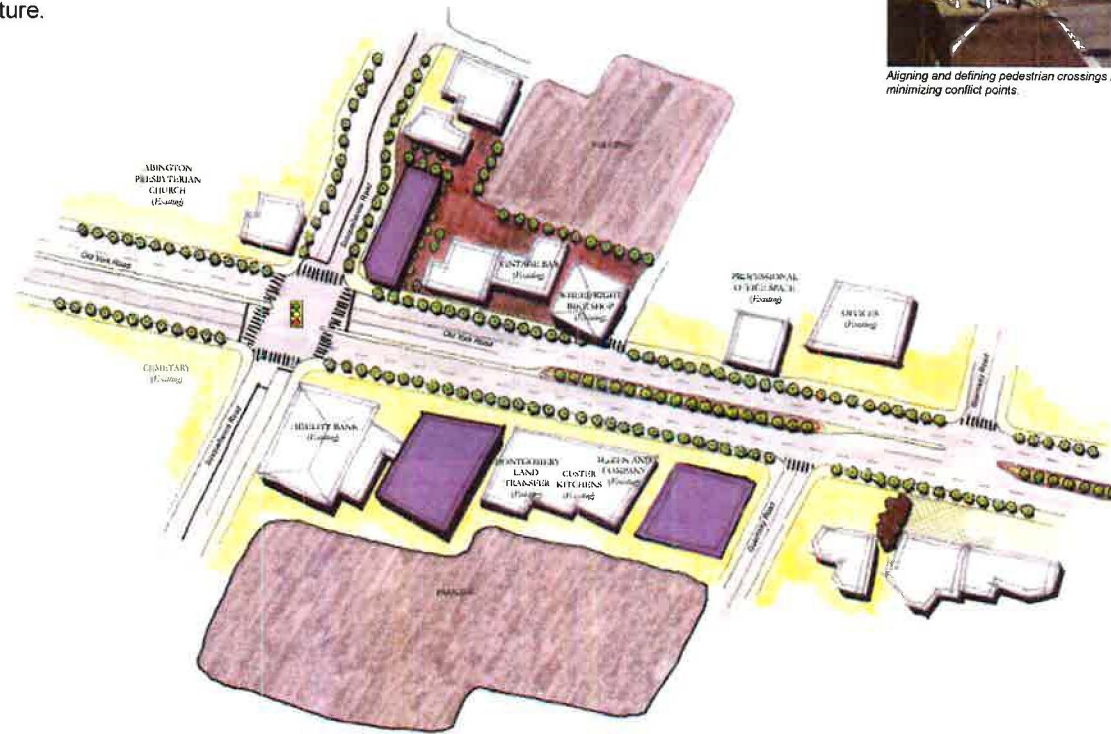
Small properties with varied uses support a walkable, community-oriented retail area.



A generous sidewalk width, specialty paving, street trees, pedestrian-scale lights, and a strong building edge help to encourage walking to multiple destinations.



A mixed-use area could be along both Old York Road and Susquehanna Road.



Legend

- Mixed Use - Retail/Office/Residential
- Existing Signalized Intersection

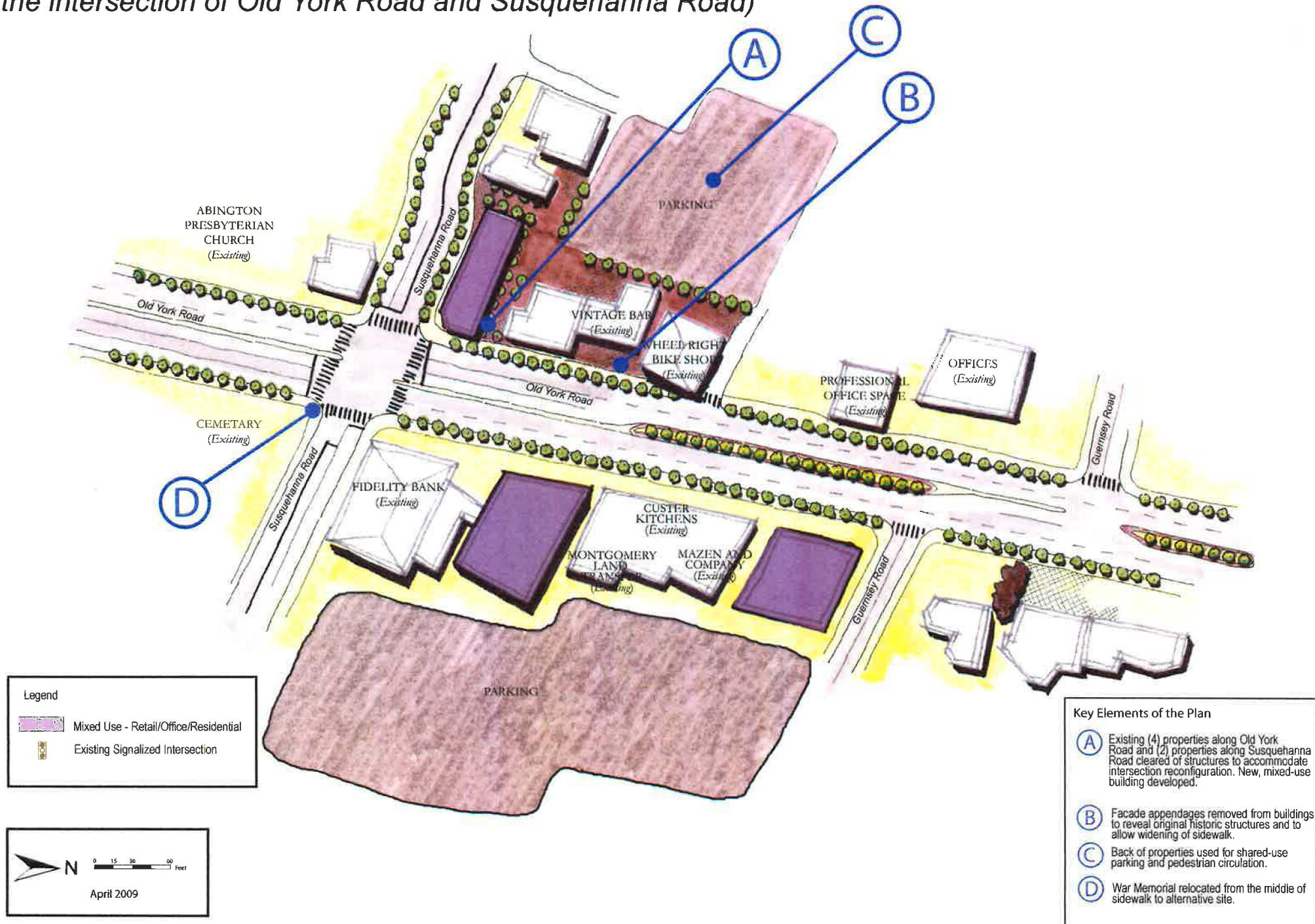
N

September 18, 2008

Old York Road Corridor Improvement Study, Abington Township

SUSQUEHANNA AREA ILLUSTRATIVE PLAN

(the intersection of Old York Road and Susquehanna Road)



