*This meeting will take place entirely via Zoom. Participation is enabled via telephone, smartphone, tablet or personal computer. Please mute yourself for the duration of the meeting unless you are called upon to comment. Cheltenham Township, believing that public input is appropriate on any items coming before the Commissioners, will recognize any citizen wishing to address a specific item prior to the vote on that issue. There are several ways to comment on an item: 1) raise your hand (to your camera or using the hand raise button); 2) dial *9 from your phone and wait until you are called on. Three minutes are allotted per speaker per agenda item. If you would like to send your comment in advance of the meeting, you may email it to alupino@cheltenhampa.gov no later than 24 hours prior to the meeting.*

If you are unable to participate in the live meeting, the meeting will be recorded and posted on the Township's website, YouTube and Facebook pages.

Building and Zoning Committee

Matthew Areman – Chair
Emily Stine – Vice Chair
Irv Brockington – Member
Daniel B. Norris – Member
Emily Cheramie Walz – Member
Dwight Pedro Lewis – Member
Jeffrey Chirico – Member

Wednesday, October 7, 2026
8:00 p.m. | Zoom Web Conference

Join Zoom Meeting
or dial by your location:
+1 929 436 2866 US (New York)
Meeting ID: 872 7954 2642, Password: 579600

Agenda

Revised 10-06-2026

1. Zoning Hearing Board Agenda for October 13, 2026 (see attached).
   a. Appeal #26-3818, Ancilla-Assumpta Academy for 2025 West Church Road (added TPD Transportation Planning Memo, 10-05-2026).
   b. Appeal #26-3823, St. John's Lutheran Church for 1220 Melrose Avenue.
2. Zoning Hearing Board Decisions (see attached).
   a. Appeal #26-3820, Spotless Brand LLC for 2727 Cheltenham Avenue.
   b. Appeal #26-3821, Ava Kriegler for 101 Windsor Avenue.
3. Receipt of Monthly Citizen's Committee Meeting Minutes (see attached).
   a. Planning Commission – September 28, 2026.
   b. Board of Historical & Architectural Review – No Meeting.
4. Receipt of Staff Reports for August 2026.
   a. Planning & Zoning Monthly Reports
   b. Report of the Building Inspector
   c. Report of the Code Administrator
5. Old Business
6. New Business
7. Citizen's Forum
8. Adjournment

Jonathan Altshul
Township Manager

Zoning Hearing Board Agenda for

October 13, 2026

NOTICE

NOTICE IS HEREBY GIVEN that an application for Zoning Relief for 2025 W. Church Road, Wyncote, PA 19095 will be reviewed by the following Township Committees which will offer a recommendation to the Zoning Hearing Board:

a. **Cheltenham Township Planning Commission on Monday, July 27, 2026, at 7:30 P.M. via Web-Conference. https://cheltenhamtownship.org/agendalist.aspx?categoryid=889**

b. **Cheltenham Township Building & Zoning Committee on Wednesday, August 5, 2026, at 8:00 P.M. via Web-Conference. https://cheltenhamtownship.org/agendalist.aspx?categoryid=896**

This application will be heard by the Zoning Hearing Board on Monday, August 10, 2026, at 7:30 P.M. at Curtis Hall, at Curtis Arboretum, Greenwood Avenue and Church Road, Wyncote, PA 19095.

APPEAL NO. 26-3818: Application of Ancillae-Assumpta Academy, for the premises known as 2025 W. Church Road, Wyncote, PA 19095, from the Decision of the Zoning Officer for Zoning Relief to allow for the construction of a 13,443 sq. ft. gymnasium/athletic facility addition to the existing building and a two-story parking garage with 94 parking spaces in the rear of the property and related improvements including, but not limited to, the widening of the existing asphalt driveway on the property located within the R-1 Residential Zoning District.
Zoning Relief:

1. A variance from Section 295-502.A., to permit a building coverage of 22.4% whereas a maximum building coverage of 15% is otherwise permitted.
2. A variance from Section 295-502.A., to permit an impervious surface coverage of 44.3% whereas a maximum impervious surface coverage of 35% is otherwise permitted. The Property is existing nonconforming with an impervious surface coverage of 40.6%.
3. A variance from Section 295-502.A., to permit the front yard setback from Royal Avenue to be 35 feet to the proposed retaining wall whereas a front yard setback of 50 feet is otherwise required.
4. A variance from Section 295-2601.A., to permit a driveway width of 24 feet whereas a maximum driveway width of 18 feet is otherwise permitted.
5. A determination that the maximum parking requirements of Section 295-2301.D.(6) of the Zoning Ordinance do not apply to parking structures or, in the alternative, a variance from Section 295-2301.D.(6) of the Zoning Ordinance to permit greater than 120% of the required minimum parking.

The above application, including site plans, is on file in the Township Administration Building, Planning and Zoning Department, Room 204, 8230 Old York Road, Elkins Park, PA, 19027. Please contact the Planning and Zoning Department at (215) 887-1000 X216 if there are any questions with respect to the application.

Information on how to access the Web-Conference for each Meeting will be posted on the Township's website www.cheltenhamtownship.org **under the Planning Commission and Building & Zoning Committee Agendas by the Friday before the scheduled Meeting Date.**

ZHB #26-3818
Zoning Officer

CHELTENHAM TOWNSHIP ZONING HEARING BOARD
ADDENDUM TO ZONING HEARING BOARD APPLICATION

Applicant	Ancillae-Assumpta Academy 2025 W. Church Road Wyncote, PA 19095
Applicant:	The Handmaids of the Sacred Heart of Jesus 2025 W. Church Road Wyncote, PA 19095
Subject Property:	2025 W. Church Road Wyncote, PA 19095 Tax Parcel Number: 31-00-06406-007
Attorney:	Matthew J. McHugh, Esquire Leonard B. Altieri, III, Esquire KLEHR HARRISON HARVEY BRANZBURG LLP 1835 Market Street. Suite 1400 Philadelphia, PA 19103 MMcHugh@klehr.com / (215) 569-1662 LAltieri@Klehr.com / (215) 569-4364

Relief Requested:

1. A variance from Section 295-502.A of the Cheltenham Township Zoning Ordinance (the "Zoning Ordinance") to permit a building coverage of 22.4% whereas a maximum building coverage of 15% is otherwise permitted.

2. A variance from Section 295-502.A of the Zoning Ordinance to permit an impervious surface coverage of 44.3% whereas a maximum impervious surface coverage of 35% is otherwise permitted. The Property is existing nonconforming with an impervious surface coverage of 40.6%.

3. A variance from Section 295-502.A of the Zoning Ordinance to permit the front yard setback from Royal Avenue to be 35 feet to the proposed retaining wall whereas a front yard setback of 50 feet is otherwise required.

4. A variance from Section 295-2601.A of the Zoning Ordinance to permit a driveway width of 24 feet whereas a maximum driveway width of 18 feet is otherwise permitted.

Summary of Application:

The Subject Property is located at 2025 W. Church Road in Wyncote, Cheltenham Township, Montgomery County, PA. It is an approximately 9.91 acre parcel with dual frontages

on both Church Road and Royal Avenue. The Subject Property is zoned R-1 and is the location of the Ancillae-Assumpta Academy catholic elementary.

The Applicant proposes to improve the Subject Property by constructing a new athletic field, an approximately 12,622 square foot gymnasium/athletic facility addition to the existing building, a new 2 story parking garage with 94 parking spaces and related improvements including, but not limited to, the widening of the existing asphalt driveway.

Legal Standard:

Variance Standard

In considering an application for a variance, the Zoning Hearing Board is required to apply the provisions of Section 10910.2 of the Pennsylvania Municipalities Planning Code. Section 10910.2 provides that the Zoning Hearing Board has the authority to grant a variance if it finds that the Applicant has met its burden with respect to the following five elements:

(1) That there are unique physical circumstances or conditions, including irregularity, narrowness, or shallowness of lot size or shape, or exceptional topographical or other physical conditions peculiar to the particular property and that the unnecessary hardship is due to such conditions and not the circumstances or conditions generally created by the provisions of the Zoning Ordinance in the neighborhood or district in which the property is located.

(2) That because of such physical circumstances or conditions, there is no possibility that the property can be developed in strict conformity with the provisions of the Zoning Ordinance and that the authorization of a variance is therefore necessary to enable the reasonable use of the property.

(3) That such unnecessary hardship has not been created by the appellant.

(4) That the variance, if authorized, will not alter the essential character of the neighborhood or district in which the property is located, nor substantially or permanently impair the appropriate use or development of adjacent property, nor be detrimental to the public welfare.

(5) That the variance, if authorized, will represent the minimum variance that will afford relief and will represent the lease modification possible of the regulation in issue.

53. P.S. §10910.2(a).

In determining whether the Applicant has established the existence of an unnecessary hardship, the Pennsylvania Supreme Court has stated that the Zoning Hearing Board may consider multiple factors including the economic detriment to the applicant if the variance was denied, the financial hardship created by any work necessary to bring the building into strict compliance with

the zoning requirements and the characteristics of the surrounding neighborhood. Hertzberg v. Zoning Board of Adjustment of Pittsburgh, 721 A.2d 43, 50 (Pa. 1998).

Conclusion:

At the time of public hearing on this matter, the Applicant will present sufficient credible evidence and testimony to demonstrate that is entitled to the requested variances in accordance with the provisions of the Pennsylvania Municipalities Planning Code and applicable caselaw.

ZONING HEARING BOARD
OF CHELTENHAM TOWNSHIP
MONTGOMERY COUNTY, PENNSYLVANIA

APPEAL NO. 2758

Applicant:	Ancillae-Assumpta Academy 2025 Church Road Wyncote, Pennsylvania
Owner of Premises:	Handmaids of the Sacred Heart of Jesus, a Pennsylvania Corporation
Subject Premises:	2025 Church Road Wyncote, Pennsylvania
Nature of Application:	Applicant appeals from the decision of the Zoning Officer finding that a proposed addition to a building at the premises and reconfiguration and additions to parking fields would violate the Cheltenham Zoning Ordinance of 1929, as amended, as well as a prior decision of the Zoning Hearing Board and, specifically, Article VI, Section 295-21(C) regulating uses, Article XXIX, Section 295-221(A), Section 295-221(B)(4), regulating parking, and Article XXII, Section 295-168 and Section 295-169, regulating development in areas designated as having steep slopes. Applicant seeks special exceptions and variances to the rules and regulations of the R-

3 Residence District, the General Provisions and the Steep Slope Conservation District as well as the modification of a previous decision of the Zoning Hearing Board as follows:

1. a special exception to the rules and regulations of the Class R-3 Residence District as outlined in Section 295-21(C) in order to add an addition to an educational use to be used for auditorium, music and art instruction rooms and administrative offices;

2. a modification of the decision of the Zoning Hearing Board dated August 13, 1979, under Appeal No. 1843. Applicant requests the removal of the condition limiting the maximum number of students enrolled to 435. In the alternative, applicant requests a modification to said condition to allow 625 students to be enrolled. Applicant also requests removal of the restriction prohibiting adult education classes to the extent that said condition would prohibit, for example, such uses as CPR classes, "55 Alive" classes, computer and music lessons and similar community oriented programs for adult learning;

3. a variance from Section 295-221(A) to permit 11 parking spaces to be 9' x 20' (180 square feet) and 9 spaces to be 8' x 20' (160 square feet) instead of the required 200 square feet (10' x 20');

4. a variance from Section 295-21(C) and Section 295-221(B)(4) for lesser off street parking than required. Applicant presently has 83 parking spaces and proposes to add 33 new spaces for a total of 116 spaces. Under Appeal No. 1843, the Decision dated August 13, 1979, required that there be 57 parking spaces. Under the proposed expansion to 625 students plus 15 resident nuns, 224 spaces are

required (625 ÷ 3 = 209 plus one indoor space for each resident nun (15) = 224 total). No indoor parking spaces are proposed (Section 295-21(C). A finding by the Zoning Hearing Board is requested to determine the required number of spaces. Applicant requests a variance for the difference between the number of spaces required and the number provided, Section 295-21(C) and 295-221(B)(4);

5. a special exception to the rules and regulations as outlined in Section 295-221(B) in order to permit Ancillae-Assumpta Academy to use parking facilities at Bishop McDevitt High School for overflow parking;

6. a finding that the proposed 45 foot high clock tower falls within permitted accessory use and does not require zoning relief. In the alternate, to the extent that the clock tower or any other aspect of the proposed addition exceeds the allowable height of 40 feet (Section 295-25), applicant requests a variance;

7. the following findings, variances and/or special exceptions from the rules and regulations of the Steep Slope Conservation District:

(A) a special exception to Section 295-168(B) to permit the construction of a new sanitary sewer lateral through an area designated as having steep slopes;

(B) a special exception to Section 295-168(F) to permit certain areas designated as having steep slopes to be excavated and/or regraded for the following proposed new facilities;

(1) a portion of the proposed new addition;

(2) a portion of the reconfigured parking lot;

(3) a new sanitary sewer lateral; and

(4) a "Drywell" Stormwater Management Facility; and

(C) a variance from Section 295-169(A)(3) for the filling or removal and storage of topsoil (including ancillary regrading) required for the construction of the addition, the reconfiguration of the parking and the construction of the sanitary sewer lateral and drywell.

Time and Place of Hearing: Monday, March 22, 1999 - 7:30 p.m.
Curtis Hall
Church Road and Greenwood Avenue
Wyncote, Pennsylvania

FINDINGS OF FACT

2. The applicant, Ancillae-Assumpta Academy, is the operator of a private school at the premises. The Handmaids of the Sacred Heart of Jesus, a Pennsylvania Corporation, is the owner of the premises known as 2025 Church Road, Wyncote, Pennsylvania.

3. Prior to the public hearing on this appeal, an advertisement, noting the time and place of the hearing and the contents of the appeal, was placed in a newspaper of general circulation.

4. The premises occupies 9.55 acres, is located in an R-3 Residence District and is improved by three primary buildings, all of which are utilized as part, or in support, of the educational uses of the premises.

5. The following documents were made part of the record.

ZHB-1	a listing of exhibits;
ZHB-2	a copy of the language of the legal notice relating to the holding of the hearing on March 22, 1999;
ZHB-3	an application to Zoning Hearing Board, referenced as Appeal No. 2758;
ZHB-4	a document marked as Real Estate Registry W 37, showing the location of the premises;
ZHB-5	a document provided by the applicant entitled "149-Ancillae-Assumpta Academy Article XXII Steep Slope Conservation District;
ZHB-6	a set of four site plans prepared for Ancillae-Assumpta Academy by Hibbeln Engineering Co., L.L.C.;
ZHB-7	a copy of the Decision of the Zoning Hearing Board of Cheltenham Township at Appeal No. 1843;
A-1	Ancillae-Assumpta Academy - Application for Cheltenham Township for Zoning Relief (Submitted December 4, 1998);
A-3	Deed to the property;
A-4	Curriculum Vitae of Sister Elizabeth McCoy, acj.;
A-5	Average California Achievement Test Scores of Applicant's Students (chart);
A-6	List of awards, achievements and scholarships;
A-7	Applicant's 1998-1999 calendar of events;
A-8	Applicant's proposed conditions to Zoning Relief;
A-9	Enrollment figures for applicant since 1970. (Chart);
A-10	Copy of timeline from Applicant's 1995-96 calendar indicating enrollment of 450 in 1971;

A-12	Newspaper articles regarding applicant;
A-13	Ancillae-Assumpta Academy listing in the Archdiocesan Directory;
A-15	Listing of community educational programs at the Academy;
A-16	Applicant's parking directives for events requiring offsite parking;
A-17	Sample of Applicant's December 3, 1998 letter sent to parents regarding traffic and parking concerns expressed by neighbors at November 16, 1998 informational meeting;
A-18	March 3, 1999 letter from Dr. Frederick J. Ciao, President of Bishop McDevitt High School acknowledging applicant's right to use parking facilities at Bishop McDevitt;
A-19	Applicant's certificate of insurance for use of Bishop McDevitt's parking lot;
A-20	Sample of applicant's November 3, 1998 letter sent to neighbors regarding November 16, 1998 informational meeting at the property with address list attached;
A-21	Listing of changes made to plan as a result of neighbors' and township comments to date;
A-21.1	A Petition from residents of the township in support of applicant's request for zoning relief;
A-22	Petition in support of applicant signed by residents of Cheltenham Township;
A-23	Curriculum Vitae of John Sabatino;
A-24	Existing conditions of site plan;
A-25	Concept plan of land development;
A-26	Color renderings of proposed addition;
A-27	Floor plans;

A-28	Letter from G.W. Fink, AEI regarding location of HVAC unit;
A-29	Curriculum Vitae of Anthony Hibbeln;
A-30	Grading, drainage, erosion and sedimentation control site plan;
A-31	Curriculum Vitae of Charles Hess;
A-32	Landscaping site plan;
A-33	Curriculum Vitae of David Straud;
A-34	Traffic Study prepared by McMahon Associates;
A-35	Memorandum of Law in support of application of zoning relief;
P-1	A series of seven photographs of traffic on Royal Avenue on a Saturday, October 17, 1998;
P-2	A series of four petitions.

6. The Handmaids of the Sacred Heart of Jesus is a religious order that operates an educational facility serving children from preschool ages through eighth grade at the premises known as 2025 Church Road, Wyncote, Pennsylvania. Ancillae-Assumpta Academy was established in 1946 and is a private educational institution accredited by the Board of Private Academic Schools of the Commonwealth of Pennsylvania.

7. Representatives of Ancillae-Assumpta Academy held a series of meetings with residents who own neighboring properties. One result of those meetings was an agreement between certain named residents and Ancillae-Assumpta Academy. In addition, the Academy requested modifications to its requests for relief as originally submitted. In particular, the Academy decreased its request for a modification of the decision of the Zoning Hearing Board at Appeal No. 1843 to allow 600 students to be enrolled at the Academy. In addition, the applicant amended its request for a variance for parking and eliminated its request for permission for a proposed clock tower.

8. Sister Elizabeth McCoy, Principal and President of Ancillae-Assumpta Academy was qualified as an expert witness in the field of education and her testimony was credible.

9. There are currently 570 students enrolled at the school.

10. Ancillae-Assumpta Academy employs 90 persons in various capacities with a teaching faculty of 68.

11. Sister McCoy testified to a number of criteria and tests from which she concluded that students at the Academy demonstrate exceptional and outstanding performance and achievement in academic and co-curricular activities.

12. The students, parents and faculty of Ancillae-Assumpta Academy participate in numerous community programs and organizations.

13. Sister McCoy described the proposed addition as an auditorium and additional structural spaces to provide areas for curricular activities. Specifically, areas are to be set aside for instruction and practice in the areas of music and art. Sister McCoy testified that following a needs assessment study, officials of Ancillae-Assumpta Academy determined that there was currently insufficient space within the buildings at the premises to provide adequately the educational activities for the children. Particularly, the Academy experienced a growth in its music program and the technology associated therewith leading to the conclusion that present facilities at the Academy were not sufficient in terms of quality of space for the kind of the program that was intended to be offered at the Academy. The Academy provides a comprehensive music program that has attracted the participation of a growing number of its students during the recent years. Included in the music program is traditional instruction of piano as well as private lessons in guitar, violin, cello and voice. In addition, instruction in other band instruments as well as vocal ensemble groups are provided and a complete program for preschool and kindergarten children is offered.

14. Sister McCoy testified that there was a noticeable correlation between academic achievement and participation in cultural activities such as music. Currently, and due to lack of space in the current physical configuration of the buildings, officials of the Academy have observed that an excessive amount of time is used setting up and taking down facilities in order to provide their music program. Sister McCoy testified that this time would be better used in actual curricular instruction.

15. Sister McCoy testified that it was the intent of the Academy to expand its facilities by the proposed addition in order to provide facilities concurrent with the quality of the programs and scope of the programs offered at the Academy. Sister McCoy further testified it was not the intent to expand activities or programs beyond the current curriculum.

16. Sister McCoy further testified that it was the intent of the Academy to use the expanded auditorium in the addition for events drawing large number of persons including graduation, first communion and the Academy's Christmas Bazaar. Further, Sister McCoy testified that the addition of an auditorium would allow the current gym to be used primarily for sports programs. In addition, portions of the proposed auditorium will permit events such as science fairs, history fairs and other academic activities to be housed in the auditorium rather than other spaces within existing buildings.

17. Enrollment at the Academy in grades 1 through 8 in the academic year 1970-1971 was 431 students. Thereafter, enrollment in these grades declined to a low of 317 students in 1977-78. Thereafter, the enrollment grew modestly and now stands at 429 students.

18. During the same period, 1970-1999, the Academy experienced growth in its preschool and kindergarten programs so that the total overall enrollment now stands at approximately 570 students, an increase from total enrollment of 473 in 1970-1971.

19. The Academy does not intend to increase current enrollment as a result of construction on the proposed addition.

20. Applications for enrollment far exceed the number of students that are actually enrolled at the Academy.

21. The Academy currently offers adult education. Specifically, the Academy offers a "Life and Learning Program", a CPR program, music programs, computer programs, "55 Alive" and similar programs. Further, the Academy does not intend to expand the number of adult activities currently provided at the premises.

22. In order to provide parking areas on those occasions for which the parking fields at the premises are inadequate to contain the number of vehicles brought to the premises, the Academy has entered into an agreement with Bishop McDevitt High School. The Academy is permitted to use the parking fields at Bishop McDevitt High School for overflow parking. On those occasions when the Academy anticipates more parking than can be housed at the premises, the Academy provides a bus to shuttle persons back and forth from the promised parking spaces at Bishop McDevitt High School.

23. In order to discourage and prevent parking by visitors to the Academy on adjacent streets and in adjacent neighborhoods, the Academy has agreed to make efforts and implement procedures in order to direct persons coming to the Academy to appropriate off-street parking facilities.

24. Sister McCoy testified that, as a result of meetings with neighbors, significant changes were made to the proposal for an addition to the premises some of which are included at applicant's exhibit A-21. The result of these changes included significant reduction in the number of seats to be provided in the auditorium and a significant increase in the distance from the addition to the property lines at Mulford Road.

25. Architect John Sabatino conducted a survey of the premises and existing buildings, reviewing the uses and spaces provided at the premises. In that review, architect Sabatino considered possible locations for the proposed addition and determined that the proposed location achieved most of the goals and that other locations were inappropriate. Mr. Sabatino further testified that the design of the proposed addition took into account neighbors' concerns and that the current proposal seeks to remove or alleviate any effects on neighboring properties. As a result, the Academy decreased the size of the building, eliminated windows and redesigned and relocated mechanicals. The exterior

design of the building is intended to simulate a residential structure. The building will be faced in masonry or stone and should be consistent with the exterior of existing buildings of the premises.

26. Applicant requests no dimensional variances as the proposed construction does not exceed maximum building height nor encroach upon any setback requirement contained in the ordinances.