the number of through and turning lanes is proposed to remain as they are today, but lane widths will be adjusted (see the corridor-wide recommendations section of this chapter) so that the existing sixty-foot curb-to-curb width of Old York Road will become fifty-eight feet, including a 3-foot pedestrian refuge median.

The remaining two feet of former cartway width, the existing sidewalk width, and the additional space garnered from removing the additions to building facades, allow for a new ten-foot sidewalk on either side of Old York Road. The sidewalk should be lined with street trees spaced thirty feet on center planted within steel tree grates. Ten-foot-wide crosswalks, contrasting color and texture unit pavers, are also proposed for this intersection.

Abington Township should seek opportunities to relocate the existing War Memorial associated with the cemetery on the southeast corner of the intersection. In a five-foot-wide sidewalk area, the corner presently has a 2½ x 3½-foot War Memorial, a utility pole, a traffic signal pole, and a pedestrian light pole. These obstacles make it difficult for pedestrians to pass one another and impossible for someone with a wheelchair or stroller to pass without going into the street.

This priority area has the potential to attract shoppers who can walk, not drive, to the location. Particular sensitivity should be demonstrated to provide ADA compliance with respect to sidewalks, crosswalks, and building entrances for the neighboring seniors at Sunrise Assisted Living who may patronize shops in this priority area.

TRAFFIC

Traffic improvements proposed for the Susquehanna Road area are focused on the realignment of Susquehanna Road. Currently, the intersection of Old York Road and Susquehanna Road operates with concurrent phasing on the side street even though the

intersection is slightly skewed. The intersection is aligned so that the through movements can not proceed straight through the intersection. Due to the close proximity of buildings adjacent to the travel lanes, vehicle speeds and sight distances are impaired and there is a narrow sidewalk that does not meet current ADA standards. The level-of-service (LOS) at this intersection is a “D” in the PM peak hour according to the “Draft Route 611 & Route 263 Corridor Study” produced by the Delaware Valley Regional Planning Commission (DVRPC). At a LOS “D”, the influence of congestion, oftentimes in the form of longer delays, becomes more noticeable. This intersection also has experienced a high crash rate, with a total of 70 crashes from 2003 to 2005.

Once the intersection has been realigned, the safety and efficiency of the intersection is expected to improve. Vehicles traveling on the side street will no longer have to slow down to transverse the intersection, so the side street will require less green time. Less green time required for the side street will allow more green time on the Old York Road approach thus resulting in greater throughput on both the side street and Old York Road approaches. In addition, safety will be enhanced with improved sight distances and a straight travel path. Pedestrian facilities will also be improved at the intersection through the addition of wider sidewalks and providing a grassy separation from the adjacent street traffic.

LAND USE

Recommendations for the Susquehanna priority area are focused on making the setting for vehicular, pedestrian, and bicycle mobility safer and more supportive of businesses in the area. The mix of retail, office, and residential uses are proposed to be “infilled” with similar uses. A new building is proposed to be erected on the northwest corner of the intersection where the anticipated roadway reconfiguration will result in the demolition of some existing buildings.

With the addition of retail uses, seniors may be expected to walk to the area from the Sunrise Assisted Living, students may walk from school to the area or through the area to get to the YMCA, and patrons of the Abington Township Building and Abington Free Library may add stops at the Susquehanna area to their trips. Abington Township should keep this clientele in mind when planning streetscape projects or for new uses within the Susquehanna area to ensure that pedestrian mobility is possible for physically-challenged people and that uses would be attractive to seniors and/or students. Possible new uses may include cafes, restaurants, gift shops, hobby shops, and after-school or adult education facilities.

In order to promote connectivity between adjacent land uses, the rear of properties on the northwest and northeast corners of the intersection are proposed to be combined to form parking areas. Such parking areas would make it easy for motorists to locate parking and make it more likely that shoppers will be able to park once and walk to multiple destinations. Pedestrian passageways and common open plaza space should be defined with unit pavers, landscaping, pedestrian-scaled light fixtures, and wayfinding elements.

The development program, broken down by major land use categories for the Susquehanna priority area, includes the following new floor area totals:

- | | |
|---------------------------|-----------------------|
| ■ Retail
7,800 sf | ■ Office
15,500 sf |
| ■ Residential
19 units | |

SUSTAINABILITY

The ability to adapt the Susquehanna priority area to meet the contemporary demands of a community destination is rooted in using existing

infrastructure and building stock to accommodate a mixed-use, walkable center. Rather than widespread demolition, the program for the Susquehanna priority area seeks to build upon and improve the existing assets that this area possesses.

Streetscape, plaza and parking surface materials should include BMPs to capture and treat stormwater.