27. Architect Sabatino testified that the project was redesigned to eliminate or to block sources of noise that might otherwise be heard at properties that face the exterior of the proposed addition.

28. Architect Sabatino testified that extensive changes were made in the plans in order to preserve the quiet enjoyment of neighboring properties.

29. Anthony Hibbeln, applicant's expert engineer, testified that portions of areas designated as having steep slopes at the premises were substantially the result of previous construction that occurred since 1946. In particular, at the eastern portion of the premises, there has been construction of an athletic playing field which caused steep slopes which have since stabilized. Other man-made slopes have also stabilized. Aside from those mentioned areas designated as having steep slopes, Mr. Hibbeln testified that 99.5 percent of the remaining steep slopes were naturally occurring. In addition, Mr. Hibbeln testified that the location of the addition necessarily will cause a disturbance in some steep slopes and that there exists no alternative to those disturbances in order to complete the proposed addition. Mr. Hibbeln testified that no other placement of the proposed addition could avoid disturbances in the steep slope.

30. Currently, 83 parking spaces are located at the premises. Following completion of the proposed addition, there will be a total of 124 parking spaces at the premises.

31. Engineer Hibbeln testified that in accordance with the Ordinances, 248 parking spaces were required for the project. Mr. Hibbeln calculated that requirement basing his calculation on 57 spaces as required by the decision of the Zoning Hearing Board in 1979. 15 additional spaces required for Sisters who will be in residence at the site, and an additional 176 parking spaces are required upon by computing of one parking space for every three seats provided in the proposed auditorium.

32. Engineer Hibbeln testified that the parking provided in the project when combined with the provision for overflow parking at Bishop McDevitt High School would be sufficient to meet the demands of the project.

33. Zoning Officer David Lynch testified that his determination of parking requirements for the premises was based on a calculation by dividing the number of students by three resulting in 209 parking spaces plus one additional space for each resident Sister for a total of 224 parking

spaces. Mr. Lynch testified that the parking requirement was a function of student and resident population.

34. Applicant's expert traffic engineer, David Stroud, testified that, based upon an added enrollment at 55 additional students (625 student enrollment), there would be generated a total of 51 additional trips comprised of 30 additional vehicles entering in the morning and 20 additional vehicles exiting in the morning. The afternoon would experience 15 additional vehicles entering and approximately 20 additional vehicles exiting during the school's peak traffic hours between 3:00 and 4:00 p.m. Applicant's engineer noted that this peak traffic time was an hour before the ordinary and traditional traffic peak on the township highway system. The traffic engineer concluded that there would be no change in the level of service and testified that there would be no effect brought about by an increase of student enrollment to 625 students on traffic in the immediate area. The traffic engineer further testified that any increase in traffic generated by increased enrollment would be unrecognizable in the daily variation of traffic.

35. Traffic engineer Stroud testified that, absent any of his suggested improvements that were not currently embodied in the proposed project of Ancillae-Assumpta Academy, there would be no degradation in the level of service provided at any intersection except those intersections of driveways from the Academy to Church Road and to Royal Avenue. Further, any decrease in level of service would be experienced only by those vehicles entering or exiting the Academy.

36. David Lynch, township engineer testified that there was no viable alternative to the proposed construction that would excavate areas designated as having steep slopes.

37. A grant of relief in these matters will result in premises consistent with the character of the community and will not alter the essential character of the neighborhood or of the zoning district.

DISCUSSION

Applicant, Ancillae-Assumpta Academy ("Academy"), seeks relief from the Zoning Hearing Board of Cheltenham Township in order to construct an addition to an existing building at the premises, which building will house an auditorium, music and art instruction rooms and accessory administrative offices. As part of its plan to build this addition, the Academy proposes to expand its parking fields but seeks relief from the requirements of the General Provisions as to the size and number of parking spaces that the Academy must provide. As part of this parking proposal, the

Academy seeks to use parking facilities at nearby Bishop McDevitt High School, which use requires relief from this Board. Finally, the Academy seeks relief pursuant to the ordinances applicable to areas designated as having steep slopes in order to construct the proposed addition and parking fields as that construction requires disturbances and regrading in areas of steep slopes.

During the course of the municipal review of the Academy's proposals, representatives of the Academy met with concerned neighbors. One result of those meetings is an agreement between certain named residents and the Academy which the signatories request to be made part of any relief granted by the Zoning Hearing Board.

The Academy initially requests a special exception to the rules and regulations of the R-3 Residence District to erect a structure to be used to provide the Academy's educational program. The Academy has met its burden in establishing that it is an educational facility, accredited by an agency of the Commonwealth of Pennsylvania and providing educational programs for children of pre-school through eight grade ages. The Academy has demonstrated that the proposed addition will be used as an auditorium and instructional space for music and art education. In addition, the Academy will provide additional administrative offices that are to be used in conjunction with the delivery of its educational program. Therefore, the Academy has met its burden in establishing that the use of the addition will be for educational uses as permitted under the ordinances and as defined in the ordinances. Having considered uncontroverted testimony from the Academy's educational specialist, architect, engineer, landscape architect and traffic engineer, the Board concludes that the planned addition will result in no adverse effect upon individual property rights or to the public health,

safety, morals or welfare. Therefore, having met the criteria of the ordinances, the Academy is entitled to a grant of special exception.

The Academy next seeks a modification to two conditions imposed by the Zoning Hearing Board in relief granted in 1979 at Appeal No. 1843. At that time, the Academy agreed to and the Board mandated restrictions upon the use at the premises that limited the number of enrolled students to 435 and prohibited any adult education classes at the premises. The decision of the Board does not record the Board's reasoning for the imposition of such conditions. However, the decision records that the Academy agreed to these conditions and there was apparently no appeal taken. Notwithstanding its previous agreement, the Academy now seeks to expand the limit on the number of enrolled students to 600 and to eliminate the prohibition against adult classes.

The Academy admits that it has not conformed to either condition. Student enrollment now stands at 570 and adult education courses have been offered in the evening for some time. The student enrollment has grown to the current number primarily as a result of the Academy's providing several forms of preschool education and kindergarten. Student enrollment in grades one through eight has historically not exceeded the current level which is the same as it was in the 1970-1971 academic year. By its proposed addition, the Academy does not intend to expand into new programs but rather intends to provide sufficient spaces for the proposed delivery of its current program. The adult classes have traditionally been those geared to parenting, community and health maintenance, and the Academy does not intend to expand the number its offerings in these areas.

Conditions imposed upon a use and included in a grant of relief must be related to the health, safety and welfare issues. Conditions must be designed to minimize any dangers to the public interests that may be concurrent with a use which is permitted by a grant of zoning relief by the Zoning Hearing Board. There is nothing in the record of these proceedings upon which this Board may conclude that the growth of student enrollment to 570 students has occasioned any negative effect upon the health and safety of the community. Nor does this Board find that a further expansion to 600 students, which expansion the Academy seeks in order to serve primarily siblings of current students and legacies of former students, will have any negative effect to the public interests due specifically to the number of students. Therefore, the history of the educational use at this premises since the grant of relief in 1979 demonstrates that the conditions imposed then have become unnecessary to protect the public interests.[1] Similarly, there is nothing in the record that demonstrates that the holding of the adult classes as described has any adverse effect, recognizable in terms of land use issues, upon which to continue the prohibition on adult classes.

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[1] The primary complaint expressed by residents in opposition to the Academy's proposals centered upon perceived negative effects upon traffic conditions at the starting and ending times for the school. The uncontradicted expert testimony of the Academy's traffic engineer was that there would result from the increase of enrollment to 625 no degrading of traffic conditions at any public intersection. The only negative effect that was predicted was that there may result extended waiting times for exiting traffic at the Academy onto public thoroughfares at Church Road and Royal Avenue. Despite the expressed fears of some residents, there is no evidence in the record to sustain a position that public traffic along public roads would suffer any increase in negative traffic effects. Moreover, as a use permitted in this district, the Board of Commissioners when it drafted the ordinances permitting education uses, necessarily anticipated the normal traffic that accompanies this educational use. As the proposed educational use and the buildings devoted thereto do not violate any dimensional requirements and as the overall 9.5 acre site provides adequate room to conduct a school for 600 students, whatever increased traffic may result from approval of this project is well within the anticipation of the drafters of the zoning ordinances.

Nevertheless, the Academy has made agreements with its neighbors and now seeks a condition that restricts enrollment to 600 students. Although the Board might not otherwise so restrict student population, the Board must consider and is constrained by the parameters of the grant of relief as requested by the applicant. Therefore, the Board will hereafter condition its grant of relief with a cap on enrollment limiting the number of students to 600.

The Academy seeks, in addition, relief to permit eleven of its parking spaces to measure 9' x 20' instead of the two hundred square feet required by the ordinances. This Board notes expert testimony offered in prior hearings in other matters that parking spaces measuring 9' x 20' are sufficient and safe for parking fields and, in particular, parking fields where vehicles are left for extended periods of time. Therefore, in accordance with the practice of this Board that recognizes that the creation of unnecessary impervious surface in contrary to the best interests of the public, the applicant has established that a refusal to grant a variance from the requirement of 200 square feet for each parking space would result in an unnecessary hardship to the property.

Section 295-221 of the Ordinance provides that an addition to an existing building shall comply with requirements related to the provision of off-street parking and that such parking spaces shall be on the same lot as the main building or open area except when otherwise authorized as a special exception. Here, the Academy seeks to provide a portion of the required parking at the parking fields of Bishop McDevitt High School and has produced a letter from that facility confirming the long-standing agreement between the two schools that approximately one hundred spaces are made available. This Board determines that the Academy has met the criteria set forth in the

ordinances and that the use of parking spaces by the Academy will result in no adverse effect upon individual property rights or upon the public interests. Therefore, the Academy is entitled to a special exception to include these off-site parking spaces toward fulfillment of its parking obligations so long as the Academy maintains its agreement with Bishop McDevitt High School.

The Academy further seeks a decision from this Board to relieve the Academy of its obligations to provide parking spaces at the premises. The Academy seeks a determination from the Board as to the proper number of parking spaces required in view of its proposed construction. The Academy then requests a variance from any ordinance that requires the Academy to provide more spaces than the one hundred and sixteen spaces on-site plus the one hundred spaces made available at Bishop McDevitt and the number determined by the Board to be required. The Township's zoning officer testified that the project requires 224 parking spaces, and the applicants engineer calculated the required parking spaces to be 248. There is also a disparity in the number of spaces that will be provided by applicant. Although its application states that 116 spaces will be provided, the Academy's engineer testified that 124 parking spaces will be provided. The pertinent ordinance provides that, in the case of an addition to an existing building, the parking space requirements shall apply only with respect to the addition. Here, the addition provides an auditorium for 529 persons requiring 176 parking spaces. The applicant and the zoning officer agree that 15 parking spaces are required for the facility which is a dwelling for 15 of the Sisters. Therefore, the Academy is required to provide 191 parking spaces in excess of what had been previously required. It had been determined that 57 parking spaces was required of the Academy during prior zoning determinations. By its proposal, the Academy will increase that number on-site to 124; the board determines that the

Academy needs to account for 124 more spaces that it proposes to provide on-site. Considering the Academy's entitlement to a special exception to permit the Academy to include 100 spaces at the parking fields of Bishop McDevitt High School in its parking space calculations, the Academy remains 24 parking spaces "short." The Board notes that, except for extraordinary circumstances, the proposed on-site parking areas are sufficient to meet the ongoing and daily needs for parking at this site. Considering that the creation of unnecessary impervious surface is contrary to the public interests and that providing hard service areas for parking that will never or rarely be used creates unnecessary economic waste, the Board concludes that a grant to the Academy of relief from the requirement that it provide an additional 24 parking spaces is necessary in order to avoid an unnecessary hardship to this premises.

Lastly, the Academy seeks specials exception and one variance from the rules and regulations of the Steep Slope Conservation District. The Board determines that disturbances in areas designated as having steep slopes will not be contrary to individual property rights or to the public interests and that the Township engineer concurs that there are no alternative available to construct the proposed addition. The board determines that the Academy is entitled to special exceptions in accordance with the ordinances. Further, a failure of the Board to grant a variance in order to permit the Academy to regrade, fill and remove topsoil and, therefore, to build the proposed addition would result in the failure of the project and an unnecessary hardship to the premises.

CONCLUSIONS OF LAW

1. The construction of the proposed addition with the provision of parking spaces as proposed and with disturbance to areas designated as having steep slopes is not permitted by the Cheltenham Zoning Ordinance and to permit such construction would violate Articles VI, XXII, and XXIX and a previous decision of the Zoning Hearing Board. However, in accordance with the Pennsylvania Municipalities Planning Code and the Cheltenham Zoning Ordinance, the Zoning Hearing Board of Cheltenham Township is empowered to hear and decide requests for variances where it is alleged that the provisions of the ordinances inflict unnecessary hardship upon a premises. Similarly, the Zoning Hearing Board may hear and decide requests for special exceptions where the application meets the criteria of the ordinance.

2. Under the circumstances of this matter and, particularly, since the applicant is the operator of a private school, the applicant has met its burden in establishing that its application meets the criteria of the ordinances and that the applicant is entitled, in the absence of adverse effect to the public interests, to a grant of a special exception to construct an addition to a building at the premises for educational purposes.

3. Under the circumstance of this matter and in light of the absence of measures necessary to protect the public interests, applicant has met its burden in establishing its entitlement to relief from conditions imposed at Appeal No. 1843 and, specifically, relief from the condition that student enrollment be limited to 435, but, instead, increased to 600, and relief from the prohibition against offering adult education classes.

4. Under the circumstances of this matter, the applicant has met its burden in establishing that a failure to grant relief to permit 11 parking spaces to measure 9 x 20 would result in an undue hardship to the premises.

5. Under the circumstances of this matter, the applicant has met its burden is establishing that, due to the unique physical characteristics of the property and those imposed by surrounding properties and, specifically, the availability of parking for 100 cars at Bishop McDevitt High School and the adverse effect upon the public interests caused by the creation of impervious surfaces not necessary for the safe and proper functioning of the educational uses at the premises, a failure to grant relief from the requirement to provide 24 additional parking spaces on-site at the premises would result in an unnecessary hardship upon the premises.

6. Under the circumstances of this matter, the applicant has met its burden in establishing that its application meets the criteria as set forth in the ordinances and that the applicant is entitled to a special exception to permit applicant's use of parking areas at Bishop McDevitt High School in the calculation of parking spaces applicant is obliged to provide under the ordinances.

7. Under the circumstances of this matter, the applicant has met its burden in establishing that its application meets the criteria of the ordinances so that it is entitled to a special exception to permit

construction of a new sanitary sewer lateral through an area designated as having steep slopes, to perform excavation and regrading in areas designated as having steep slopes for a portion of the proposed new addition, a portion of the reconfigured parking lot, a new sanitary sewer lateral and a "Drywell" stormwater management facility.

8. Under the circumstances of this matter, the applicant has met its burden in establishing that, due to the unique physical conditions of the premises, a failure to grant relief from the requirement of the steep Slope Conservation District to permit filling, removal or storage of topsoil and ancillary regrading in order to construct a new addition, reconfigure the parking areas and construction of a new sanitary sewer lateral is necessary to avoid an unnecessary hardship to the premises.

9. Variances and special exceptions are necessary as strict conformity with the ordinances is unfair and unnecessary. The requested variances and special exceptions represent the minimum grants of relief that will afford relief and the least modifications of the ordinances.

10. The grants of relief as requested, granted and conditioned are not contrary to the public interests.

DECISION

WHEREFORE, this 12th day of April, 1999, by a 3-0 vote, the Cheltenham Township Zoning Hearing Board applicant's request for relief as follows:

1. a special exception to the rules and regulations of the Class R-3 Residence District as outlined in Section 295-21(C) in order to add an addition to an educational use to be used for auditorium, music and art instruction rooms and administrative offices;

2. a modification of the decision of the Zoning Hearing Board dated August 13, 1979, under Appeal No. 1843, to the effect that applicant may maintain a student enrollment at the school at the premises in a number not to exceed 600 and to the effect that there shall be no restriction upon the providing of adult education classes except that there shall be no increase in the number of courses currently offered.

3. a variance from Section 295-221(A) to permit 11 parking spaces to be 9' x 20' (180 square feet);

4. a variance from Section 295-21(C) and Section 295-221(B)(4) for lesser off street parking than required. Applicant shall provide 124 parking spaces on-site at the premises.

5. a special exception to the rules and regulations as outlined in Section 295-221(B) in order to permit Ancillae-Assumpta Academy to use parking facilities at Bishop McDevitt High School for overflow parking;

6. the following findings, variances and/or special exceptions from the rules and regulations of the Steep Slope Conservation District:

(A) a special exception to Section 295-168(B) to permit the construction of a new sanitary sewer lateral through an area designated as having steep slopes;

(B) a special exception to Section 295-168(F) to permit certain areas designated as having steep slopes to be excavated and/or regraded for the following proposed new facilities;

(1) a portion of the proposed new addition;

(2) a portion of the reconfigured parking lot;

(3) a new sanitary sewer lateral; and

(4) a "Drywell" Stormwater Management Facility; and

(C) a variance from Section 295-169(A)(3) for the filling or removal and storage of topsoil (including ancillary regrading) required for the construction of the addition, the reconfiguration of the parking and the construction of the sanitary sewer lateral and drywell.

This grant of relief is subject, however, to the following conditions:

(1) applicant shall obtain approval of a land development plan;

(2) applicant shall construct the addition in substantial conformity with the plans submitted into evidence before the Zoning Hearing Board; and

(3) the provision of the PROPOSED CONDITIONS TO THE ZONING BOARD'S GRANTING OF A SPECIAL EXCEPTION AND VARIANCE(S) FOR ANCILLAE-ASSUMPTA ACADEMY are hereby incorporated as conditions as if fully set forth at length hereat.

This decision is not a waiver of any provision of the Cheltenham Zoning Ordinance not specifically addressed in this decision.

CHELTENHAM TOWNSHIP ZONING HEARING BOARD

PETER LABIAK, Chairman

ALAN S. GOLD, Vice Chairman and Secretary

MICHAEL McCANN, Member

Signed
10.18.99

THIS IS LT

PROPOSED CONDITIONS TO THE ZONING BOARD'S GRANTING OF A SPECIAL EXCEPTION AND VARIANCE(S) FOR ANCILLAE-ASSUMPTA ACADEMY

1. The Applicant will agree to an enrollment cap of 600 students enrolled in preschool through grade eight. Each student, whether attending school, half days, two days a week or five days a week, counts as one student. By October 1st of each year, the Applicant will provide a designated Township official with the current enrollment figure and allow the Township the opportunity to verify, by reasonable means, that the Applicant is complying with the enrollment cap. The Applicant, upon request, will also provide a copy of the current enrollment notice to a designated representative of the neighbors at the same time that such notice is provided to the Township.

2. From and after the date of this Agreement, the Applicant agrees that the property shall be used for educational activities consistent with a private educational institution of this enrollment size and type as described below, and for such other purposes as are authorized below:

   (a) There shall be no restriction on use of the property for activities or events related to the school and which directly and primarily involve enrolled students, the school faculty, alumni or staff, the Handmaids of the Sacred Heart of Jesus or any other religious order of the Roman Catholic Church, and/or parents of students enrolled at the school;

   (b) There shall be no restriction for events substantially consistent in size, type and number with those events listed on Applicant's 1998-1999 School Calendar.

   (c) There shall be no restriction on the use of the property for activities or events during normal school hours (7:30 AM – 6:00 PM) on weekdays during the academic year of the school;

   (d) There shall be no restriction on meetings, activities and events held during the summer months related to Applicant's summer day camp which presently is operated at the property, provided that, at any given time, the enrollment of said summer camp shall not exceed more than 300 children (including Applicant's students who are also enrolled in the summer camp);

   (e) For events which do not qualify under subparagraphs 2(a), 2(b), 2(c) or 2(d) above, there shall be no restriction as to use of the property by no more than a total of thirty (30) persons at any time who are not students, faculty, staff, Handmaids of the Sacred Heart of Jesus or any other religious order of the Roman Catholic Church, and/or parents of students enrolled at the school; and

   (f) The property during any calendar year may be used for up to six (6) weekend events and twelve (12) additional weeknight events which do not qualify under any of subparagraphs 2(a), 2(b), 2(c), 2(d) and 2(e) above, provided that no more than three (3)

events qualifying solely under this subparagraph 2(f) shall be scheduled in any week, and no more than five (5) events qualifying solely under this 2(f) shall be scheduled in any calendar month. As used in this subparagraph 2(f) a "weekend event" shall mean any event conducted at the property on any Saturday or Sunday, which event does not qualify under any of subparagraphs 2(a), 2(b), 2(c) 2(d), or 2(e) above, and a "weeknight event" shall be any event or activity on the property (other than a weekend event) which does not qualify under clauses 2(a) through 2(e) above.

As a clarification, any activity or event which qualifies under any of subparagraph 2(a), 2(b), 2(c), 2(d) or 2(e) above shall not count against the limit for events set forth in subparagraph 2(f) above.

3. Applicant currently has an arrangement with Bishop McDevitt High School permitting the Academy to use the parking facilities at Bishop McDevitt for certain limited Academy events that requires overflow parking. If an event is scheduled at the Academy and the parking for the event is likely to exceed the property's capacity, the date of such event will be listed on an annual schedule of events that necessitate the use of Bishop McDevitt's parking lot. Such list will be provided to the Township by October 1st of each calendar year. Furthermore, events requiring overflow parking will be coordinated with Bishop McDevitt High School in advance, to insure that such overflow parking will be available for the Applicant's use. If an event that necessitates the use of Bishop McDevitt's parking facilities is not listed on the annual schedule of events provided to the Township, the Academy will notify Cheltenham Township not later than seven (7) days prior to the event if the date of the event is known seven (7) days in advance. In no case shall Applicant notify the Township of an event that is likely to require overflow parking at Bishop McDevitt High School, less than forty-eight hours (48) prior to such event.

4. Applicant agrees to notify Cheltenham Township if the parking arrangement with Bishop McDevitt is ever terminated. In such event, the Applicant agrees to make arrangements for the use of other parking facilities in the area during events at the Academy requiring overflow parking and to promptly notify Cheltenham Township of such arrangements.

5. The Applicant will make reasonable efforts to alleviate parking problems throughout the neighborhood relating to the Applicant's use of its property. Such measures will include expanding the Applicant's programs of educating parents and other visitors about parking issues, providing the Township with an annual schedule of events at the school which are likely to require overflow parking and providing the Township with notice of any events which require overflow parking which are not listed on the schedule in accordance with paragraph 3 above. The Applicant will support the Township's placement of temporary no parking signs throughout the neighborhood during those events. The Applicant will make reasonable efforts to have visitors to the school for events which require overflow parking make effective use of the Bishop McDevitt High School parking facilities and will make reasonable efforts to minimize parking on surrounding residential streets.

6. The Applicant also agrees to cooperate with Township officials in the enforcement of parking and traffic regulations and in seeking other possible solutions to traffic and parking difficulties throughout the neighborhood. Possible measures include the placement of do not

enter signs (applicable to non-residents) on immediately neighboring streets for certain hours of the day, placement of one way signs on surrounding streets, and modification of traffic light/signal timing for certain hours of the day. The Applicant will support the Township's placement of speed "humps" on Mulford and Gribbel Roads to attempt to reduce the speed of vehicles on those streets.

7. Applicant agrees that the proposed auditorium shall be reconfigured so as to substantially conform in size, height, configuration and layout (including, without limitation setback from the edges of Applicant's Property) as shown on those certain plans (the "Revised Plans") dated December 4, 1998 and last revised February, 26, 1999, and prepared by Hibbeln Engineering Company, L.L.C. (drawing File no. 141SHT1). The exterior facade of the proposed auditorium shall confirm substantially to that shown on the color renderings attached as Exhibit "A" hereto and made part hereof. Such facade shall be installed and constructed by Applicant using quality materials and finishes and shall be predominately of a dark color or colors so as to blend with existing stone facade architecture at the Sacred Heart Center on the property.

8. The auditorium and all other aspects of the project associated therewith shall be engineered and designed (a) to reasonably minimize any noise emanating therefrom, and (b) such that noise emanating from the new HVAC equipment and compressors for the auditorium shall not be audible from any residential property adjoining the property above the sound levels at which noise from the property is audible from such adjoining properties on the date hereof. Without limiting the generality of the foregoing, the Applicant shall make all reasonable efforts to minimize any noise from activities conducted within the proposed additional auditorium or from mechanical or other systems located within and/or servicing the auditorium, including, without limitation, HVAC equipment and compressors.

9. All stormwater management systems to be installed upon the property shall be engineered, designed, constructed and maintained to avoid stormwater or other drainage onto adjoining residential properties and shall fully comply with all other requirements which may be imposed by the Township, including, without limitation, those required by the Township Engineer.

10. Existing landscaping and shrubbery on the property shall remain intact and be maintained and replaced during and after the building project to the extent reasonably possible. The Applicant will plant and maintain additional landscaping in the area immediately behind the proposed addition to augment the natural buffer in a manner which conforms substantially with the landscaping plan submitted to the Township, provided, however, that if the Township shall require changes to said plan, the Applicant shall comply with such changes. The plantings will be interspersed with existing vegetation, across the width of the addition in substantial conformance with the landscaping plan submitted to the Township. The landscaping shall be designed, installed and maintained and replaced (if necessary), to the extent reasonably possible, in a manner such that the new auditorium and other aspects of the project (including parking areas) are visually screened from residential properties on Mulford Road. The Applicant shall make reasonable efforts to preserve the existing vegetation on the

site, including the three large Cypress trees adjacent to the location of the proposed addition, throughout the construction process. Such efforts shall include the erection of a semi-permanent concrete post chain link fence for the duration of the construction project to protect the vegetation from the movement and operation of construction vehicles.

11. The Applicant will make reasonable efforts to have trash removal from the property and deliveries to the property take place after 7:00 a.m. and before 7:00 p.m. (and shall comply with any Cheltenham Township regulations regarding trash removal and deliveries)and for trash removal and deliveries to be done in a manner that does not cause excessive noise to emanate from the property.

12. The Applicant will illuminate the rear of the new addition and other aspects of the project by shielded directional light fixtures that emit light towards the addition and other aspects of the project and shielded away from adjacent residential properties. This will be completed in a manner which will significantly minimize the light that is visible off the property and avoid illumination of any adjoining properties to the extent reasonably possible. All other lighting fixtures to be added as part of the construction project shall also fully comply with Cheltenham Township requirements.

13. The Applicant's construction activities and the proposed addition and related work shall be conducted and completed in a manner which substantially complies with the plans submitted to and approved by the Zoning Hearing Board and shall otherwise comply with the Cheltenham Ordinance. Furthermore, the Applicant's plans shall be fully approved by the Cheltenham Township Engineer with respect to stormwater management and landscaping requirements.

14. Applicant agrees that these conditions shall be enforceable by Cheltenham Township and any other enforcement mechanisms provided at law or equity.

15. Any of the present record owners (and not any successor owner) of at least two of the following residential properties, 344 Gribbel Road (Paul R. and Sandra G. Greenwald), 647 Mulford Road (Raymond Torres), 643 Mulford Road (Jeremy R. Jaffe and Nancy L. Wolfson), 635 Mulford Road (Mary L. Burns) and 615 Mulford Road (Marc A. and Laura S. Feller), shall have the right to proceed for specific enforcement of only Condition 1 above provided that all of the following conditions are met:

    (a) the owners, listed above, of at least two of the properties, listed above, that are still record owners at the time the enforcement is being sought shall join in any action described in Condition 15 herein;

    (b) such owners shall have first requested in writing that Cheltenham Township enforce Condition 1 above;

    (c) a copy of such request is served upon Applicant at the property and Applicant's counsel, if on record with the Township, at the same time as submitted to Cheltenham Township;

(d) Cheltenham Township within ninety (90) days following such request shall have failed to commence enforcement proceedings in its own right; and

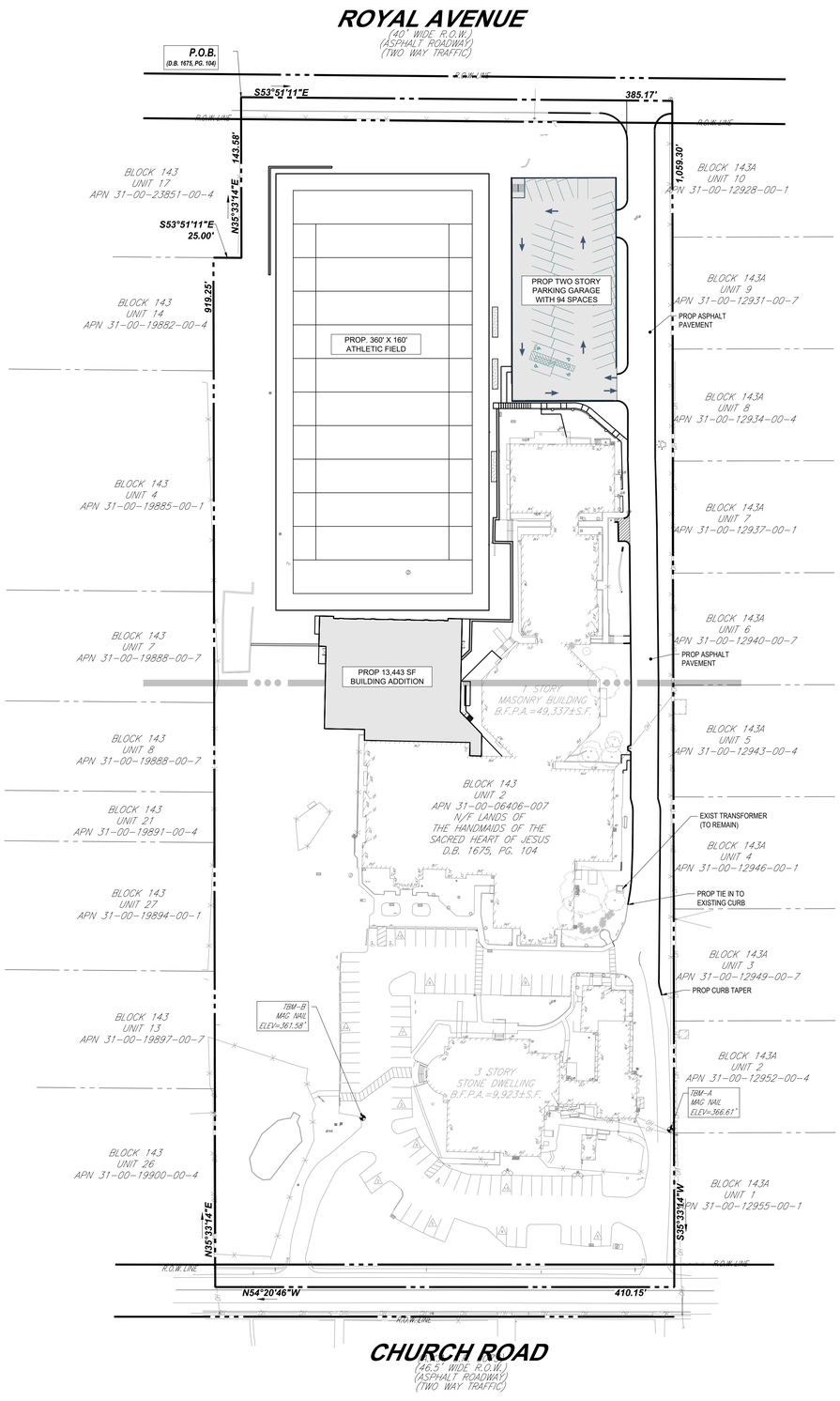
(e) such owners shall have offered Applicant a reasonable written agreement that the prevailing party in such private enforcement may recover reasonable court costs and attorney's fees from the non-prevailing party. Applicant agrees to respond in writing within forty-five days of receipt of such agreement.

16. The right of private enforcement granted by Applicant in Condition 15 herein shall remain in effect only while the Handmaids of the Sacred Heart of Jesus are owners and/or operators of Ancillae-Assumpta Academy, a private Catholic school.

17. Applicant agrees to acknowledge that it agrees to and has accepted these conditions by signing a separate certification to that effect.

18. Applicant agrees to modify its zoning application to the extent necessary for the application to conform to these conditions.

Note: The above conditions are not intended to replace any requirements of the Cheltenham Township Codes and the Applicant understands that it is still subject to all of the provisions of the subdivision and land development code and any other applicable provisions of Cheltenham Township.



60 30 15 0 60

SCALE: 1" = 60'

LEGEND

EXISTING

PROPERTY LINE	
R.O.W. LINE	
SETBACK LINE	
CURB	
UTILITY POLE	
TYPICAL SIGN	
PARKING COUNT	
HYDRANT	
SANITARY MANHOLE	
STORM MANHOLE	
WATER VALVE	WV
WATER METER	WM
GAS VALVE	
TYPICAL END SECTION	
ENDWALL	
GRATE INLET	
CLEANOUT	
BUILDING	
BUILDING CANOPY/OVERBUILD	

LEGEND

PROPOSED

PROPERTY LINE	
EASEMENT LINE	
SETBACK LINE	
CURB	
DEPRESSED CURB	
UTILITY POLE	
TYPICAL SIGN	
PARKING COUNT	
HYDRANT	
SANITARY MANHOLE	
STORM MANHOLE	
WATER VALVE	
GAS VALVE	GV
TYPICAL END SECTION	
ENDWALL	
GRATE INLET	
CURB INLET	
CLEANOUT	C/O
BUILDING	

BOHLER
SITE CIVIL AND CONSULTING ENGINEERING
LAND SURVEYING
PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
SUSTAINABLE DESIGN
PERMITTING SERVICES
TRANSPORTATION SERVICES

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REVISIONS

REV	DATE	COMMENT	DRAWN BY / CHECKED BY

ATTENTION ALL CONTRACTORS. LOCATIONS OF ALL EXISTING UTILITIES SHOWN HEREIN HAVE BEEN DEVELOPED FROM UTILITY COMPANY RECORDS AND/OR ABOVE-GROUND INSPECTION OF THE SITE. COMPLETENESS OR ACCURACY OF TYPE, SIZE, DEPTH OR HORIZONTAL LOCATION OF UNDERGROUND FACILITIES OR STRUCTURES CANNOT BE GUARANTEED. PURSUANT TO REQUIREMENTS OF PENNSYLVANIA LEGISLATIVE ACT NUMBER 287 OF 1974 AS AMENDED BY ACT 50 OF 2017, CONTRACTORS MUST VERIFY LOCATION AND DEPTH OF ALL UNDERGROUND UTILITIES AND FACILITIES PRIOR TO START OF WORK.
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#20251551875 / #20251551914

FOR CONCEPT PURPOSES ONLY

THIS DRAWING IS NOT INTENDED AS A CONSTRUCTION DOCUMENT UNLESS INDICATED OTHERWISE.

PROJECT No.:	PAC260069.00-0A
DRAWN BY:	AC
CHECKED BY:	EP / SP
DATE:	06/05/2026
CAD I.D.:	P-ZONG-ZONE

PROJECT:

ZONING PLAN

FOR

ANCILLAE-ASSUMPTA ACADEMY

PROPOSED DEVELOPMENT

2025 CHURCH ROAD
MONTGOMERY COUNTY
CHELTENHAM TOWNSHIP
PENNSYLVANIA, 19095
APN 31-00-06406-007

BOHLER
1515 MARKET STREET, SUITE 920
PHILADELPHIA, PA 19102
Phone: (267) 402-3400
Fax: (267) 402-3401
www.BohlerEngineering.com

M. KEARSE
PROFESSIONAL ENGINEER
PENNSYLVANIA LICENSE No. PE092988

SHEET TITLE:

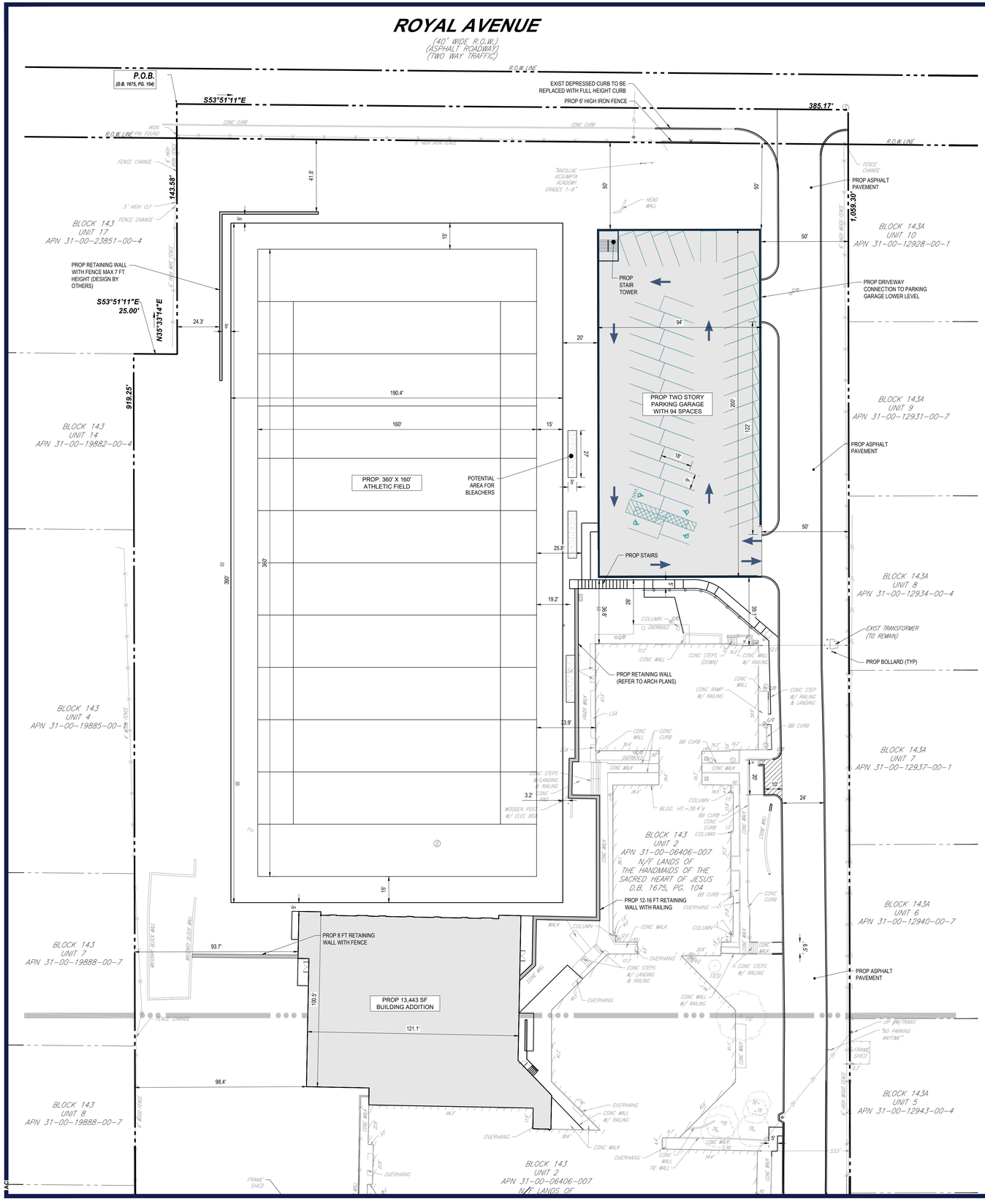
OVERALL SITE PLAN

SHEET NUMBER:

Z-001

ORG. DATE - 06/05/2026

Jun 05, 2026
M:\PA\2025\PAC260069.00\CAD\DRAWINGS\PLAN SETS\ZONING PLAN\P-ZONG-ZONE-PAC260069.00-0A-----3-LAYOUT Z-001 OVAL
EP



30 15 7.5 0 30

SCALE: 1" = 30'

ZONING TABLE

ZONE: R1 - RESIDENTIAL DISTRICT
EXISTING USE: SCHOOL, PUBLIC/PRIVATE & PLACE OF WORSHIP USE PER PREVIOUS DECISION
PROPOSED USE: ADDITION OF PARKING STRUCTURE (B-18)
BLOCK 143, UNIT 2, APN 31-00-06406-007

APPLICANT/ OWNER INFORMATION

APPLICANT:	ANCILLAE-ASSUMPTA ACADEMY 2025 W CHURCH ROAD WYNCOTE, PA 19095
PROPERTY OWNER:	THE HANDMAIDS OF THE SCARED HEART OF JESUS 2025 W CHURCH ROAD WYNCOTE, PA 19095

BULK REQUIREMENTS

ITEM	CODE	PERMITTED	EXISTING	PROPOSED
MIN LOT AREA	§ 295-502.A	20,000 SF (0.46 AC)	431,604 SF (9.91 AC)	NO CHANGE
MIN LOT WIDTH	§ 295-502.A	100.0'	410.1'	NO CHANGE
MIN YARD SETBACKS				
FRONT YARD (CHURCH ROAD)	§ 295-502.A	50.0'	96.5'	NO CHANGE
FRONT YARD (ROYAL AVENUE)	§ 295-502.A	50.0'	288.0'	41.5'
SIDE YARD	§ 295-502.A	15.0' / AGGREGATE 40.0'	33.7'	24.3'
MAX PERMITTED HEIGHT	§ 295-502.A	3 STORIES / 40.0'	43.4'	NO CHANGE
MAX BUILDING COVERAGE	§ 295-502.A	15.0%	14.9% (64,458 SF)	22.4% (96,702 SF)
MAX IMPERVIOUS COVERAGE	§ 295-502.A	35.0%	40.6% (175,135 SF)	44.2% (190,978 SF)
MIN STRUCTURE SETBACK FROM STREET R/W	§ 295-2301.G(2)	30.0'	N/A	41.5'
MAX ACCESS DRIVEWAY WIDTH	§ 295-2601.A	18.0'	18.0'	24.0'
MIN. PLANTING BUFFER FOR PARKING STRUCTURES	§ 295-2301.G(2)	20.0'		50'
			KEY =	VARIANCE REQUIRED

PARKING REQUIREMENTS

ITEM	CODE	PERMITTED	EXISTING	PROPOSED
MIN STALL SIZE	§ 295-2301.D(2)(a)	9.0' X 18.0'	9.0' X 18.0'	NO CHANGE
MIN AISLE WIDTH	§ 295-2301.D(2)(c)	24.0'	24.0'	NO CHANGE
MIN NUMBER OF STALLS	§ 295-2301.E(D-12)	2 PER CLASSROOM*	135 STALLS	178 STALLS
* 124 STALLS REQUIRED PER ZHB DECISION RE: APPEAL NO. 2758 ON 4/12/1999				
			KEY =	VARIANCE REQUIRED

VARIANCES REQUESTED

1. A VARIANCE FROM SECTION 295-502.A TO PERMIT A FRONT YARD SETBACK OF LESS THAN 50.0 FEET TO ALLOW THE PLACEMENT OF A RETAINING WALL. (50.0 REQUIRED, 41.5 FEET PROVIDED).
2. A VARIANCE FROM SECTION 295-502.A TO PERMIT A MAXIMUM BUILDING COVERAGE OF MORE THAN 15.0 PERCENT TO ALLOW THE PLACEMENT OF A PARKING GARAGE AND BUILDING ADDITION. (15.0 PERCENT REQUIRED, 22.4 PERCENT PROVIDED).
3. A VARIANCE FROM SECTION 295-502.A TO PERMIT A MAXIMUM IMPERVIOUS COVERAGE OF MORE THAN 35.0 PERCENT TO ALLOW THE PLACEMENT OF A PARKING GARAGE AND BUILDING ADDITION. (35.0 PERCENT REQUIRED, 44.3 PERCENT PROVIDED).
4. A VARIANCE FROM SECTION 295-2601.A TO PERMIT A MAXIMUM ACCESS DRIVEWAY WIDTH OF MORE THAN 18.0 FEET. (18.0 FEET REQUIRED, 24.0 FEET PROVIDED).
5. A DETERMINATION THAT THE MAXIMUM PARKING REQUIREMENTS OF SECTION 295-2301.D(6) OF THE ZONING ORDINANCE DO NOT APPLY TO PARKING STRUCTURES OR, IN THE ALTERNATIVE, A VARIANCE OF FROM SECTION 295-2301.D(6) OF THE ZONING ORDINANCE TO PERMIT GREATER THAN 120% OF THE REQUIRED MINIMUM PARKING.