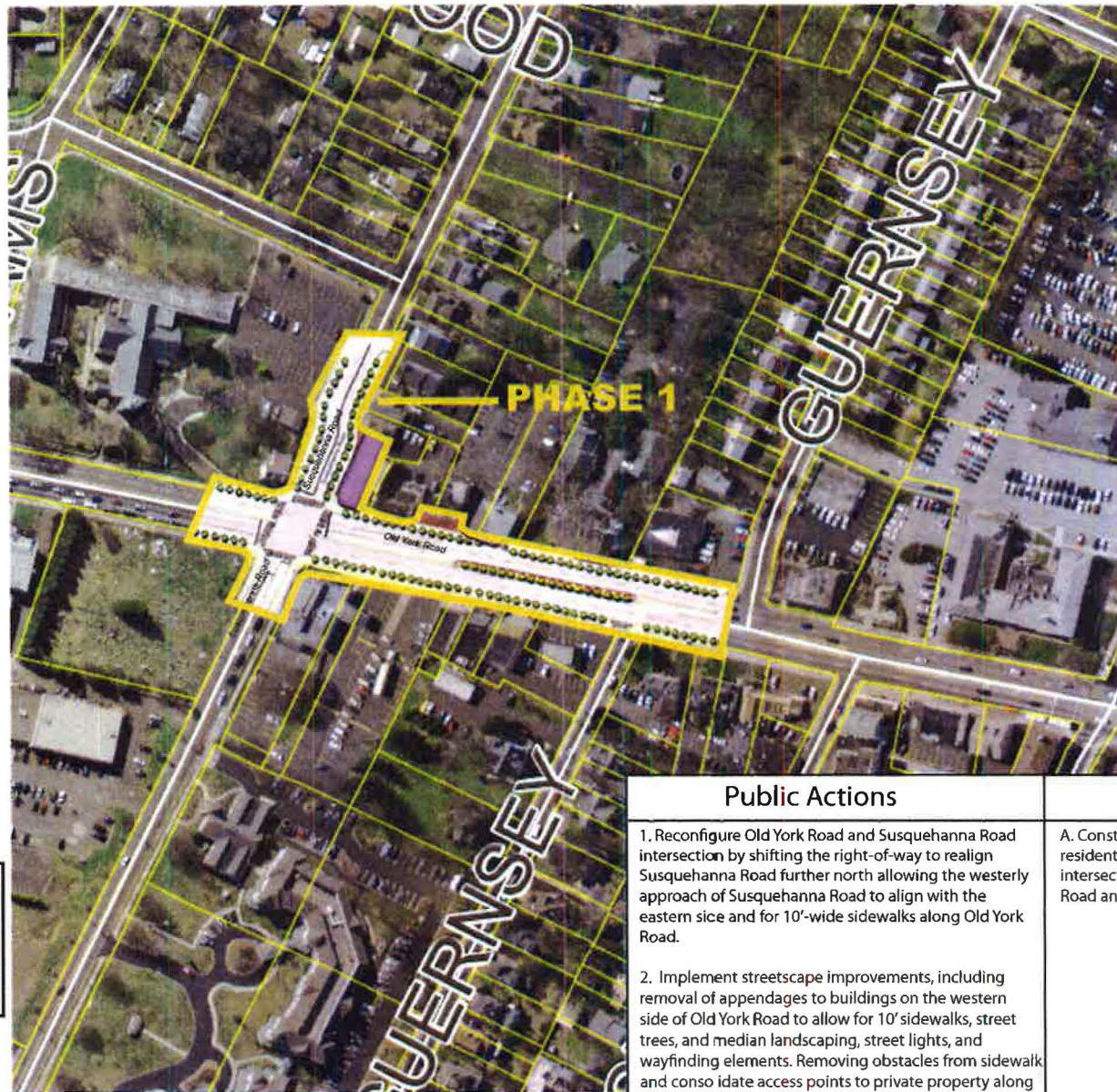
PHASING



Improvements to public rights-of-way and changes to properties in order to construct the improvements make up the first phase of three phases of the implementation of the Susquehanna priority area's recommendations. (Figures 4.17 – 4.19). The first phase would include the reconfiguration of the Susquehanna Road and Old York Road intersection (including the use of portions of properties on the northwest corner of the intersection), and the removal of the front appendages of three buildings on the west side of Old York Road. A new mixed-use building would be constructed at the northwest corner of the intersection, following the intersection reconfiguration, that could accommodate existing businesses at this corner as well as new ones. Additionally, the first phase would include the installation of streetscape elements and an improved pedestrian crossing at the intersection as well as the planting of street trees within the verge and median areas of Old York Road. Phase 2 would include the "infill" of new mixed-use buildings on vacant and/or underutilized properties northwest of the intersection and the conversion of the rear of the properties on the west side of Old York Road into a joint, shared-use parking lot. Phase 3 would include the "infill" of new mixed-use buildings on the northeast side of the intersection. Separate parking lots for businesses on the east side of Old York Road should be converted to one, shared-use parking lot.

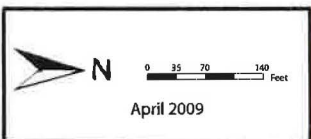
SUSQUEHANNA AREA PHASING

PHASE 1

(the intersection of Old York Road and Susquehanna Road)



Legend	
	Mixed Use - Retail/Office/Residential
	Existing Signalized Intersection



Public Actions	Private Actions
<ol style="list-style-type: none"> 1. Reconfigure Old York Road and Susquehanna Road intersection by shifting the right-of-way to realign Susquehanna Road further north allowing the westerly approach of Susquehanna Road to align with the eastern side and for 10'-wide sidewalks along Old York Road. 2. Implement streetscape improvements, including removal of appendages to buildings on the western side of Old York Road to allow for 10' sidewalks, street trees, and median landscaping, street lights, and wayfinding elements. Removing obstacles from sidewalk and consolidate access points to private property along Old York Road from Susquehanna Road to Guernsey Road. 	<p>A. Construct a new mixed-use (retail, office and residential) building on the northwestern corner of the intersection, utilizing the four parcels along Old York Road and the two parcels along Susquehanna Road.</p>

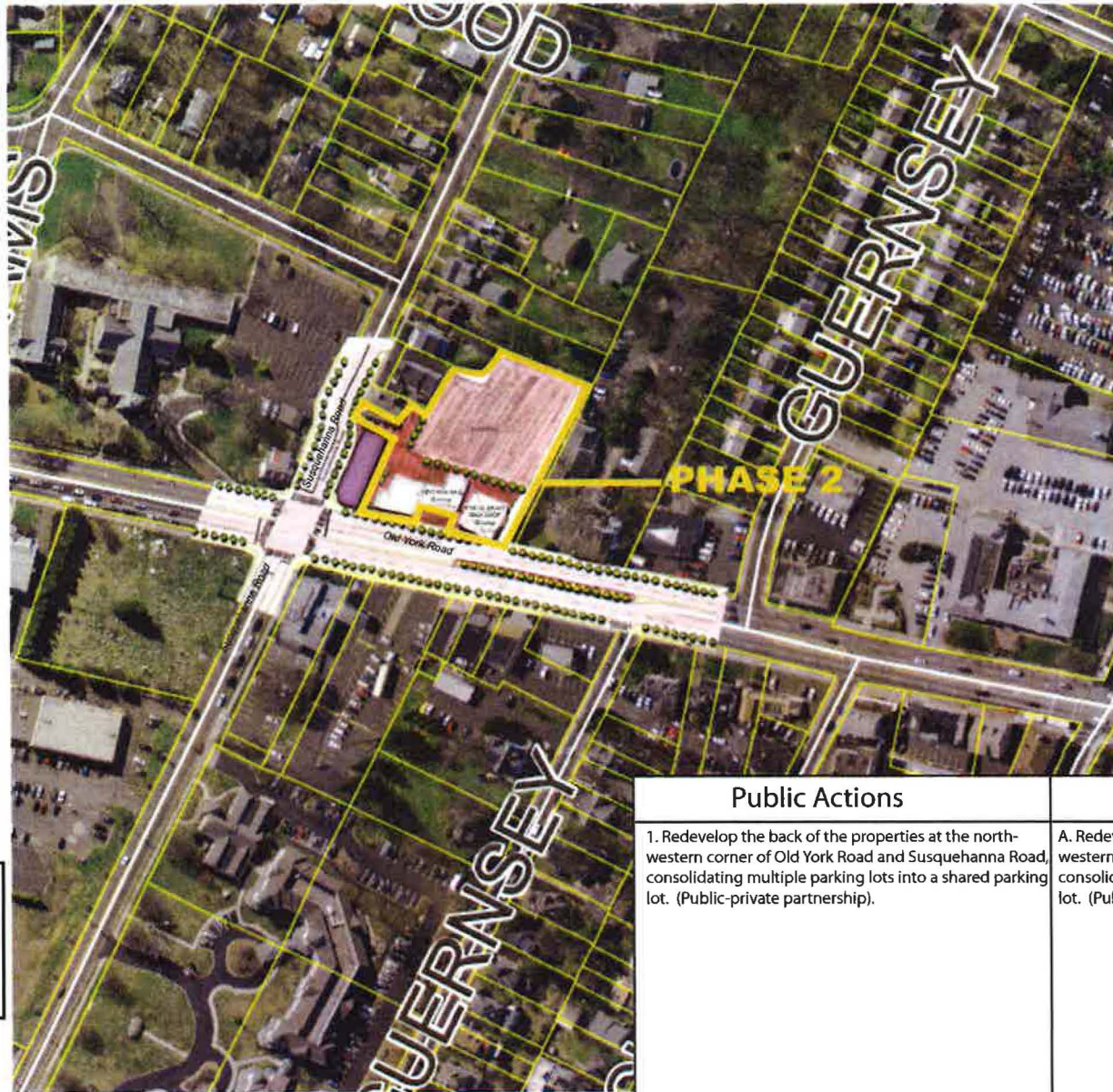
Figure 4.17

Old York Road Corridor Improvement Study, Abington Township

SUSQUEHANNA AREA PHASING

PHASE 2

(the intersection of Old York Road and Susquehanna Road)



Legend

- Mixed Use - Retail/Office/Residential
- Existing Signalized Intersection

N

0
35
70
140
Feet

April 2009

Public Actions	Private Actions
<p>1. Redevelop the back of the properties at the north-western corner of Old York Road and Susquehanna Road, consolidating multiple parking lots into a shared parking lot. (Public-private partnership).</p>	<p>A. Redevelop the back of the properties at the north-western corner of Old York Road and Susquehanna Road, consolidating multiple parking lots into a shared parking lot. (Public-private partnership).</p>

Figure 4.18

Old York Road Corridor Improvement Study, Abington Township

SUSQUEHANNA AREA PHASING

PHASE 3

(the intersection of Old York Road and Susquehanna Road)