LEGEND

EXISTING

PROPERTY LINE	
R.O.W. LINE	
SETBACK LINE	
CURB	
UTILITY POLE	
TYPICAL SIGN	
PARKING COUNT	A
HYDRANT	
SANITARY MANHOLE	S
STORM MANHOLE	D
WATER VALVE	WV
WATER METER	WM
GAS VALVE	
TYPICAL END SECTION	
ENDWALL	
GRATE INLET	
CLEANOUT	
BUILDING	
BUILDING CANOPY/OVERBUILD	

LEGEND

PROPOSED

PROPERTY LINE	
EASEMENT LINE	
SETBACK LINE	
CURB	
DEPRESSED CURB	
UTILITY POLE	
TYPICAL SIGN	
PARKING COUNT	
HYDRANT	
SANITARY MANHOLE	S
STORM MANHOLE	D
WATER VALVE	
GAS VALVE	GV
TYPICAL END SECTION	
ENDWALL	
GRATE INLET	
CURB INLET	
CLEANOUT	C/O
BUILDING	

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DATE:	06/05/2026
CAD I.D.:	P-ZONG-ZONE

PROJECT:

ZONING PLAN

FOR

ANCILLAE-ASSUMPTA ACADEMY

PROPOSED DEVELOPMENT

2025 CHURCH ROAD
MONTGOMERY COUNTY
CHELTENHAM TOWNSHIP
PENNSYLVANIA, 19095
APN 31-00-06406-007

BOHLER
1515 MARKET STREET, SUITE 920
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Fax: (267) 402-3401
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M. KEARSE
PROFESSIONAL ENGINEER
PENNSYLVANIA LICENSE No. PE092988

SHEET TITLE:

ZONING PLAN

SHEET NUMBER:

Z-002

ORG. DATE - 06/05/2026

Jul 01, 2026
P:\PA\2026\PAC260069.00\CAD\DRAWINGS\PLAN SETS\ZONING PLAN\P-ZONG-ZONE-PAC260069.00-0A-----LAYOUT: Z-002 ZONE

2500 East High Street, Suite 650, Pottstown, PA 19464

610.326.3100 | INFO@TPDINC.COM

October 5, 2026

Kerry Harp
President
Ancillae-Assumpta Academy
2025 Church Road
Wyncote, PA 19095

RE: Ancillae-Assumpta Academy

Cheltenham Township, Montgomery County, PA

TPD No. ANAA.00001

Dear Ms. Harp:

Traffic Planning & Design, Inc. (TPD) has been retained by Ancillae-Assumpta Academy in Cheltenham Township, Montgomery County, Pennsylvania to provide transportation planning services as it relates to their proposed campus changes. It is my understanding that the school is faced with two distinct challenges as it relates to campus parking and circulation.

Parking

In years past, when events were held on campus, overflow parking could be consistently accommodated on the nearby Bishop McDevitt High School. However, with the sale of the high school property to Arcadia University, the programming for the building has shifted such that parking is not always available during times when needed for the campus operations. As such, during sporting events or on-site school events, vehicles can overflow into the adjacent neighborhood, creating undue parking issues for the residential neighborhood and creating sight line issues at Royal Avenue.

TPD conducted on-site parking observations during Back to School Night on Tuesday, September 22, 2026, which is an on-site and highly attended event, leading to overflow parking, at which parking was available in the Arcadia University parking lot. Even with the Arcadia University lot accommodating overflow parking, a significant percentage of vehicles parked along adjacent neighborhood streets, mainly Royal Avenue and Gribbel Road. Royal Avenue in particular does not have shoulders, leading to parked cars blocking most of the eastbound travel lane. Additionally, vehicles were observed parking on campus grounds in locations not specifically designated for parking. Various shoulders, as well as internal grass areas had parked cars during the back to school event. The **attached** map showcases the locations where on-site and off-site parking was observed.

As such, the addition of the parking deck is proposed to alleviate parking issues for both the campus and the adjacent neighborhood.

Circulation

During drop-off and pick-up (DO/PU) times at the school, there are particular bottlenecks that occur which produce vehicle spillback on Church Road, leading to undue delays and idling. The current site has three access points: two to Church Road and one to Royal Avenue. The eastern Church Road access is enter-only while the western access allows only exiting traffic. The Royal Avenue access is exiting movements only.

As depicted on the **attached** existing conditions circulation plan, the current DO/PU flow is depicted. Preschool students enter via Church Road, DO/PU in the front drive aisle and exit via Church Road. Elementary students have two DO/PU locations; in the second driveway aisle from Church Road and on the north end of the site. As such, all vehicles enter from Church Road and exit via both Church Road and Royal Avenue.

Buses enter via Church Road, stage on the eastern drive aisle, then exit via Royal Avenue. Under this scenario, when buses are staged for DO/PU in the one existing drive aisle lane, elementary students destined for the northern end of the site cannot mobilize for DO/PU until the buses disperse. This leads to vehicles stacking not only within the site, but onto Church Road.

Circulation observations were conducted on Wednesday, September 23, 2026, during typical school day DO/PU times. The morning queue was observed backing up the eastbound travel lane of Church Road from the school entrance driveway all the way to Easton Road, causing delays. The peak delay was observed at approximately 8:00 AM with the queue disappearing by 8:14 AM. The afternoon queue was observed backing up both directions along Church Road, again all the way to Easton Road, before the majority of school busses could arrive. Parent queueing began around 2:39 PM, with the peak queue observed at 2:45 PM. Busses arrived after this, causing undue delay for school bus pick up. The last bus was observed leaving at 3:17 PM. The exit-only driveway to Royal Avenue did not experience any delay.

To help alleviate the existing delays and vehicle stacking during the DO/PU times, the proposed changes consist of providing a two-lane aisle on the eastern side of the site. This aisle is proposed for two-lane, one-way flow northbound from the southern elementary DO/PU area to the proposed parking deck, as depicted on the **attached** schematic. Buses are anticipated to stage in side-by-side fashion. For loading and unloading, buses should do so one at a time as depicted on the attached schematic. This has a two-fold benefit as follows: buses will be afforded the opportunity to stack the one-way, two-lane area and those elementary students destined to/departing from the northern DO/PU area will enter and exit via Royal Avenue. We would recommend proper management and safety protocols be in place as well as signage to direct parent pickup. **Table 1** below shows the comparison of stacking distance available with the proposed changes.

TABLE 1
AVAILABLE ON-SITE STACKING DISTANCE

Circulation Plan	Available Stacking Distance (Feet)
Existing Conditions	1500′
Proposed Conditions	3600′

Data Collection

Intersection traffic counts were conducted on 15-minute intervals during the school morning (7:00 to 9:00 A.M.), school afternoon (2:00 to 5:00 P.M.), and weekday evening (6:00 to 9:00 P.M.) peak periods. Data pertaining to heavy vehicles and pedestrians were observed during the turning movement counts. Peak hours and count dates for the study area intersections are identified in **Table 2**.

TABLE 2
TRAFFIC COUNT INFORMATION

Intersection	Date of Traffic Counts	Time Period	Intersection Peak Hour[1]
Church Road (SR 0073) & Enter-Only Driveway	Wednesday, September 23, 2026	School A.M.	7:15 – 8:15 AM
		School P.M.	2:30 – 3:30 PM
	Tuesday, September 22, 2026	Weekday Evening	6:00 – 7:00 PM
Church Road (SR 0073) & Exit-Only Driveway	Wednesday, September 23, 2026	School A.M.	7:15 – 8:15 AM
		School P.M.	2:45 – 3:45 PM
	Tuesday, September 22, 2026	Weekday Evening	6:00 – 7:00 PM
Royal Avenue & Exit-Only Driveway	Wednesday, September 23, 2026	School A.M.	7:30 – 8:30 AM
		School P.M.	2:45 – 3:45 PM
	Tuesday, September 22, 2026	Weekday Evening	6:15 – 7:15 PM

1 = Peak Hour consists of the four consecutive 15-minute intervals where the highest traffic volumes occur.

Traffic volumes for the school A.M., school P.M. and weekday evening peak hours are illustrated in **Figures 1-3**, respectively. Intersection traffic count data sheets and site photographs are **attached**.

In addition to intersection traffic counts, TPD conducted on-site parking observations on Tuesday, September 22, 2026, from 6:15 to 7:45 P.M., and drop off and pick up (DO/PU) circulation observations on Wednesday, September 23, 2026, from 7:00 to 8:30 AM and 2:00 to 3:30 PM.

Access

Ancillae-Assumpta Academy is currently served by three (3) access locations. Two (2) driveways serve traffic along Church Road (SR 0073), with one being enter only and the other being exit only. There is one (1) access location to Royal Avenue, which is exit only. With the proposed campus changes, the access to Royal Avenue is proposed to be converted to a full access driveway.

The sight distances at the existing school access to Royal Avenue were measured in accordance with PennDOT Publication 282 Highway Occupancy Permit Operations Manual. It was determined that the existing sight distance is sufficient to support the transition of this driveway from exit only to full access. **Table 3** shows the acceptable sight distance (SSSD) sight distances at the site driveway to Royal Avenue for vehicles entering and exiting the site.

TABLE 3
SIGHT DISTANCE ANALYSIS
ROYAL AVENUE SITE DRIVEWAY

	Direction	Speed	SSSD (Feet)
Exiting Movements	To the left	25 mph	147'
	To the right	25 mph	147'
Entering Left Turns	Approaching same direction	25 mph	147'
	Approaching opposite direction	25 mph	147'

SSSD = PennDOT Acceptable Sight Distance

Capacity analyses were also conducted during the AM and PM peak periods at the existing site driveway to Royal Avenue, and meet PennDOT Pub 282 standards, which state that "new signalized and unsignalized intersections established to serve as access to the development shall be designed to operate at a minimum of LOS C for rural areas, and a minimum of LOS D for urban areas."

For analysis of intersections, level of service is defined in terms of delay, which is a measure of driver discomfort and frustration, fuel consumption, and lost travel time. LOS criteria is stated in terms of control delay per vehicle for a one-hour analysis period. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The criteria are shown in **Table 4**. Delay, as it relates to level of service, is a complex measure and is dependent upon a number of variables. For unsignalized intersections, delay is related to the availability of gaps in the flow of traffic on the major street and the driver's discretion in selecting an appropriate gap for a particular movement from the minor street (straight across, left or right turn).

TABLE 4
LEVEL OF SERVICE CRITERIA
UNSIGNALIZED AND SIGNALIZED INTERSECTIONS[1]

Level of Service	Control Delay Per Vehicle (Seconds)	
	Signalized	Unsignalized
A	< 10	< 10
B	> 10 and < 20	> 10 and < 15
C	> 20 and < 35	> 15 and < 25
D	> 35 and < 55	> 25 and < 35
E	> 55 and < 80	> 35 and < 50
F	> 80 or v/c > 1.0	> 50 or v/c > 1.0

1 = Obtained from Exhibits 19-8 and 20-2 of the Transportation Research Board's Highway Capacity Manual 7th Edition

Levels of service (LOS) for the site driveway to Royal Avenue for the school A.M., school P.M., and weekday evening peak hours are shown in **Table 5**.

TABLE 5
LEVEL OF SERVICE DELAY (SECONDS) SUMMARY

Intersection	Movement	Operational Analysis		
		School A.M. Peak Hour	School P.M. Peak Hour	Weekday Evening Peak Hour
Royal Avenue & Site Driveway	EB T	A	A	A
	WB T	A	A	A
	NB LR	B	B	A
	ILOS	**A (1.4)**	**A (1.5)**	**A (1.9)**

ILOS = Overall Intersection Level of Service; Unsignalized ILOS calculated in accordance with Figure 5 of Policies and Procedures for Transportation Impact Studies.

As shown in **Table 5**, the driveway operates at LOS B or better during all time periods studied. Given the operational and sight distance characteristics for the Royal Avenue access, converting to two-way flow is not anticipated to adversely affect operations along Royal Avenue.

Conclusions

Based on the results of the parking study, TPD offers the following conclusions:

- Currently, stacking backs onto Church Road (SR 0073) causing delay for non-school traffic;
- Currently, parking spills onto adjacent neighborhood streets during events;
- Increasing the stacking area and dispersing some of the flow to Royal Avenue will help alleviate issues along Church Road (SR 0073);
- The proposed parking structure will help alleviate parking issues in the residential neighborhood;
- Operational characteristics indicate that Royal Avenue can support a change to two-way flow and not adversely affect operations along Royal Avenue.
- The proposed full access driveway to Royal Avenue shall be designed to accommodate two-way flow and provide the appropriate sight distances per PennDOT Pub 282 standards.

It is TPD's opinion that the proposed site circulation changes and parking deck noted above will be sufficient to significantly alleviate the parking and queueing issues experienced by Ancillae-Assumpta Academy and the school grounds.

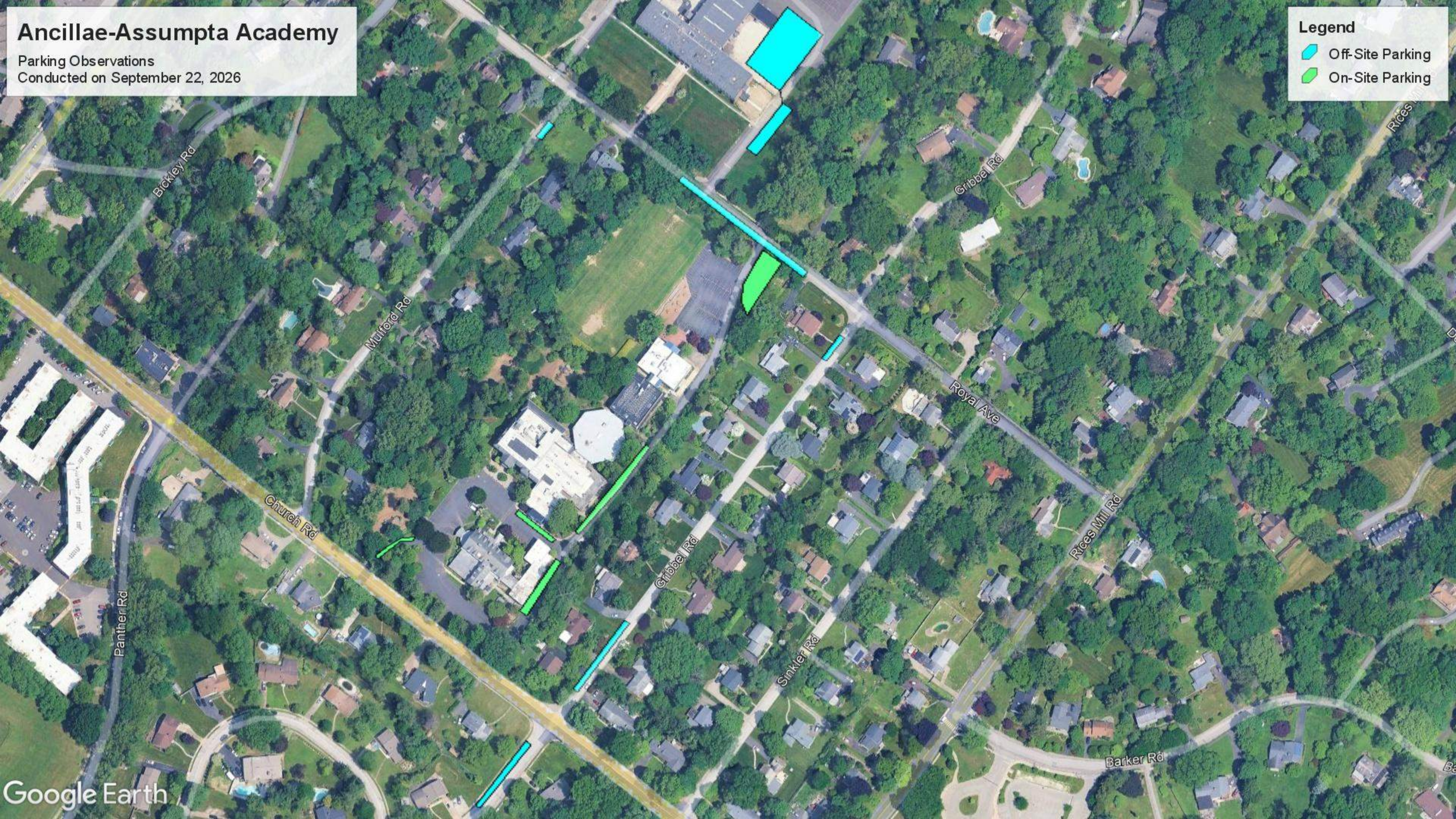
TPD

Eric Ostimchuk, PE, PTOE
Vice President-Transportation Planning
eostimchuk@TPDinc.com

cc: Project Team
TPD File

Attachments: Parking Observations Map
Site Circulation Plans
Traffic Volume Figures
Traffic Count Printouts
Site Photographs
Capacity Analysis Printouts

Attachment #1
Parking Observations Map


Ancillae-Assumpta Academy
Parking Observations
Conducted on September 22, 2026
Legend
Off-Site Parking
On-Site Parking
Bickley Rd
Mulford Rd
Church Rd
Panther Rd
Gribbel Rd
Sinkler Rd
Royal Ave
Rices Mill Rd
Barker Rd
Google Earth

Attachment #2
Site Circulation Plans

Elementary DO/PU North

Exit Only

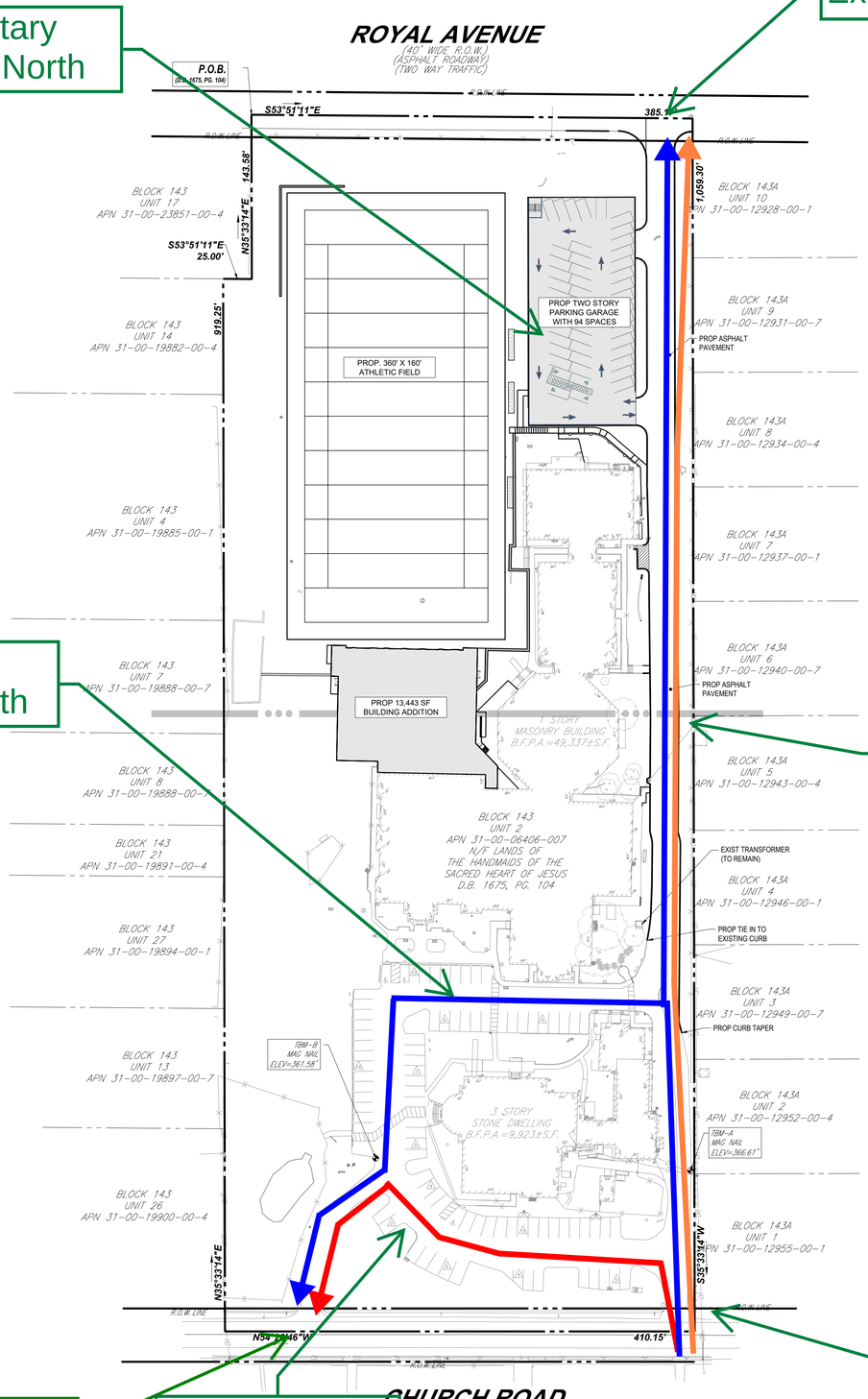
Elementary DO/PU South

Bus DO/PU

Exit only

Pre School DO/PU

Enter only



Preschool Students

Elementary Students

Buses

Existing Conditions

SCALE: 1" = 60'

LEGEND	
EXISTING	
PROPERTY LINE	
R.O.W. LINE	
SETBACK LINE	
CURB	
UTILITY POLE	
TYPICAL SIGN	
PARKING COUNT	
HYDRANT	
SANITARY MANHOLE	
STORM MANHOLE	
WATER VALVE	
WATER METER	
GAS VALVE	
TYPICAL END SECTION	
ENDWALL	
GRATE INLET	
CLEANOUT	
BUILDING	
BUILDING CANOPY/OVERBUILD	

LEGEND	
PROPOSED	
PROPERTY LINE	
EASEMENT LINE	
SETBACK LINE	
CURB	
DEPRESSED CURB	
UTILITY POLE	
TYPICAL SIGN	
PARKING COUNT	
HYDRANT	
SANITARY MANHOLE	
STORM MANHOLE	
WATER VALVE	
GAS VALVE	GV
TYPICAL END SECTION	
ENDWALL	
GRATE INLET	
CURB INLET	
CLEANOUT	C/O
BUILDING	

Jun 05, 2026
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EP

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CHECKED BY: EP / SP
DATE: 06/05/2026
CAD I.D.: P-ZONG-ZONE

PROJECT:

ZONING PLAN

FOR

ANCILLAE-ASSUMPTA ACADEMY

PROPOSED DEVELOPMENT

2025 CHURCH ROAD
MONTGOMERY COUNTY
CHELTENHAM TOWNSHIP
PENNSYLVANIA, 19095
APN 31-00-06406-007

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Fax: (267) 402-3401
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M. KEARSE
PROFESSIONAL ENGINEER
PENNSYLVANIA LICENSE No. PE092988