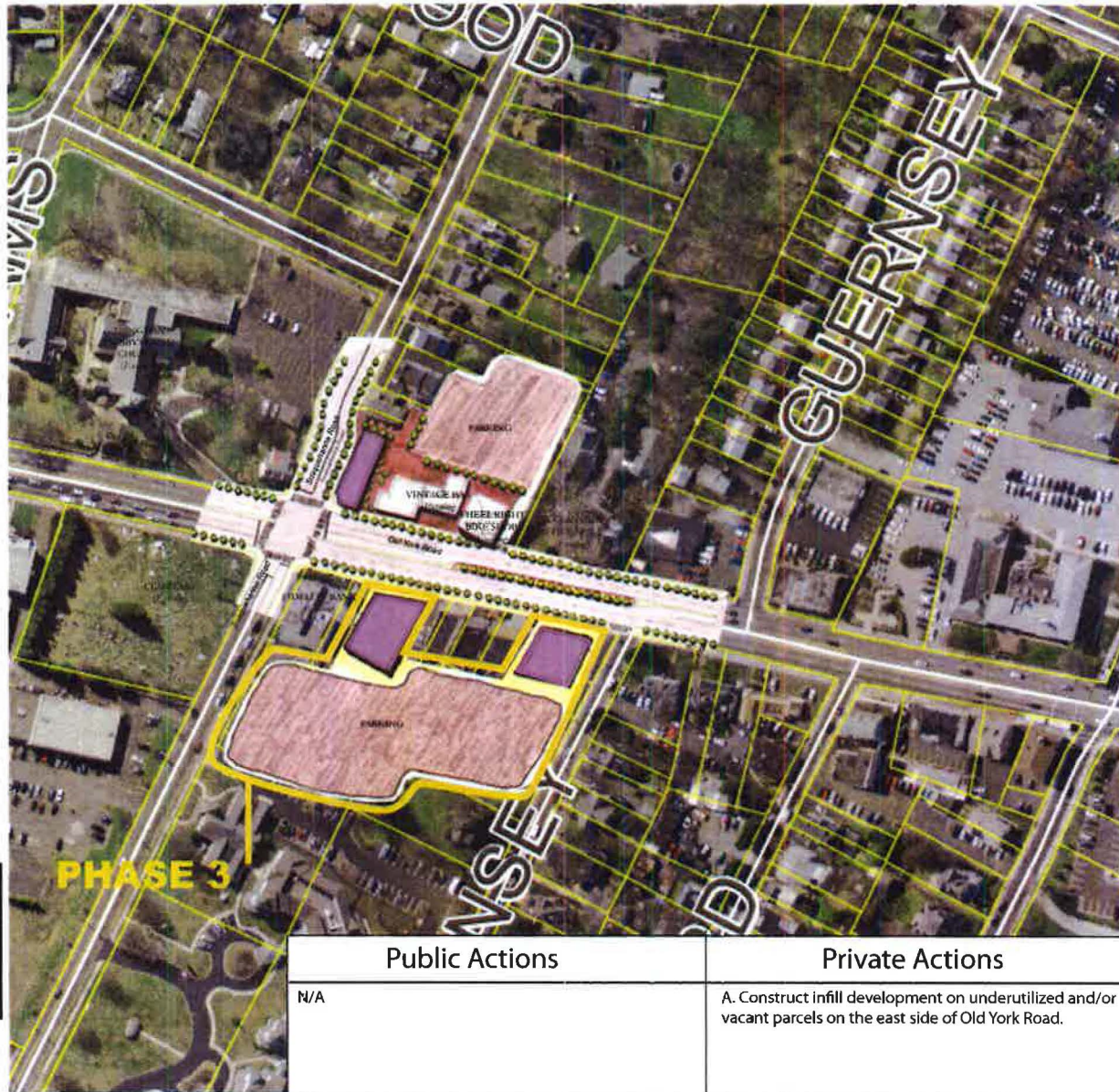
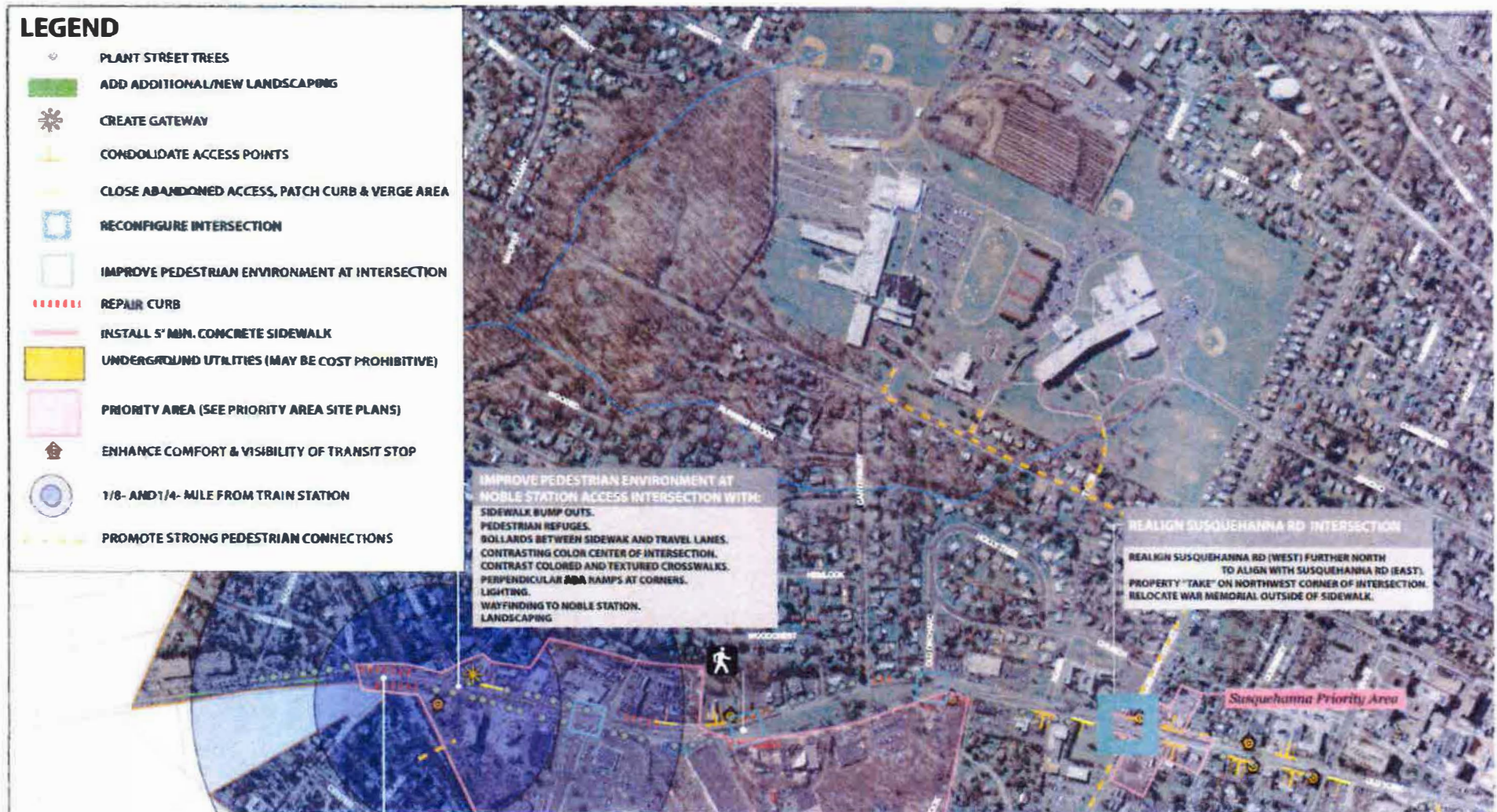


Figure 4.19

From Old York Road Corridor Improvement Plan (2010), by McCormick Taylor and AKRF