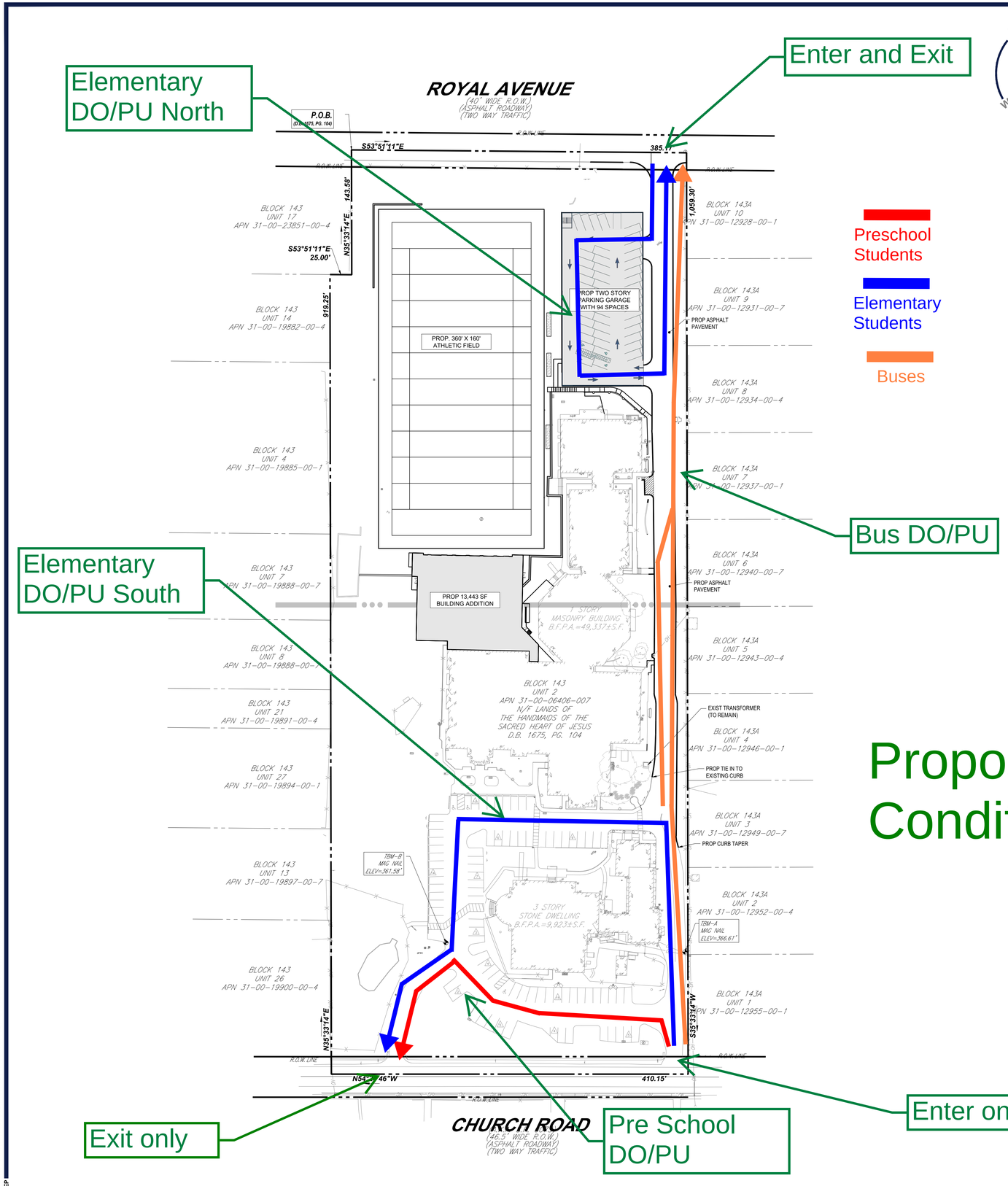
SHEET TITLE:

OVERALL SITE PLAN

SHEET NUMBER:

Z-001

ORG. DATE - 06/05/2026



LEGEND	
EXISTING	
PROPERTY LINE	
R.O.W. LINE	
SETBACK LINE	
CURB	
UTILITY POLE	
TYPICAL SIGN	
PARKING COUNT	
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TYPICAL END SECTION	
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LEGEND	
PROPOSED	
PROPERTY LINE	
EASEMENT LINE	
SETBACK LINE	
CURB	
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PROJECT:

ZONING PLAN

FOR

ANCILLAE-ASSUMPTA ACADEMY

PROPOSED DEVELOPMENT

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SHEET TITLE:

OVERALL SITE PLAN

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Z-001

ORG. DATE - 06/05/2026

Jun 05, 2026
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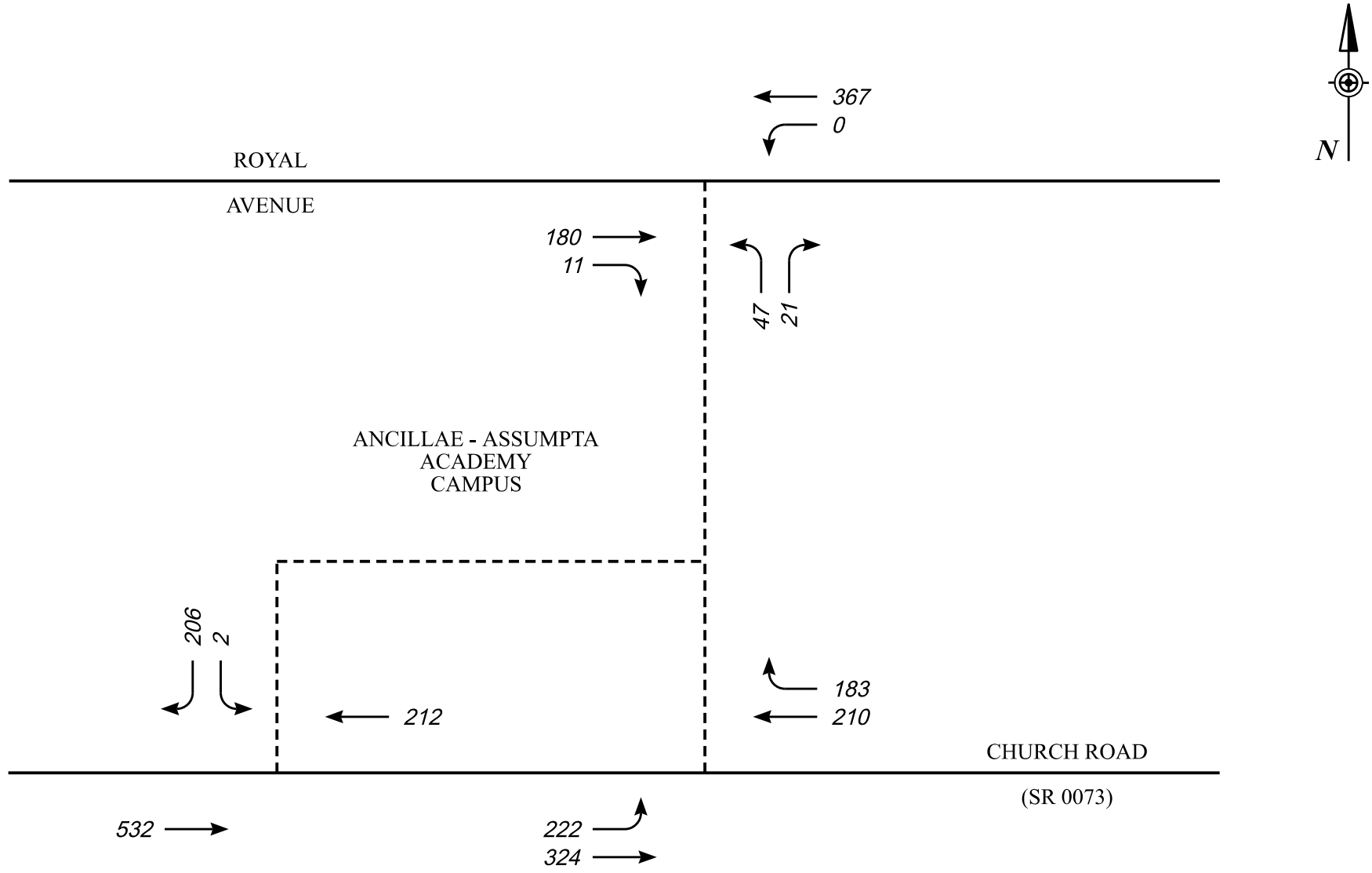
Attachment #3
Traffic Volume Figures



KEY:

- - - - - DRIVEWAY

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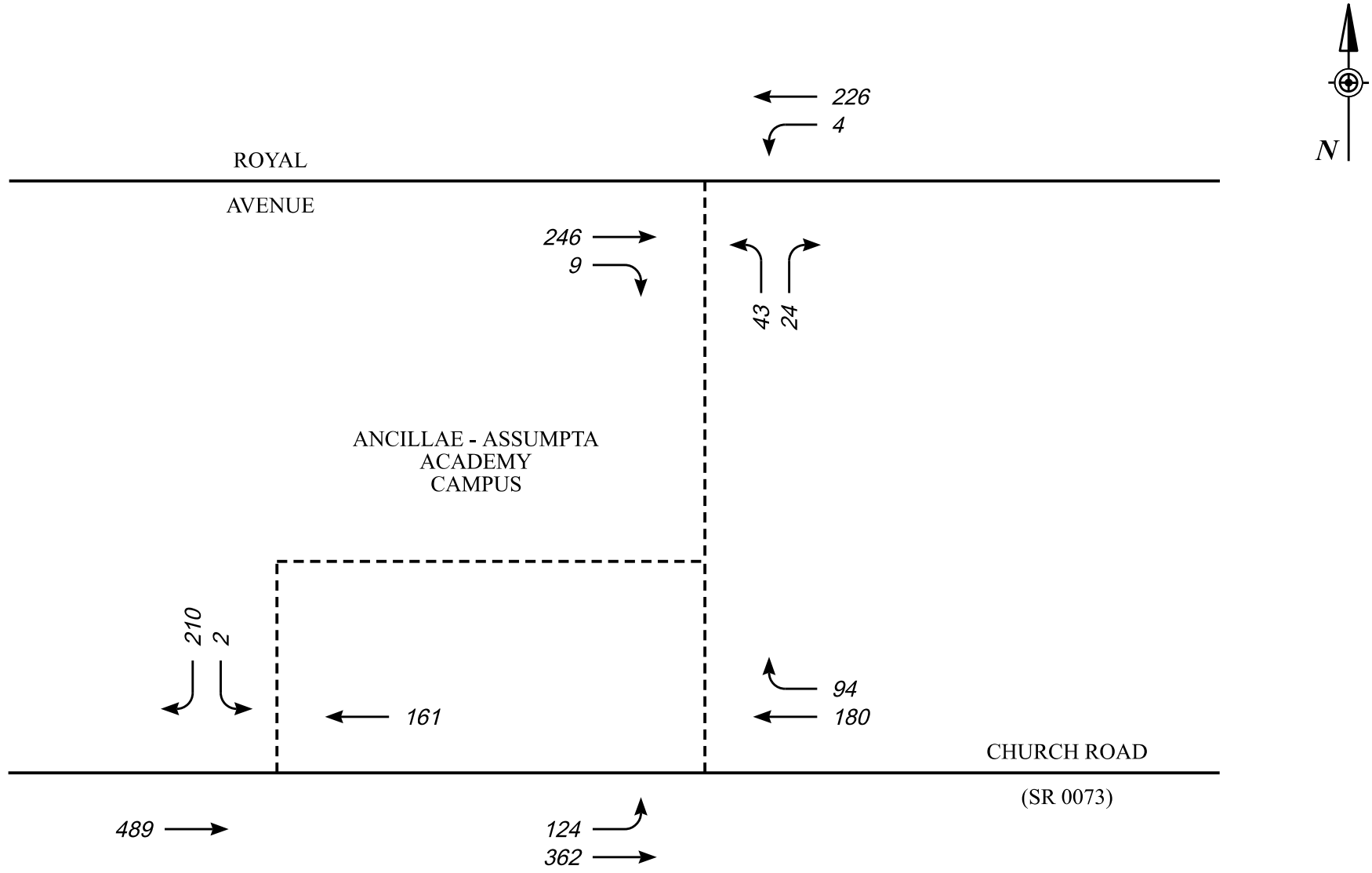
FIGURE 1

SCHOOL A.M. PEAK HOUR
TRAFFIC VOLUMES



KEY:

- - - - - DRIVEWAY

SCHEMATIC DRAWING:NOT TO SCALE

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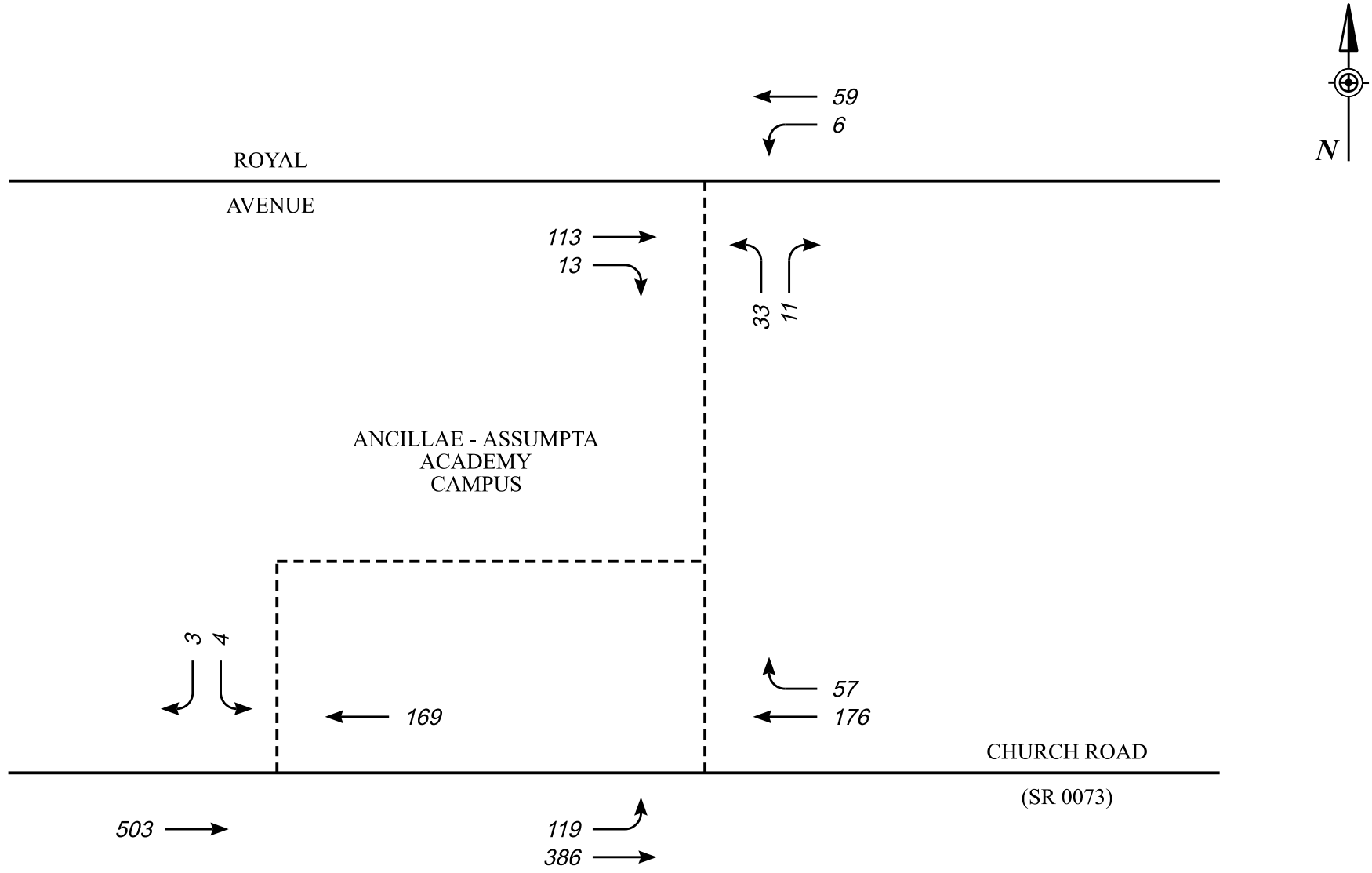
FIGURE 2

SCHOOL P.M. PEAK HOUR
TRAFFIC VOLUMES



KEY:

- - - - - DRIVEWAY

SCHEMATIC DRAWING:NOT TO SCALE

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1.877.873.9739
info@TPDinc.com

FIGURE 3

WEEKDAY EVENING PEAK HOUR
TRAFFIC VOLUMES

Attachment #4
Traffic Count Printouts

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100 nbieber@tpdinc.com

Count Name: 01 Church Rd - School Entrance
Site Code:
Start Date: 09/22/2026

Turning Movement Data

Start Time	Church Rd Eastbound				Church Rd Westbound				School Entrance Southbound				Int. Total
	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	
6:00 PM	7	123	0	130	50	3	0	53	0	0	0	0	183
6:15 PM	7	109	0	116	52	6	0	58	0	0	0	0	174
6:30 PM	34	73	0	107	45	15	0	60	0	0	0	0	167
6:45 PM	71	81	1	152	29	33	0	62	1	0	0	1	215
Hourly Total	119	386	1	505	176	57	0	233	1	0	0	1	739
7:00 PM	18	80	0	98	30	11	0	41	0	0	0	0	139
7:15 PM	8	69	0	77	24	1	0	25	0	0	0	0	102
7:30 PM	0	51	0	51	26	0	0	26	0	0	0	0	77
7:45 PM	1	63	0	64	23	0	0	23	0	0	0	0	87
Hourly Total	27	263	0	290	103	12	0	115	0	0	0	0	405
8:00 PM	1	52	0	53	23	0	0	23	0	0	0	0	76
8:15 PM	1	42	1	43	34	0	1	34	0	0	2	0	77
8:30 PM	0	48	0	48	28	0	0	28	0	0	0	0	76
8:45 PM	0	32	0	32	13	0	0	13	0	0	0	0	45
Hourly Total	2	174	1	176	98	0	1	98	0	0	2	0	274
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	5	63	0	68	60	6	0	66	0	0	0	0	134
7:15 AM	40	77	0	117	71	15	0	86	0	0	0	0	203
7:30 AM	43	102	0	145	55	26	0	81	0	0	0	0	226
7:45 AM	85	79	0	164	44	52	0	96	0	0	0	0	260
Hourly Total	173	321	0	494	230	99	0	329	0	0	0	0	823
8:00 AM	54	66	2	120	40	90	0	130	0	0	0	0	250
8:15 AM	4	71	1	75	47	7	0	54	0	0	0	0	129
8:30 AM	1	80	0	81	55	1	0	56	0	0	0	0	137
8:45 AM	0	78	0	78	45	2	0	47	0	0	0	0	125
Hourly Total	59	295	3	354	187	100	0	287	0	0	0	0	641
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	2	62	0	64	28	0	0	28	0	0	0	0	92
2:15 PM	7	99	0	106	43	4	0	47	0	0	0	0	153
2:30 PM	18	95	1	113	46	16	0	62	0	0	0	0	175
2:45 PM	60	77	1	137	59	38	0	97	0	0	0	0	234
Hourly Total	87	333	2	420	176	58	0	234	0	0	0	0	654
3:00 PM	35	85	0	120	32	28	0	60	0	0	0	0	180
3:15 PM	11	105	0	116	43	12	0	55	0	0	0	0	171
3:30 PM	10	116	0	126	30	7	0	37	1	0	2	1	164
3:45 PM	13	118	0	131	45	5	0	50	0	0	0	0	181
Hourly Total	69	424	0	493	150	52	0	202	1	0	2	1	696
4:00 PM	7	117	0	124	52	6	0	58	0	0	0	0	182
4:15 PM	8	120	0	128	59	2	0	61	0	0	0	0	189
4:30 PM	1	115	0	116	53	2	0	55	0	0	0	0	171
4:45 PM	2	120	0	122	45	5	0	50	0	0	0	0	172
Hourly Total	18	472	0	490	209	15	0	224	0	0	0	0	714
5:00 PM	2	122	0	124	75	3	0	78	0	0	0	0	202
5:15 PM	1	116	0	117	63	1	0	64	0	0	0	0	181
5:30 PM	1	109	0	110	50	0	0	50	0	0	0	0	160
5:45 PM	0	106	0	106	47	0	0	47	0	0	0	0	153
Hourly Total	4	453	0	457	235	4	0	239	0	0	0	0	696
6:00 PM	1	140	0	141	50	1	0	51	0	0	0	0	192
6:15 PM	2	103	0	105	48	0	0	48	0	0	0	0	153
6:30 PM	0	105	0	105	41	1	0	42	0	0	0	0	147
6:45 PM	0	75	0	75	51	0	0	51	0	0	0	0	126
Hourly Total	3	423	0	426	190	2	0	192	0	0	0	0	618
Grand Total	561	3544	7	4105	1754	399	1	2153	2	0	4	2	6260
Approach %	13.7	86.3	-	-	81.5	18.5	-	-	100.0	0.0	-	-	-
Total %	9.0	56.6	-	65.6	28.0	6.4	-	34.4	0.0	0.0	-	0.0	-
Lights	547	3478	-	4025	1712	388	-	2100	2	0	-	2	6127
% Lights	97.5	98.1	-	98.1	97.6	97.2	-	97.5	100.0	-	-	100.0	97.9
Other Vehicles	14	66	-	80	42	11	-	53	0	0	-	0	133
% Other Vehicles	2.5	1.9	-	1.9	2.4	2.8	-	2.5	0.0	-	-	0.0	2.1
Pedestrians	-	-	7	-	-	-	1	-	-	-	4	-	-
% Pedestrians	-	-	100.0	-	-	-	100.0	-	-	-	100.0	-	-

Traffic Planning and Design, Inc
2500 East High Street
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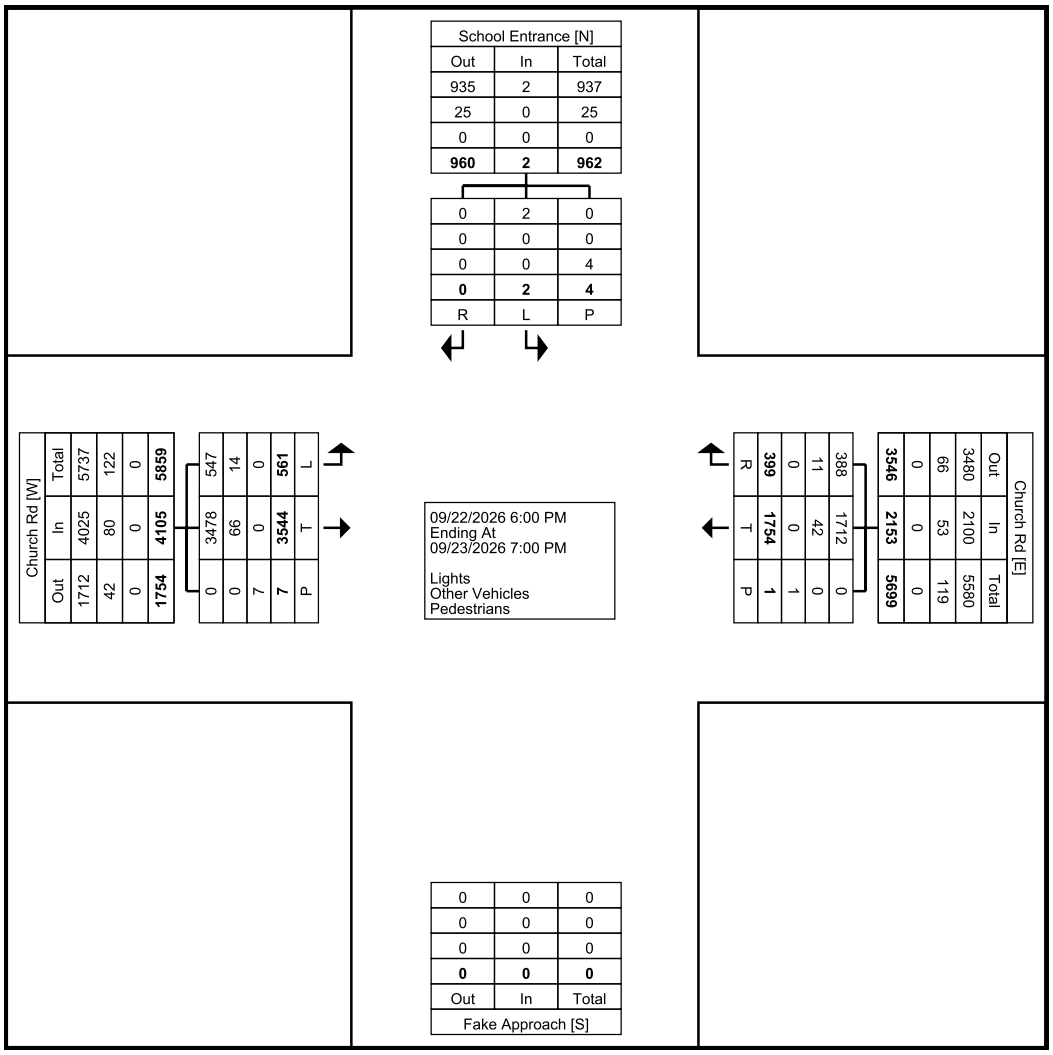
610.326.3100 nbieber@tpdinc.com

Count Name: 01 Church Rd - School Entrance
Site Code:
Start Date: 09/22/2026



Turning Movement Data Plot

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Count Name: 01 Church Rd - School Entrance
Site Code:
Start Date: 09/22/2026

Turning Movement Peak Hour Data (6:00 PM)

Start Time	Church Rd Eastbound				Church Rd Westbound				School Entrance Southbound				
	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
6:00 PM	7	123	0	130	50	3	0	53	0	0	0	0	183
6:15 PM	7	109	0	116	52	6	0	58	0	0	0	0	174
6:30 PM	34	73	0	107	45	15	0	60	0	0	0	0	167
6:45 PM	71	81	1	152	29	33	0	62	1	0	0	1	215
Total	119	386	1	505	176	57	0	233	1	0	0	1	739
Approach %	23.6	76.4	-	-	75.5	24.5	-	-	100.0	0.0	-	-	-
Total %	16.1	52.2	-	68.3	23.8	7.7	-	31.5	0.1	0.0	-	0.1	-
PHF	0.419	0.785	-	0.831	0.846	0.432	-	0.940	0.250	0.000	-	0.250	0.859
Lights	119	385	-	504	172	56	-	228	1	0	-	1	733
% Lights	100.0	99.7	-	99.8	97.7	98.2	-	97.9	100.0	-	-	100.0	99.2
Other Vehicles	0	1	-	1	4	1	-	5	0	0	-	0	6
% Other Vehicles	0.0	0.3	-	0.2	2.3	1.8	-	2.1	0.0	-	-	0.0	0.8
Pedestrians	-	-	1	-	-	-	0	-	-	-	0	-	-
% Pedestrians	-	-	100.0	-	-	-	-	-	-	-	-	-	-

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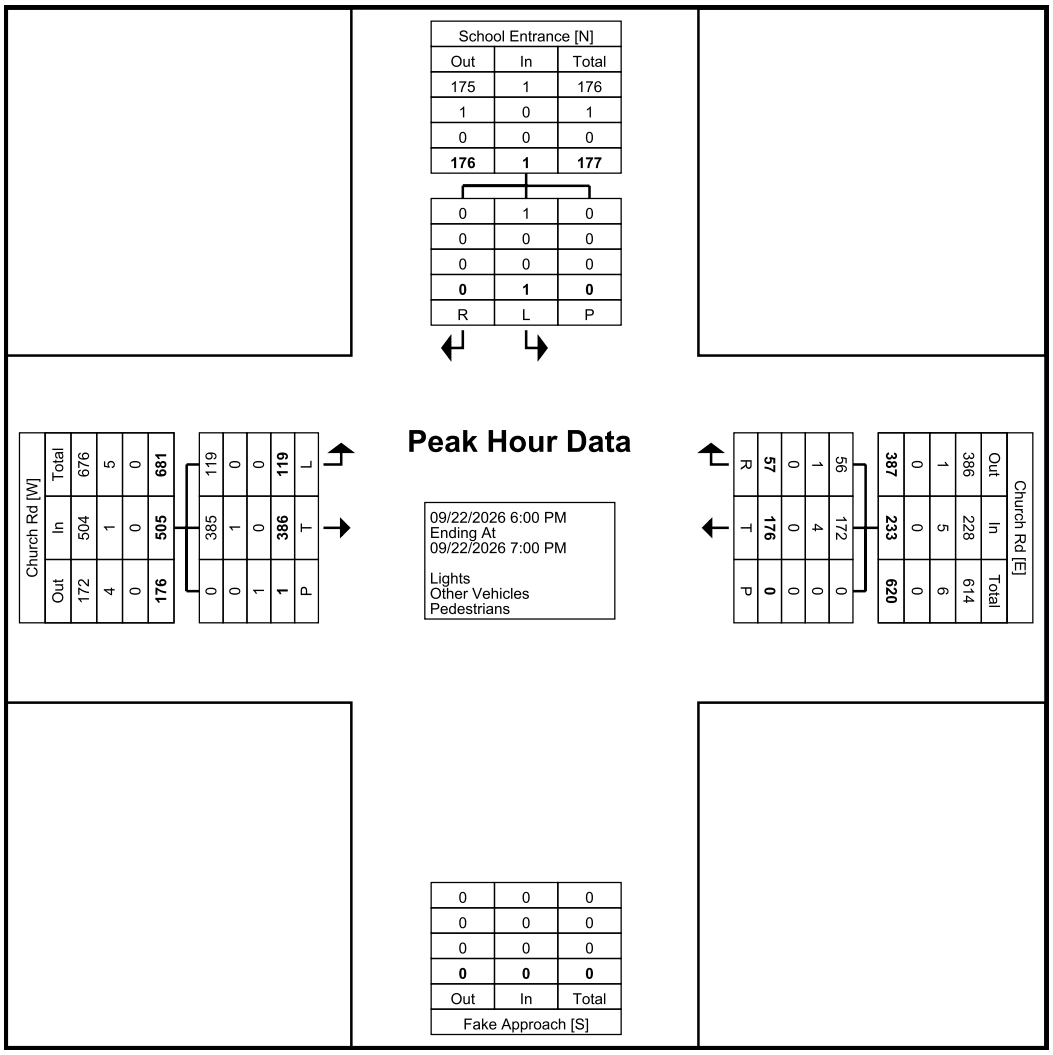

Turning Movement Peak Hour Data Plot (6:00 PM)

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Count Name: 01 Church Rd - School Entrance
Site Code:
Start Date: 09/22/2026

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Church Rd Eastbound				Church Rd Westbound				School Entrance Southbound				
	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
7:15 AM	40	77	0	117	71	15	0	86	0	0	0	0	203
7:30 AM	43	102	0	145	55	26	0	81	0	0	0	0	226
7:45 AM	85	79	0	164	44	52	0	96	0	0	0	0	260
8:00 AM	54	66	2	120	40	90	0	130	0	0	0	0	250
Total	222	324	2	546	210	183	0	393	0	0	0	0	939
Approach %	40.7	59.3	-	-	53.4	46.6	-	-	0.0	0.0	-	-	-
Total %	23.6	34.5	-	58.1	22.4	19.5	-	41.9	0.0	0.0	-	0.0	-
PHF	0.653	0.794	-	0.832	0.739	0.508	-	0.756	0.000	0.000	-	0.000	0.903
Lights	214	311	-	525	206	181	-	387	0	0	-	0	912
% Lights	96.4	96.0	-	96.2	98.1	98.9	-	98.5	-	-	-	-	97.1
Other Vehicles	8	13	-	21	4	2	-	6	0	0	-	0	27
% Other Vehicles	3.6	4.0	-	3.8	1.9	1.1	-	1.5	-	-	-	-	2.9
Pedestrians	-	-	2	-	-	-	0	-	-	-	0	-	-
% Pedestrians	-	-	100.0	-	-	-	-	-	-	-	-	-	-

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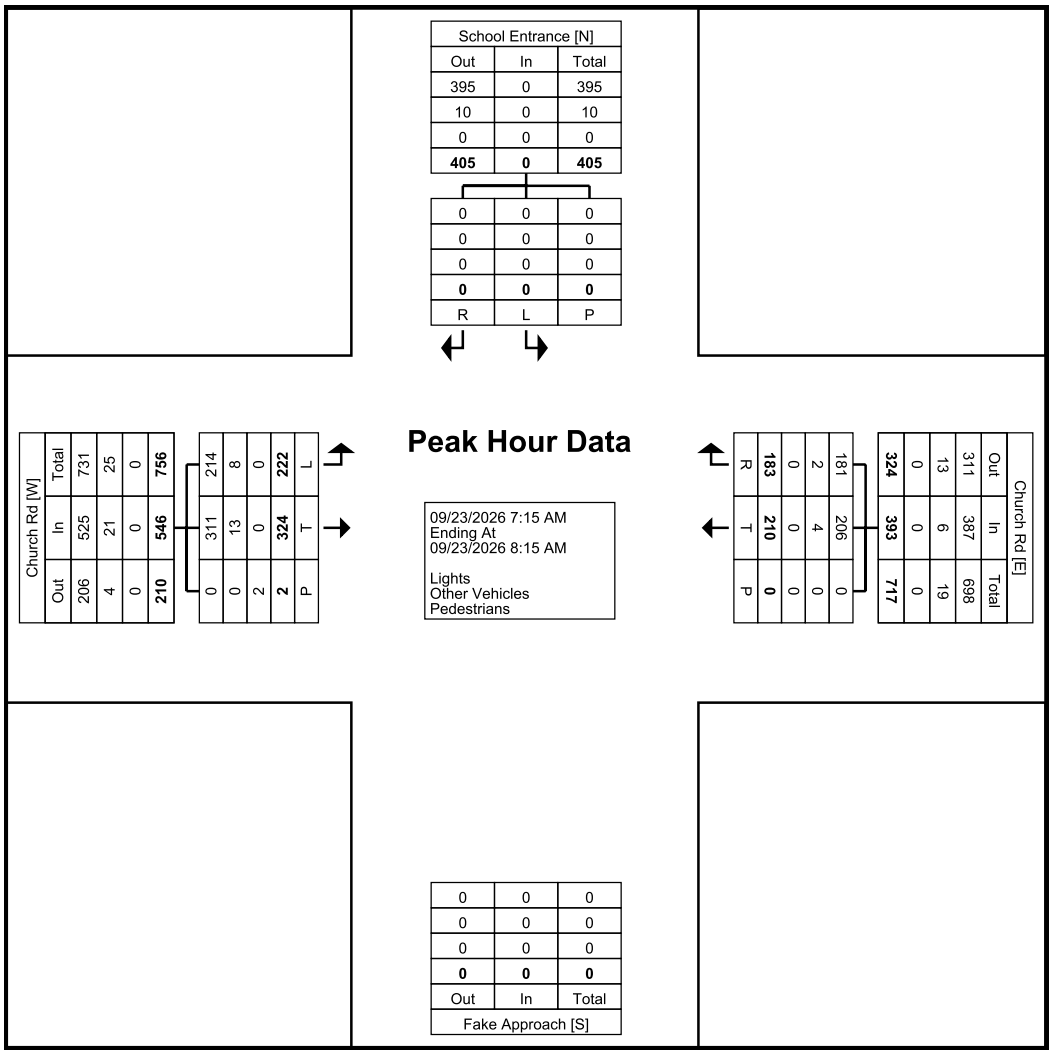

Turning Movement Peak Hour Data Plot (7:15 AM)

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Count Name: 01 Church Rd - School Entrance
Site Code:
Start Date: 09/22/2026

Turning Movement Peak Hour Data (2:30 PM)

Start Time	Church Rd Eastbound				Church Rd Westbound				School Entrance Southbound				
	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
2:30 PM	18	95	1	113	46	16	0	62	0	0	0	0	175
2:45 PM	60	77	1	137	59	38	0	97	0	0	0	0	234
3:00 PM	35	85	0	120	32	28	0	60	0	0	0	0	180
3:15 PM	11	105	0	116	43	12	0	55	0	0	0	0	171
Total	124	362	2	486	180	94	0	274	0	0	0	0	760
Approach %	25.5	74.5	-	-	65.7	34.3	-	-	0.0	0.0	-	-	-
Total %	16.3	47.6	-	63.9	23.7	12.4	-	36.1	0.0	0.0	-	0.0	-
PHF	0.517	0.862	-	0.887	0.763	0.618	-	0.706	0.000	0.000	-	0.000	0.812
Lights	118	352	-	470	174	87	-	261	0	0	-	0	731
% Lights	95.2	97.2	-	96.7	96.7	92.6	-	95.3	-	-	-	-	96.2
Other Vehicles	6	10	-	16	6	7	-	13	0	0	-	0	29
% Other Vehicles	4.8	2.8	-	3.3	3.3	7.4	-	4.7	-	-	-	-	3.8
Pedestrians	-	-	2	-	-	-	0	-	-	-	0	-	-
% Pedestrians	-	-	100.0	-	-	-	-	-	-	-	-	-	-

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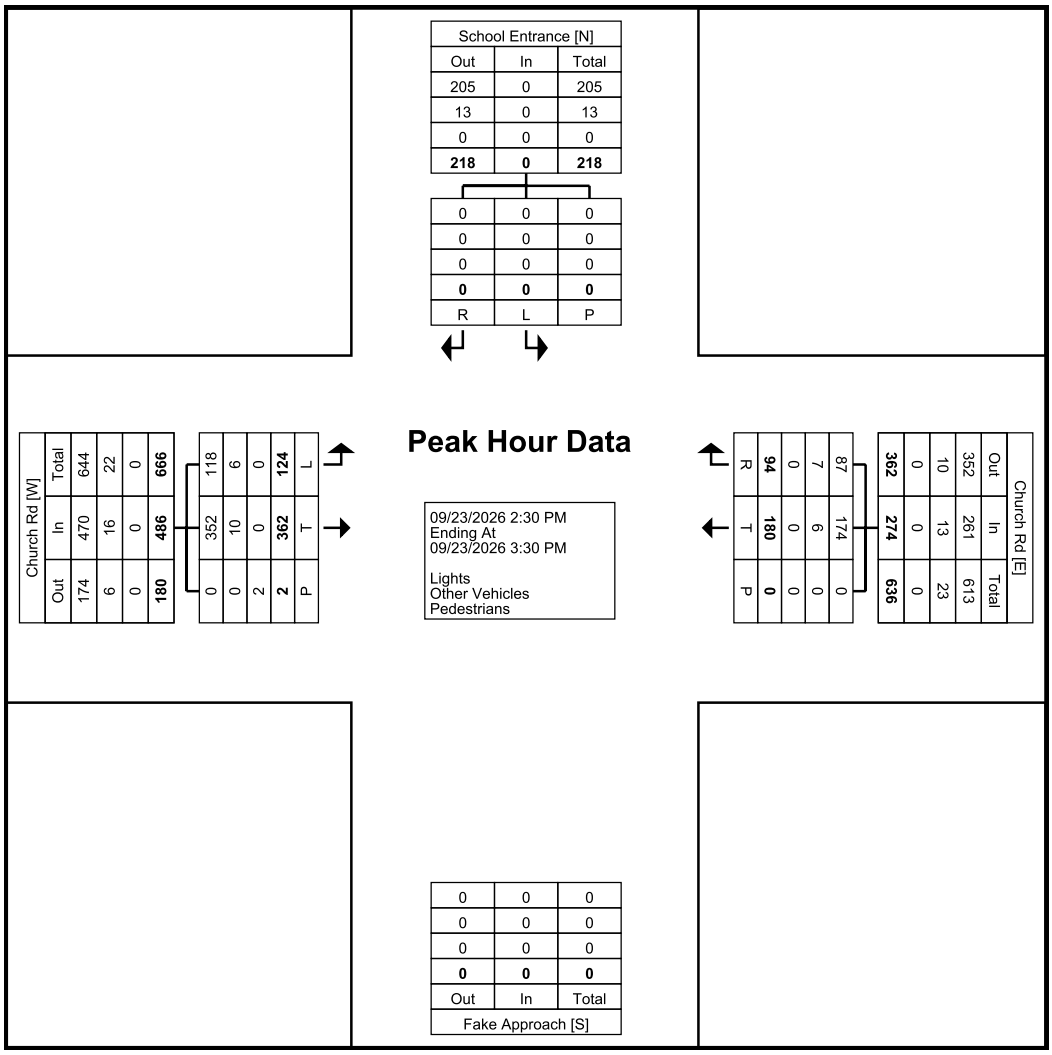
Start Date: 09/22/2026



Turning Movement Peak Hour Data Plot (2:30 PM)

Traffic Planning and Design, Inc
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610.326.3100 nbieber@tpdinc.com

Count Name: 02 Church Rd - School Exit
Site Code:
Start Date: 09/22/2026

Turning Movement Data

Start Time	Church Rd Eastbound				Church Rd Westbound					School Exit Southbound				
	Left	Thru	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
6:00 PM	0	136	0	136	0	46	1	0	47	0	1	0	1	184
6:15 PM	0	121	0	121	0	52	0	0	52	0	1	0	1	174
6:30 PM	0	97	0	97	0	41	0	0	41	1	0	0	1	139
6:45 PM	0	149	0	149	0	30	1	0	31	3	1	0	4	184
Hourly Total	0	503	0	503	0	169	2	0	171	4	3	0	7	681
7:00 PM	0	102	0	102	0	33	0	1	33	0	2	0	2	137
7:15 PM	0	77	0	77	0	21	0	0	21	0	1	0	1	99
7:30 PM	0	49	0	49	0	21	0	0	21	0	0	0	0	70
7:45 PM	0	62	0	62	0	32	0	0	32	0	3	0	3	97
Hourly Total	0	290	0	290	0	107	0	1	107	0	6	0	6	403
8:00 PM	0	53	0	53	0	22	0	0	22	2	12	0	14	89
8:15 PM	0	46	0	46	0	34	0	0	34	2	46	1	48	128
8:30 PM	0	43	0	43	0	29	0	0	29	3	30	0	33	105
8:45 PM	0	31	0	31	0	14	0	0	14	1	3	0	4	49
Hourly Total	0	173	0	173	0	99	0	0	99	8	91	1	99	371
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	0	63	0	63	0	59	1	0	60	0	1	0	1	124
7:15 AM	0	111	0	111	1	64	0	0	65	1	20	0	21	197
7:30 AM	0	144	0	144	0	65	0	0	65	1	30	0	31	240
7:45 AM	0	170	0	170	0	46	0	0	46	0	74	0	74	290
Hourly Total	0	488	0	488	1	234	1	0	236	2	125	0	127	851
8:00 AM	0	107	0	107	0	37	1	0	38	0	82	0	82	227
8:15 AM	0	87	0	87	0	42	0	0	42	2	32	0	34	163
8:30 AM	0	77	0	77	0	53	0	0	53	0	5	0	5	135
8:45 AM	0	84	0	84	0	44	0	0	44	0	1	0	1	129
Hourly Total	0	355	0	355	0	176	1	0	177	2	120	0	122	654
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	72	0	72	0	28	0	0	28	0	1	0	1	101
2:15 PM	0	100	0	100	0	45	1	0	46	0	3	0	3	149
2:30 PM	0	125	0	125	0	45	0	0	45	0	6	0	6	176
2:45 PM	0	119	0	119	0	49	0	0	49	0	84	0	84	252
Hourly Total	0	416	0	416	0	167	1	0	168	0	94	0	94	678
3:00 PM	0	122	0	122	0	34	1	0	35	1	70	0	71	228
3:15 PM	0	121	0	121	0	42	0	0	42	1	25	0	26	189
3:30 PM	0	127	0	127	0	36	0	0	36	0	31	2	31	194
3:45 PM	0	129	0	129	0	40	0	0	40	1	8	0	9	178
Hourly Total	0	499	0	499	0	152	1	0	153	3	134	2	137	789
4:00 PM	0	126	0	126	0	56	0	0	56	0	9	0	9	191
4:15 PM	0	132	0	132	0	57	0	0	57	0	15	0	15	204
4:30 PM	0	124	0	124	0	51	0	0	51	0	11	0	11	186
4:45 PM	0	119	0	119	0	44	2	0	46	0	14	0	14	179
Hourly Total	0	501	0	501	0	208	2	0	210	0	49	0	49	760
5:00 PM	0	118	0	118	0	75	0	0	75	0	8	0	8	201
5:15 PM	0	130	0	130	0	59	0	0	59	0	2	0	2	191
5:30 PM	0	106	0	106	0	53	0	0	53	0	3	0	3	162
5:45 PM	0	105	0	105	0	49	0	0	49	0	1	0	1	155
Hourly Total	0	459	0	459	0	236	0	0	236	0	14	0	14	709
6:00 PM	0	130	0	130	0	46	0	0	46	0	0	0	0	176
6:15 PM	0	115	0	115	0	51	0	0	51	0	0	1	0	166
6:30 PM	0	109	0	109	0	43	0	0	43	0	0	0	0	152
6:45 PM	0	82	0	82	0	48	0	0	48	0	0	0	0	130
Hourly Total	0	436	0	436	0	188	0	0	188	0	0	1	0	624
Grand Total	0	4120	0	4120	1	1736	8	1	1745	19	636	4	655	6520
Approach %	0.0	100.0	-	-	0.1	99.5	0.5	-	-	2.9	97.1	-	-	-
Total %	0.0	63.2	-	63.2	0.0	26.6	0.1	-	26.8	0.3	9.8	-	10.0	-
Lights	0	4030	-	4030	1	1697	8	-	1706	19	633	-	652	6388
% Lights	-	97.8	-	97.8	100.0	97.8	100.0	-	97.8	100.0	99.5	-	99.5	98.0
Other Vehicles	0	90	-	90	0	39	0	-	39	0	3	-	3	132
% Other Vehicles	-	2.2	-	2.2	0.0	2.2	0.0	-	2.2	0.0	0.5	-	0.5	2.0
Pedestrians	-	-	0	-	-	-	-	1	-	-	-	4	-	-
% Pedestrians	-	-	-	-	-	-	-	100.0	-	-	-	100.0	-	-