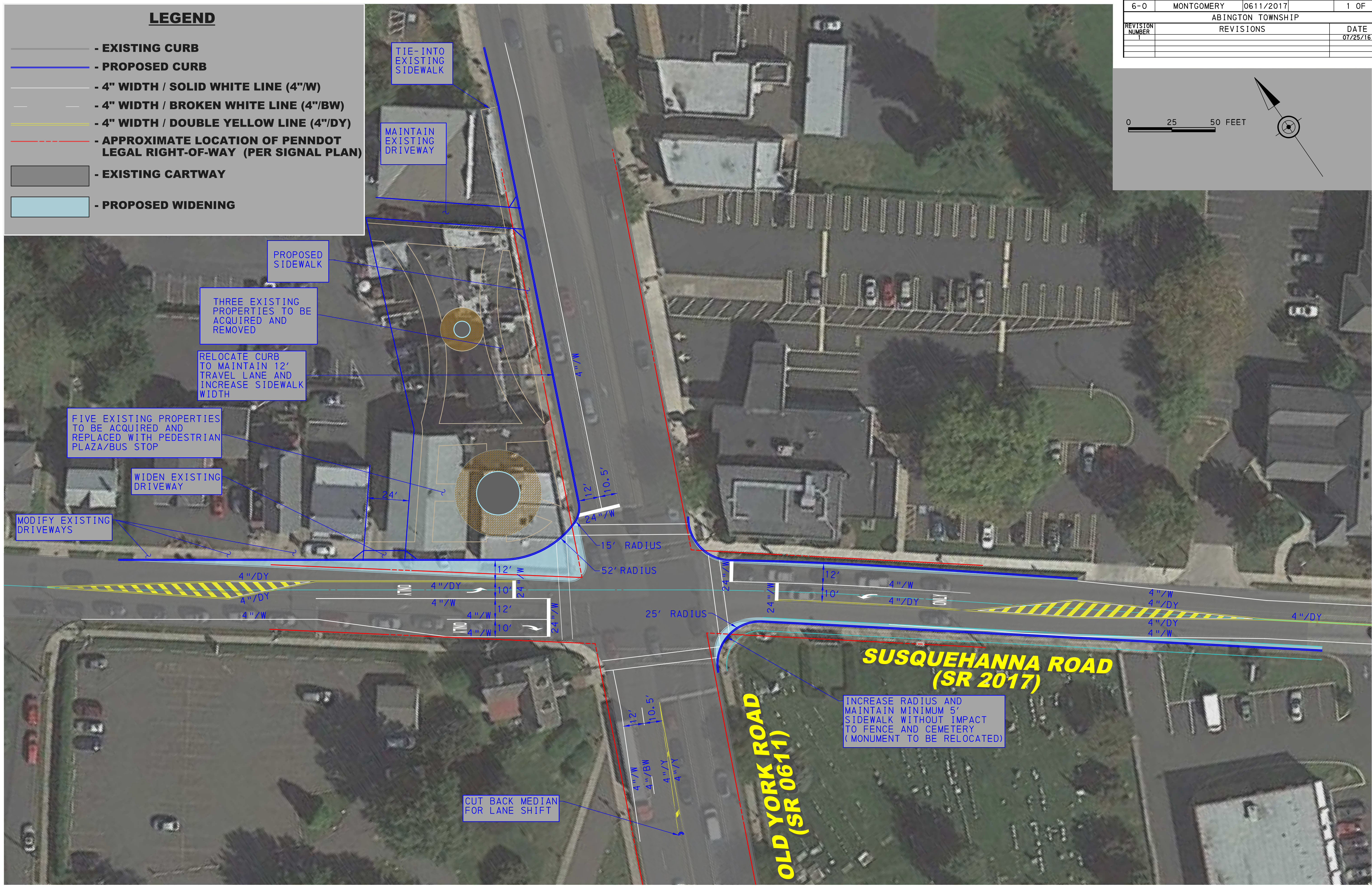
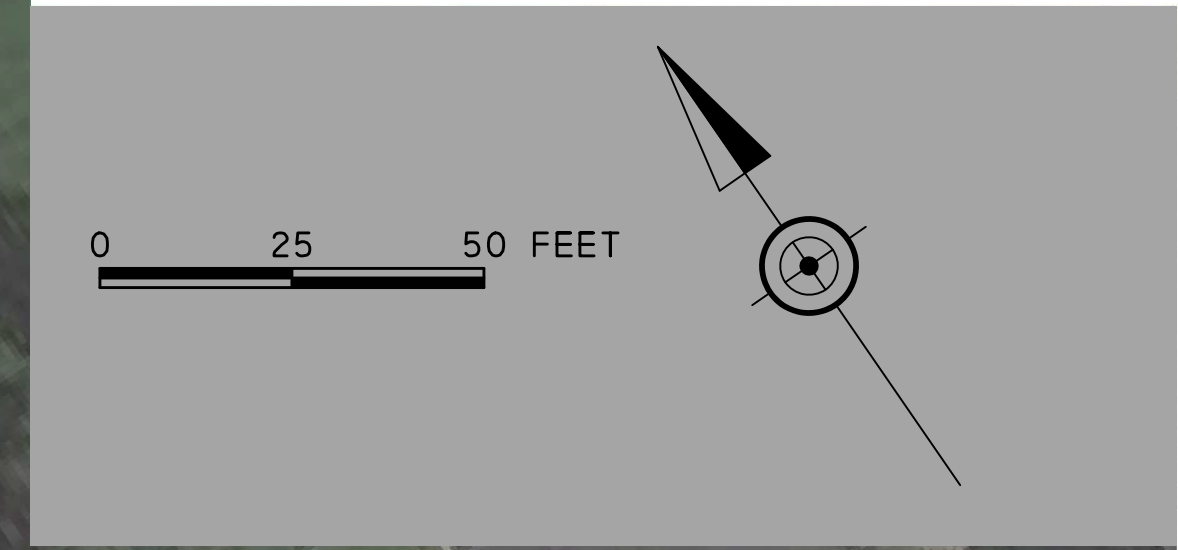


APPENDIX 7: Changes in Street Layout, Traffic Configuration, and
Development of Transit Plaza

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	MONTGOMERY	0611/2017		1 OF 1
ABINGTON TOWNSHIP				
REVISION NUMBER	REVISIONS			DATE
1				07/25/16

LEGEND

- EXISTING CURB
- PROPOSED CURB
- 4" WIDTH / SOLID WHITE LINE (4"/W)
- 4" WIDTH / BROKEN WHITE LINE (4"/BW)
- 4" WIDTH / DOUBLE YELLOW LINE (4"/DY)
- APPROXIMATE LOCATION OF PENNDOT LEGAL RIGHT-OF-WAY (PER SIGNAL PLAN)
- EXISTING CARTWAY
- PROPOSED WIDENING