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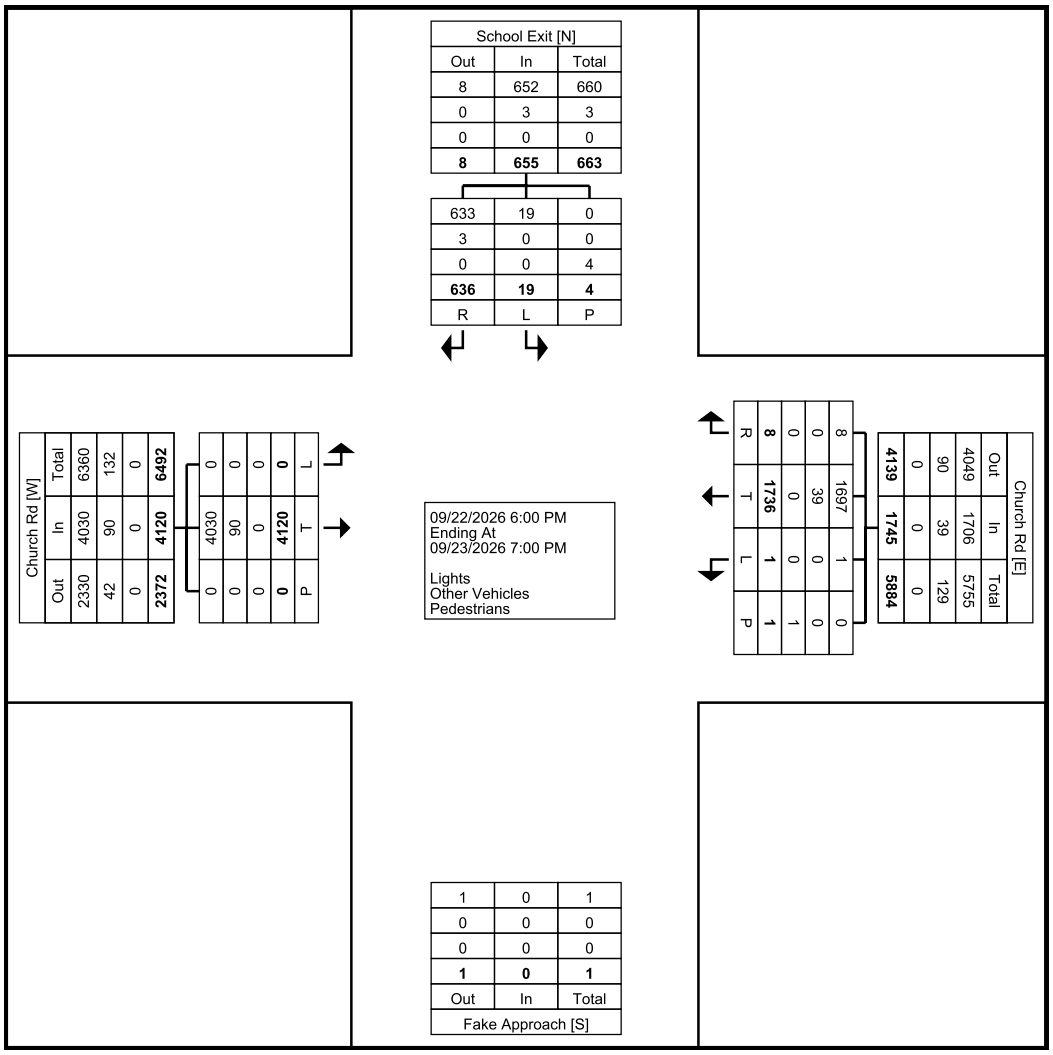

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Start Date: 09/22/2026

Turning Movement Peak Hour Data (6:00 PM)

Start Time	Church Rd Eastbound				Church Rd Westbound					School Exit Southbound				
	Left	Thru	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
6:00 PM	0	136	0	136	0	46	1	0	47	0	1	0	1	184
6:15 PM	0	121	0	121	0	52	0	0	52	0	1	0	1	174
6:30 PM	0	97	0	97	0	41	0	0	41	1	0	0	1	139
6:45 PM	0	149	0	149	0	30	1	0	31	3	1	0	4	184
Total	0	503	0	503	0	169	2	0	171	4	3	0	7	681
Approach %	0.0	100.0	-	-	0.0	98.8	1.2	-	-	57.1	42.9	-	-	-
Total %	0.0	73.9	-	73.9	0.0	24.8	0.3	-	25.1	0.6	0.4	-	1.0	-
PHF	0.000	0.844	-	0.844	0.000	0.813	0.500	-	0.822	0.333	0.750	-	0.438	0.925
Lights	0	502	-	502	0	166	2	-	168	4	3	-	7	677
% Lights	-	99.8	-	99.8	-	98.2	100.0	-	98.2	100.0	100.0	-	100.0	99.4
Other Vehicles	0	1	-	1	0	3	0	-	3	0	0	-	0	4
% Other Vehicles	-	0.2	-	0.2	-	1.8	0.0	-	1.8	0.0	0.0	-	0.0	0.6
Pedestrians	-	-	0	-	-	-	-	0	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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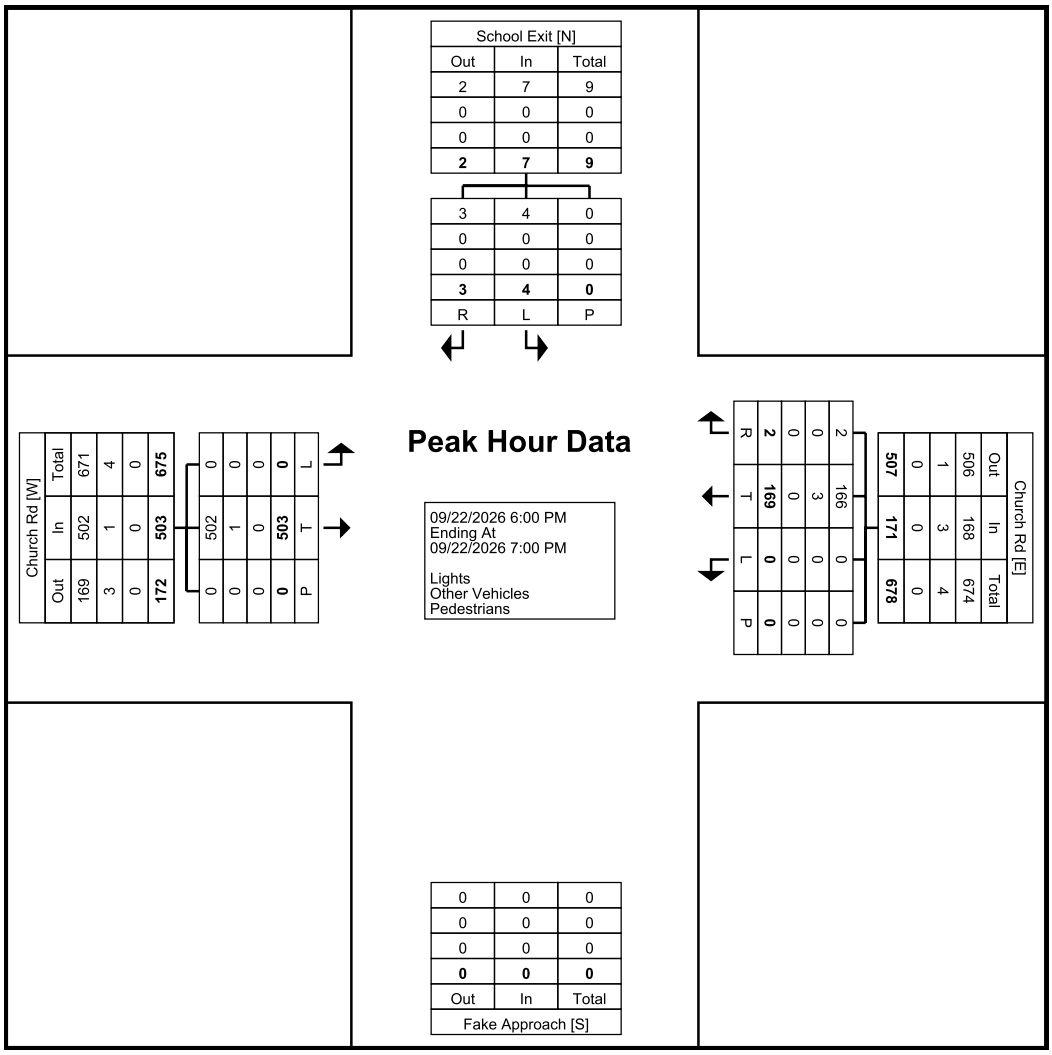

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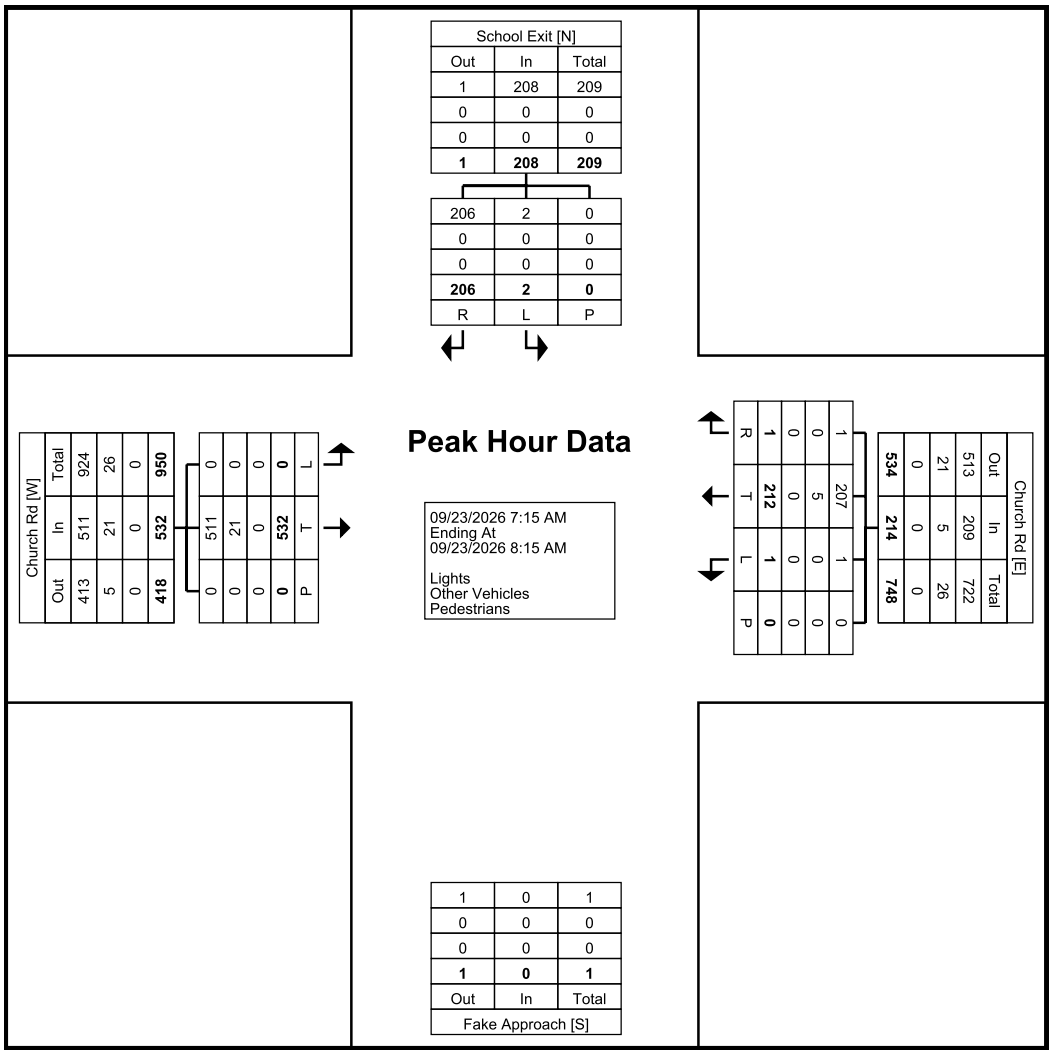
Turning Movement Peak Hour Data (7:15 AM)

Start Time	Church Rd Eastbound				Church Rd Westbound					School Exit Southbound				
	Left	Thru	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
7:15 AM	0	111	0	111	1	64	0	0	65	1	20	0	21	197
7:30 AM	0	144	0	144	0	65	0	0	65	1	30	0	31	240
7:45 AM	0	170	0	170	0	46	0	0	46	0	74	0	74	290
8:00 AM	0	107	0	107	0	37	1	0	38	0	82	0	82	227
Total	0	532	0	532	1	212	1	0	214	2	206	0	208	954
Approach %	0.0	100.0	-	-	0.5	99.1	0.5	-	-	1.0	99.0	-	-	-
Total %	0.0	55.8	-	55.8	0.1	22.2	0.1	-	22.4	0.2	21.6	-	21.8	-
PHF	0.000	0.782	-	0.782	0.250	0.815	0.250	-	0.823	0.500	0.628	-	0.634	0.822
Lights	0	511	-	511	1	207	1	-	209	2	206	-	208	928
% Lights	-	96.1	-	96.1	100.0	97.6	100.0	-	97.7	100.0	100.0	-	100.0	97.3
Other Vehicles	0	21	-	21	0	5	0	-	5	0	0	-	0	26
% Other Vehicles	-	3.9	-	3.9	0.0	2.4	0.0	-	2.3	0.0	0.0	-	0.0	2.7
Pedestrians	-	-	0	-	-	-	-	0	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100 nbieber@tpdinc.com

Count Name: 02 Church Rd - School Exit
Site Code:
Start Date: 09/22/2026



Turning Movement Peak Hour Data Plot (7:15 AM)

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100 nbieber@tpdinc.com

Count Name: 02 Church Rd - School Exit
Site Code:
Start Date: 09/22/2026

Turning Movement Peak Hour Data (2:45 PM)

Start Time	Church Rd Eastbound				Church Rd Westbound					School Exit Southbound				
	Left	Thru	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
2:45 PM	0	119	0	119	0	49	0	0	49	0	84	0	84	252
3:00 PM	0	122	0	122	0	34	1	0	35	1	70	0	71	228
3:15 PM	0	121	0	121	0	42	0	0	42	1	25	0	26	189
3:30 PM	0	127	0	127	0	36	0	0	36	0	31	2	31	194
Total	0	489	0	489	0	161	1	0	162	2	210	2	212	863
Approach %	0.0	100.0	-	-	0.0	99.4	0.6	-	-	0.9	99.1	-	-	-
Total %	0.0	56.7	-	56.7	0.0	18.7	0.1	-	18.8	0.2	24.3	-	24.6	-
PHF	0.000	0.963	-	0.963	0.000	0.821	0.250	-	0.827	0.500	0.625	-	0.631	0.856
Lights	0	471	-	471	0	155	1	-	156	2	210	-	212	839
% Lights	-	96.3	-	96.3	-	96.3	100.0	-	96.3	100.0	100.0	-	100.0	97.2
Other Vehicles	0	18	-	18	0	6	0	-	6	0	0	-	0	24
% Other Vehicles	-	3.7	-	3.7	-	3.7	0.0	-	3.7	0.0	0.0	-	0.0	2.8
Pedestrians	-	-	0	-	-	-	-	0	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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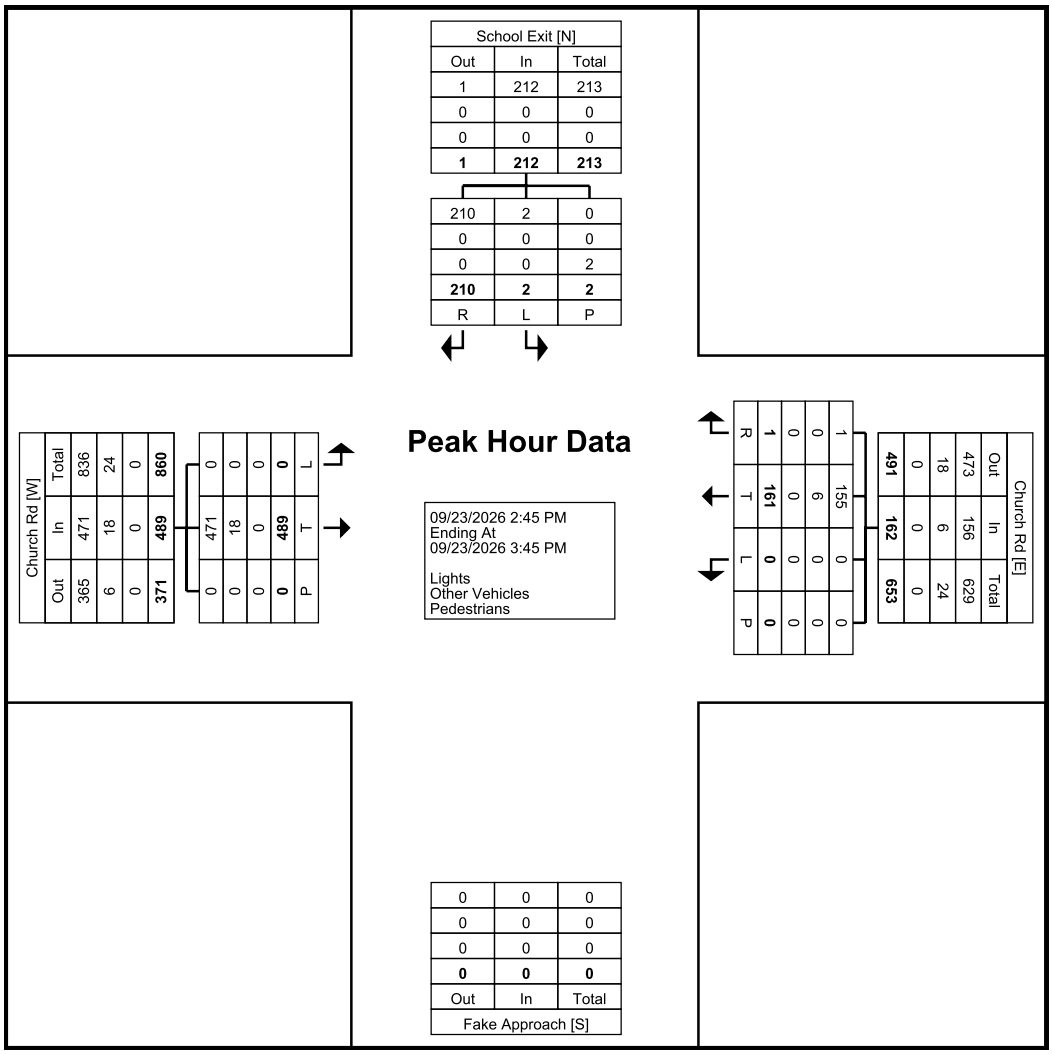
Count Name: 02 Church Rd - School Exit
Site Code:
Start Date: 09/22/2026



Turning Movement Peak Hour Data Plot (2:45 PM)

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Suite 650
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610.326.3100 nbieber@tpdinc.com

Count Name: 03 Royal Ave - School Exit
Site Code:
Start Date: 09/22/2026

Turning Movement Data

Start Time	Royal Ave Eastbound					Royal Ave Westbound				School Driveway Northbound				
	Left	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
6:00 PM	0	35	0	0	35	0	13	0	13	1	3	0	4	52
6:15 PM	0	38	5	0	43	1	15	0	16	0	0	0	0	59
6:30 PM	0	35	2	0	37	1	17	0	18	1	0	0	1	56
6:45 PM	0	25	6	5	31	4	11	0	15	14	2	0	16	62
Hourly Total	0	133	13	5	146	6	56	0	62	16	5	0	21	229
7:00 PM	0	15	0	9	15	0	16	0	16	18	9	1	27	58
7:15 PM	0	11	0	3	11	0	14	1	14	4	4	1	8	33
7:30 PM	0	8	0	0	8	0	4	0	4	0	0	2	0	12
7:45 PM	0	10	0	2	10	0	8	0	8	1	0	0	1	19
Hourly Total	0	44	0	14	44	0	42	1	42	23	13	4	36	122
8:00 PM	0	11	0	3	11	1	9	0	10	4	4	0	8	29
8:15 PM	0	19	0	22	19	0	4	5	4	19	14	1	33	56
8:30 PM	1	17	1	10	19	0	5	0	5	26	7	1	33	57
8:45 PM	0	8	0	0	8	0	4	0	4	3	0	0	3	15
Hourly Total	1	55	1	35	57	1	22	5	23	52	25	2	77	157
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	0	17	3	0	20	1	53	0	54	0	0	0	0	74
7:15 AM	0	14	6	0	20	1	71	0	72	3	2	0	5	97
7:30 AM	0	28	10	0	38	0	120	0	120	9	3	0	12	170
7:45 AM	0	49	0	0	49	0	106	0	106	21	10	0	31	186
Hourly Total	0	108	19	0	127	2	350	0	352	33	15	0	48	527
8:00 AM	0	62	0	0	62	0	47	0	47	15	4	0	19	128
8:15 AM	0	41	1	0	42	0	94	0	94	2	4	0	6	142
8:30 AM	0	25	0	0	25	0	80	0	80	0	1	2	1	106
8:45 AM	0	37	0	0	37	0	78	0	78	0	0	0	0	115
Hourly Total	0	165	1	0	166	0	299	0	299	17	9	2	26	491
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	18	0	0	18	0	20	0	20	0	1	0	1	39
2:15 PM	0	28	1	0	29	0	30	0	30	0	0	0	0	59
2:30 PM	0	49	3	0	52	0	55	0	55	0	0	0	0	107
2:45 PM	0	67	1	0	68	0	48	0	48	15	4	0	19	135
Hourly Total	0	162	5	0	167	0	153	0	153	15	5	0	20	340
3:00 PM	0	54	2	0	56	0	41	0	41	14	10	0	24	121
3:15 PM	0	57	5	3	62	3	74	0	77	9	5	0	14	153
3:30 PM	0	68	1	0	69	1	63	0	64	5	5	0	10	143
3:45 PM	0	47	0	0	47	0	53	0	53	9	4	0	13	113
Hourly Total	0	226	8	3	234	4	231	0	235	37	24	0	61	530
4:00 PM	0	52	0	0	52	0	51	0	51	3	2	0	5	108
4:15 PM	0	41	0	0	41	0	47	0	47	3	2	0	5	93
4:30 PM	0	43	0	0	43	0	30	0	30	3	1	0	4	77
4:45 PM	0	72	0	0	72	0	36	0	36	28	6	0	34	142
Hourly Total	0	208	0	0	208	0	164	0	164	37	11	0	48	420
5:00 PM	0	44	0	0	44	0	47	1	47	0	1	0	1	92
5:15 PM	0	54	0	0	54	0	35	0	35	1	1	0	2	91
5:30 PM	0	61	1	0	62	0	33	0	33	1	0	0	1	96
5:45 PM	0	42	0	0	42	0	22	0	22	0	1	0	1	65
Hourly Total	0	201	1	0	202	0	137	1	137	2	3	0	5	344
6:00 PM	0	34	0	0	34	0	19	0	19	0	0	0	0	53
6:15 PM	0	27	1	0	28	0	19	1	19	1	1	0	2	49
6:30 PM	0	29	0	0	29	0	15	0	15	0	0	0	0	44
6:45 PM	0	23	0	0	23	0	19	1	19	0	0	0	0	42
Hourly Total	0	113	1	0	114	0	72	2	72	1	1	0	2	188
Grand Total	1	1415	49	57	1465	13	1526	9	1539	233	111	8	344	3348
Approach %	0.1	96.6	3.3	-	-	0.8	99.2	-	-	67.7	32.3	-	-	-
Total %	0.0	42.3	1.5	-	43.8	0.4	45.6	-	46.0	7.0	3.3	-	10.3	-
Lights	1	1398	49	-	1448	13	1495	-	1508	221	99	-	320	3276
% Lights	100.0	98.8	100.0	-	98.8	100.0	98.0	-	98.0	94.8	89.2	-	93.0	97.8
Other Vehicles	0	17	0	-	17	0	31	-	31	12	12	-	24	72
% Other Vehicles	0.0	1.2	0.0	-	1.2	0.0	2.0	-	2.0	5.2	10.8	-	7.0	2.2
Pedestrians	-	-	-	57	-	-	-	9	-	-	-	8	-	-
% Pedestrians	-	-	-	100.0	-	-	-	100.0	-	-	-	100.0	-	-