APPENDIX 8: Existing Land Use Map

UPPER MORELAND

LOWER MORELAND

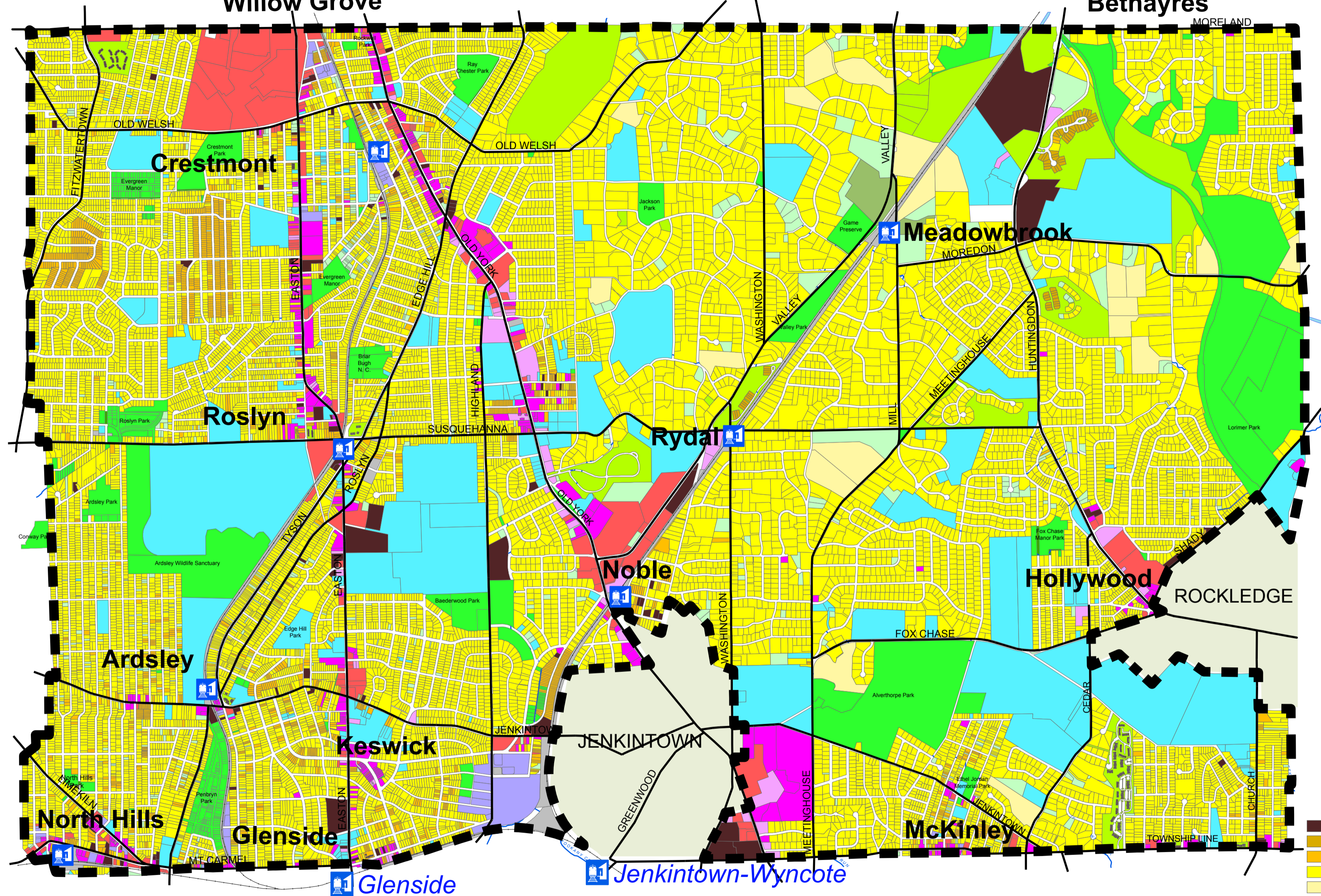
Willow Grove

Bethayres

UPPER DUBLIN

SPRINGFIELD

CHELTENHAM



- Multifamily
- Single Family Attached
- Twin / Duplex
- Single Family Detached
- Country Residence
- Mixed Use
- Retail
- Office
- Industrial
- Institutional
- Utilities
- Undeveloped
- Public Open Space
- Private Open Space
- Agriculture
- Regional Rail Stations



APPENDIX 9: Zoning Map

UPPER MORELAND

LOWER MORELAND

Willow Grove

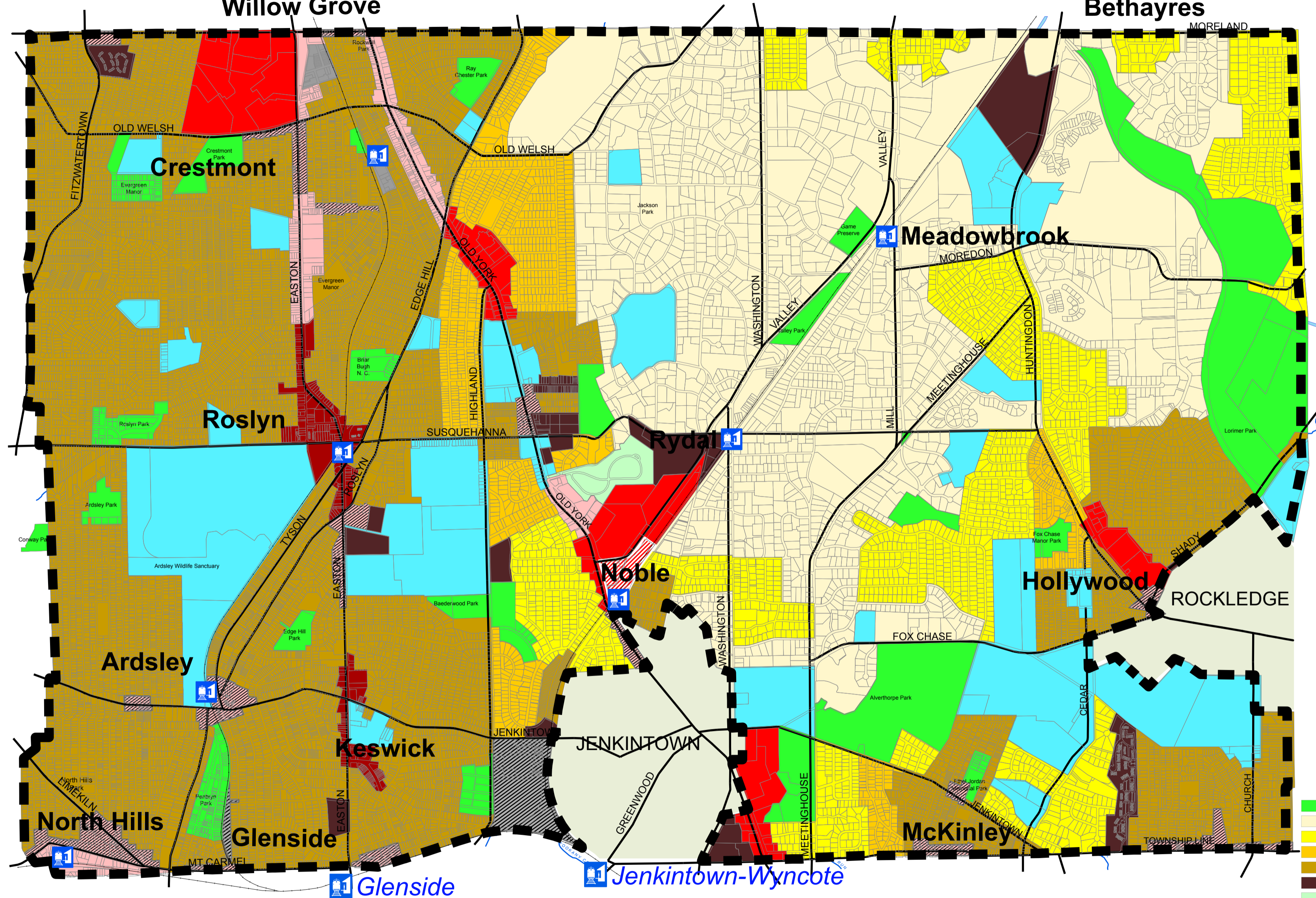
Bethayres

UPPER DUBLIN

SPRINGFIELD

CHELTENHAM

PHILADELPHIA



- RC Recreation/Conservation
- R1 Low Density Residential
- R2 Low-Medium Density Residential
- R3 Medium Density Residential
- R4 High Density Residential
- AO Apartment Office
- SNR Senior Neighborhood Residential
- BC Business Center
- BC Noble Triangle
- MS-H Main Street High Intensity Density
- MS-L Main Street Low Intensity Density
- MS-VC Village Center
- CS Community Service
- SI-G Suburban Industrial Glenside
- SI-W Suburban Industrial Willow Grove
- Regional Rail Stations

APPENDIX 10: Resolutions

**RESOLUTION OF THE
MONTGOMERY COUNTY PLANNING COMMISSION BOARD**

**APPROVING THE REDEVELOPMENT AREA PLAN FOR THE OLD YORK ROAD & SUSQUEHANNA ROAD
REDEVELOPMENT AREA IN THE TOWNSHIP OF ABINGTON, MONTGOMERY COUNTY, PENNSYLVANIA**

WHEREAS, the Montgomery County Planning Commission is the official planning advisory agent to the Board of County Commissioners of the County of Montgomery; and

WHEREAS, there was presented at this meeting of the Montgomery County Planning Commission for its consideration and approval a copy of the Redevelopment Area Plan for the Old York Road & Susquehanna Road Redevelopment Area in the Township of Abington, Montgomery County, Pennsylvania, dated _____ 2020 (Plan); and

WHEREAS, the Montgomery County Planning Commission examined the above described area and found at its meeting of _____ 2020 that it presents some or all of the characteristics that warrant its being considered a redevelopment area as defined in the Urban Redevelopment Law, approved the 24th day of May, 1945.

NOW, THEREFORE, BE IT RESOLVED by the Montgomery County Planning Commission, that:

- a. The plan is in all respects approved.
- b. Certified copies of this Resolution will be given to the Board of County Commissioners of the County of Montgomery, Municipal County of the Township of Abington, the Abington Township Planning Commission, and the Redevelopment Authority the of Montgomery County.

The above resolution was adopted on the motion of _____, seconded by _____, carried by a vote of (___ yes) (___ no) (____ abstain) at the _____2020 meeting of the Montgomery County Planning Commission Board.

Steven Kline, Chair

J. Scott France, AICP, Secretary

**RESOLUTION OF THE TOWNSHIP OF ABINGTON PLANNING COMMISSION APPROVING THE
REDEVELOPMENT AREA PLAN FOR THE OLD YORK ROAD & SUSQUEHANNA ROAD REDEVELOPMENT
AREA IN THE TOWNSHIP OF ABINGTON, MONTGOMERY COUNTY, PENNSYLVANIA**

WHEREAS, the Planning Commission of the Township of Abington is the official planning advisory agent to the Board of Commissioners of the Township of Abington; and

WHEREAS, there was presented at this meeting of the Planning Commission of the Township of Abington for its consideration and approval a copy of the Redevelopment Area Plan for the Old York Road & Susquehanna Road Redevelopment Area in the Township of Abington, Montgomery County, Pennsylvania, dated _____ 2020 (Plan); and

WHEREAS, the Planning Commission of the Township of Abington examined the above described area and found at its meeting of _____ 2020 that it presents some or all of the characteristics that warrant its being considered a redevelopment area as defined in the Urban Redevelopment Law, approved the 24th day of May, 1945, PL. 991.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the Township of Abington that:

- a. The plan is in all respects approved,
- b. Certified copies of this Resolution will be given to the Board of Commissioners of the Township of Abington, the County of Montgomery Planning Commission, and the Redevelopment Authority of Montgomery County.

ADOPTED AND APPROVED by the Planning Commission of the Township of Abington this _____ day of _____ 2020.

WITNESS:

**TOWNSHIP OF ABINGTON
PLANNING COMMISSION**

Secretary, Township of Abington
Planning Commission

Chair, Township of Abington
Planning Commission