Traffic Planning and Design, Inc
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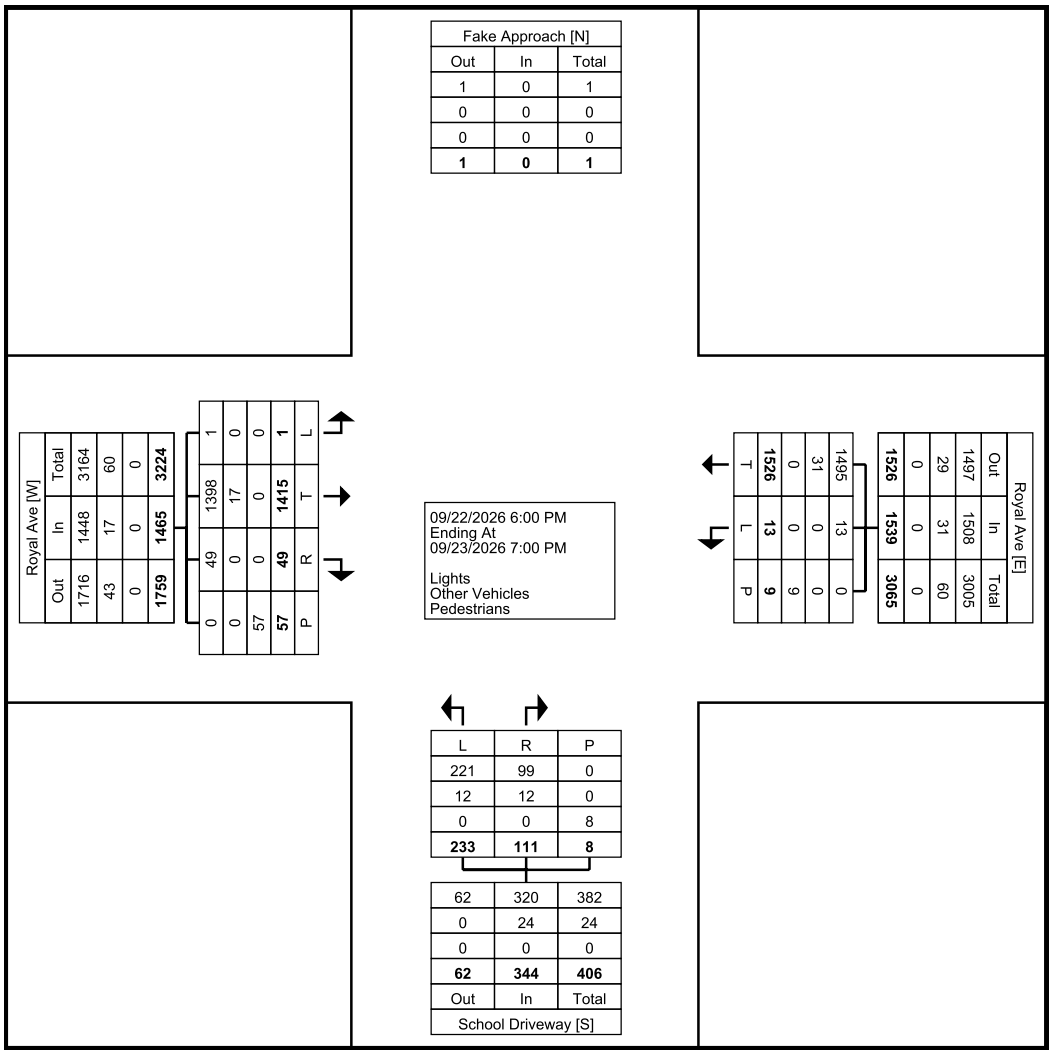
Pottstown, Pennsylvania, United States 19464
610.326.3100 nbieber@tpdinc.com

Count Name: 03 Royal Ave - School Exit
Site Code:
Start Date: 09/22/2026



Turning Movement Data Plot

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100 nbieber@tpdinc.com

Count Name: 03 Royal Ave - School Exit
Site Code:
Start Date: 09/22/2026

Turning Movement Peak Hour Data (6:15 PM)

Start Time	Royal Ave Eastbound					Royal Ave Westbound				School Driveway Northbound				
	Left	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
6:15 PM	0	38	5	0	43	1	15	0	16	0	0	0	0	59
6:30 PM	0	35	2	0	37	1	17	0	18	1	0	0	1	56
6:45 PM	0	25	6	5	31	4	11	0	15	14	2	0	16	62
7:00 PM	0	15	0	9	15	0	16	0	16	18	9	1	27	58
Total	0	113	13	14	126	6	59	0	65	33	11	1	44	235
Approach %	0.0	89.7	10.3	-	-	9.2	90.8	-	-	75.0	25.0	-	-	-
Total %	0.0	48.1	5.5	-	53.6	2.6	25.1	-	27.7	14.0	4.7	-	18.7	-
PHF	0.000	0.743	0.542	-	0.733	0.375	0.868	-	0.903	0.458	0.306	-	0.407	0.948
Lights	0	112	13	-	125	6	58	-	64	33	11	-	44	233
% Lights	-	99.1	100.0	-	99.2	100.0	98.3	-	98.5	100.0	100.0	-	100.0	99.1
Other Vehicles	0	1	0	-	1	0	1	-	1	0	0	-	0	2
% Other Vehicles	-	0.9	0.0	-	0.8	0.0	1.7	-	1.5	0.0	0.0	-	0.0	0.9
Pedestrians	-	-	-	14	-	-	-	0	-	-	-	1	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	100.0	-	-

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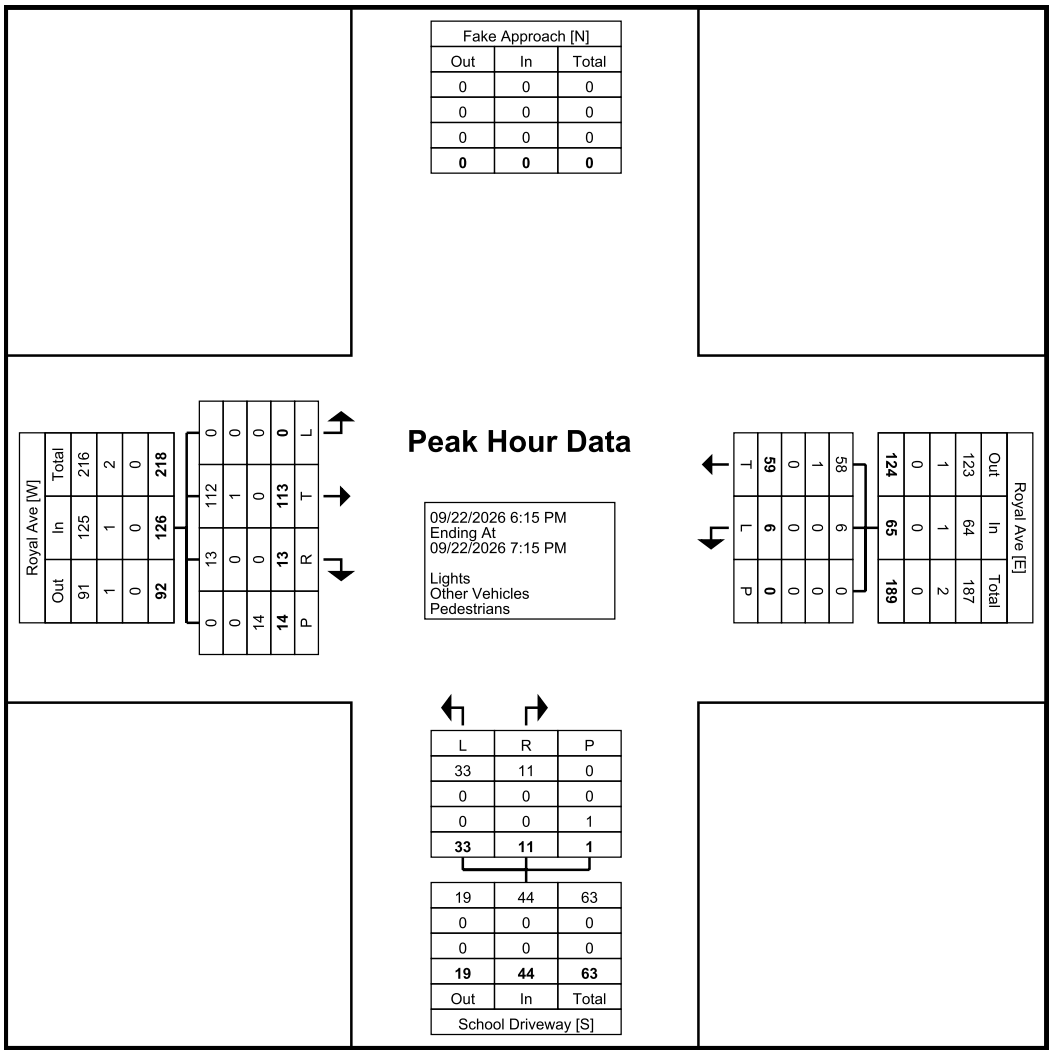

Turning Movement Peak Hour Data Plot (6:15 PM)

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100 nbieber@tpdinc.com

Count Name: 03 Royal Ave - School Exit
Site Code:
Start Date: 09/22/2026

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Royal Ave Eastbound					Royal Ave Westbound				School Driveway Northbound				
	Left	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
7:30 AM	0	28	10	0	38	0	120	0	120	9	3	0	12	170
7:45 AM	0	49	0	0	49	0	106	0	106	21	10	0	31	186
8:00 AM	0	62	0	0	62	0	47	0	47	15	4	0	19	128
8:15 AM	0	41	1	0	42	0	94	0	94	2	4	0	6	142
Total	0	180	11	0	191	0	367	0	367	47	21	0	68	626
Approach %	0.0	94.2	5.8	-	-	0.0	100.0	-	-	69.1	30.9	-	-	-
Total %	0.0	28.8	1.8	-	30.5	0.0	58.6	-	58.6	7.5	3.4	-	10.9	-
PHF	0.000	0.726	0.275	-	0.770	0.000	0.765	-	0.765	0.560	0.525	-	0.548	0.841
Lights	0	177	11	-	188	0	362	-	362	41	17	-	58	608
% Lights	-	98.3	100.0	-	98.4	-	98.6	-	98.6	87.2	81.0	-	85.3	97.1
Other Vehicles	0	3	0	-	3	0	5	-	5	6	4	-	10	18
% Other Vehicles	-	1.7	0.0	-	1.6	-	1.4	-	1.4	12.8	19.0	-	14.7	2.9
Pedestrians	-	-	-	0	-	-	-	0	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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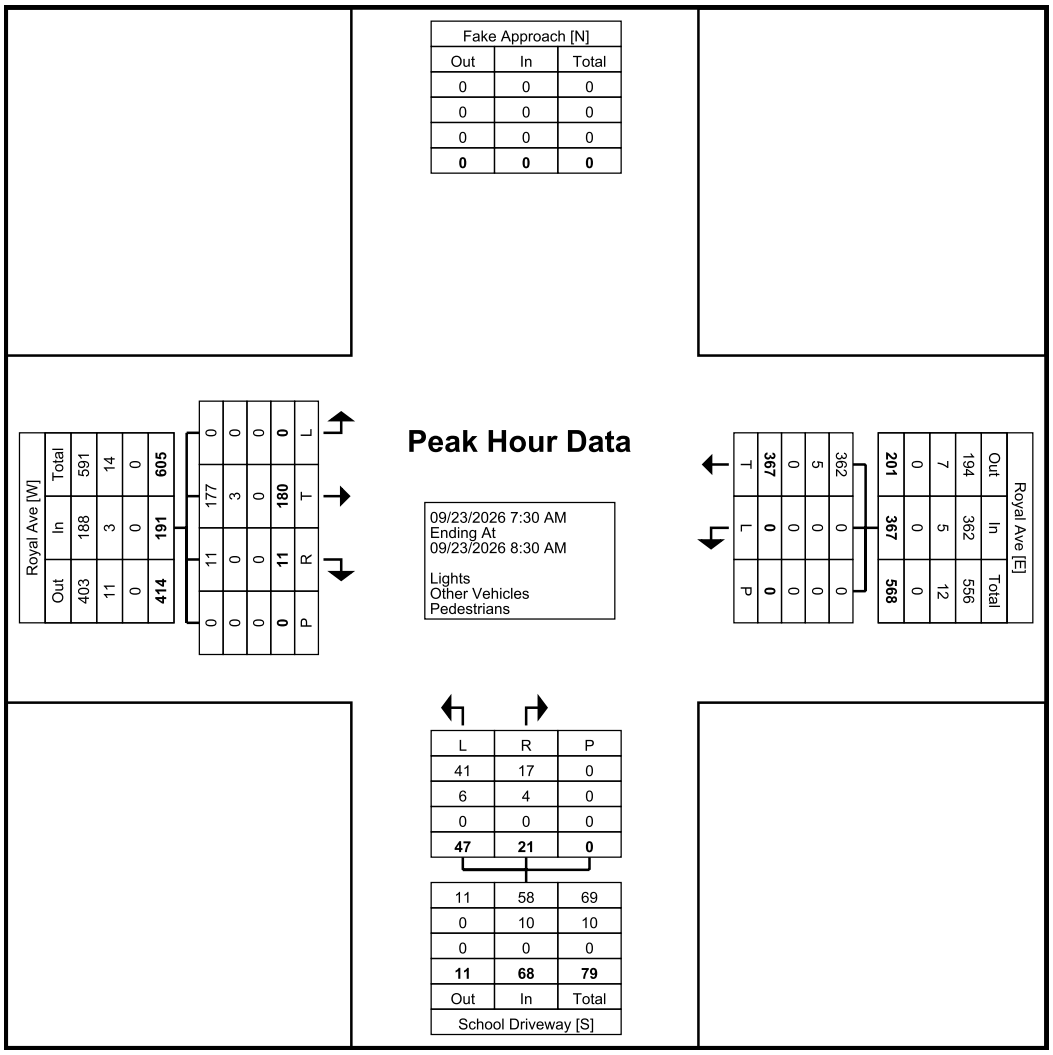
Count Name: 03 Royal Ave - School Exit
Site Code:
Start Date: 09/22/2026



Turning Movement Peak Hour Data Plot (7:30 AM)

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100 nbieber@tpdinc.com

Count Name: 03 Royal Ave - School Exit
Site Code:
Start Date: 09/22/2026

Turning Movement Peak Hour Data (2:45 PM)

Start Time	Royal Ave Eastbound					Royal Ave Westbound				School Driveway Northbound				
	Left	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
2:45 PM	0	67	1	0	68	0	48	0	48	15	4	0	19	135
3:00 PM	0	54	2	0	56	0	41	0	41	14	10	0	24	121
3:15 PM	0	57	5	3	62	3	74	0	77	9	5	0	14	153
3:30 PM	0	68	1	0	69	1	63	0	64	5	5	0	10	143
Total	0	246	9	3	255	4	226	0	230	43	24	0	67	552
Approach %	0.0	96.5	3.5	-	-	1.7	98.3	-	-	64.2	35.8	-	-	-
Total %	0.0	44.6	1.6	-	46.2	0.7	40.9	-	41.7	7.8	4.3	-	12.1	-
PHF	0.000	0.904	0.450	-	0.924	0.333	0.764	-	0.747	0.717	0.600	-	0.698	0.902
Lights	0	242	9	-	251	4	217	-	221	38	19	-	57	529
% Lights	-	98.4	100.0	-	98.4	100.0	96.0	-	96.1	88.4	79.2	-	85.1	95.8
Other Vehicles	0	4	0	-	4	0	9	-	9	5	5	-	10	23
% Other Vehicles	-	1.6	0.0	-	1.6	0.0	4.0	-	3.9	11.6	20.8	-	14.9	4.2
Pedestrians	-	-	-	3	-	-	-	0	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-

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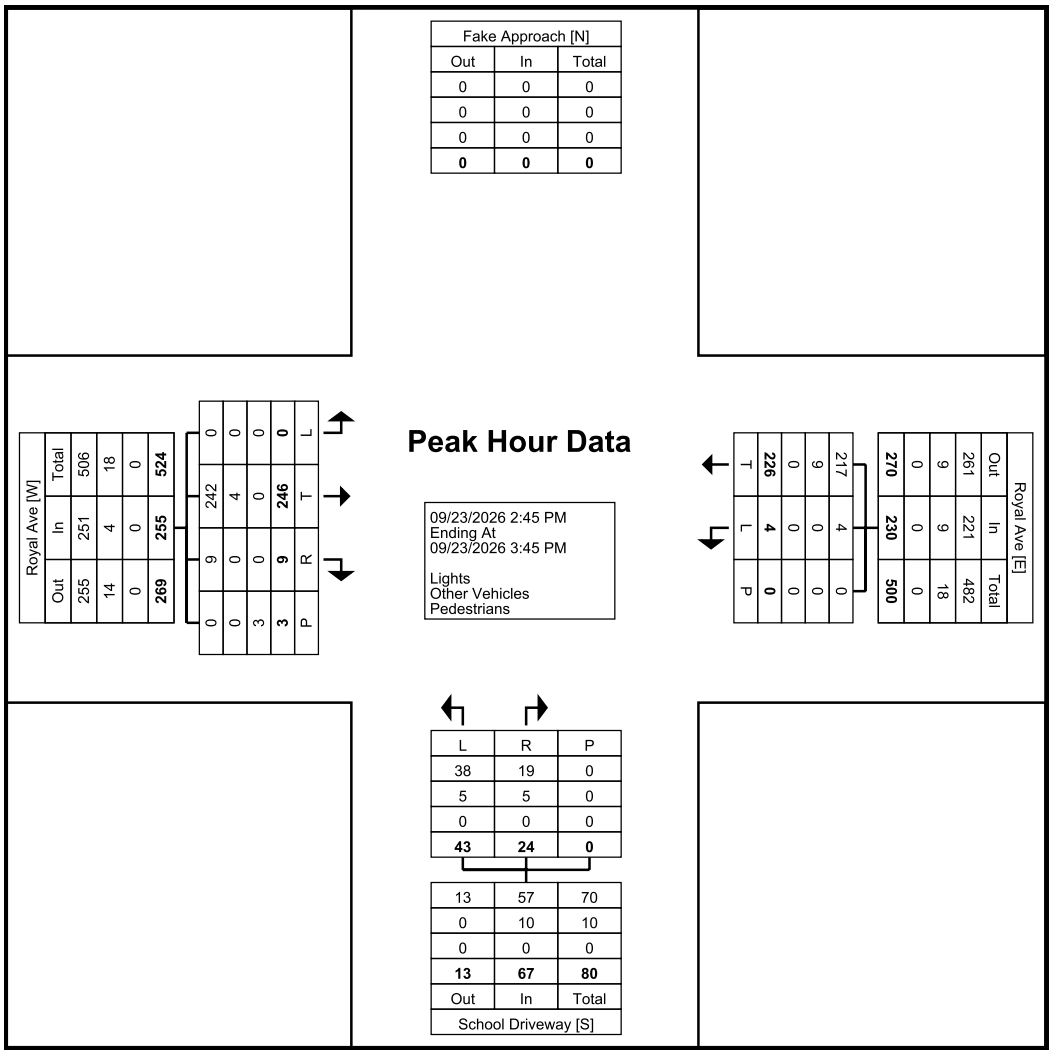


Turning Movement Peak Hour Data Plot (2:45 PM)

Attachment #5
Site Photographs

Job #: *ANAA.00001* *Date Taken:* *09-23-2026* *Intersection Of:* *School AM Peak Hour - Drop Off*





Job #: *ANAA.00001* *Date Taken:* *09-23-2026* *Intersection Of:* *School AM Peak Hour - Drop Off*





Job #: *ANAA.00001* *Date Taken:* *09-23-2026* *Intersection Of:* *School AM Peak Hour - Drop Off*





Job #: *ANAA.00001* *Date Taken:* *09-23-2026* *Intersection Of:* *School AM Peak Hour - Drop Off*





Job #: *ANAA.00001* *Date Taken:* *09-23-2026* *Intersection Of:* *School PM Peak Hour – Pick Up*





Job #: *ANAA.00001* *Date Taken:* *09-23-2026* *Intersection Of:* *School PM Peak Hour – Pick Up*





Attachment #6
Capacity Analysis Printouts



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	222	324	210	183	0	0
Future Volume (vph)	222	324	210	183	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	0	0
Taper Length (ft)	100			100	100	100
Link Speed (mph)		30	30		25	
Link Distance (ft)		320	518		434	
Travel Time (s)		7.3	11.8		11.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	2%	1%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	532	212	0	2	206
Future Volume (vph)	0	532	212	0	2	206
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	100			100	100	100
Link Speed (mph)		30	30		25	
Link Distance (ft)		526	320		309	
Travel Time (s)		12.0	7.3		8.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	4%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		Y	
Traffic Vol, veh/h	0	532	212	0	2	206
Future Vol, veh/h	0	532	212	0	2	206
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	4	2	0	0	0
Mvmt Flow	0	649	259	0	2	251

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	907	259
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	649	-
Critical Hdwy	-	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3	3.1
Pot Cap-1 Maneuver	0	-	-	0	341	830
Stage 1	0	-	-	0	905	-
Stage 2	0	-	-	0	587	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	341	830
Mov Cap-2 Maneuver	-	-	-	-	341	-
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	587	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.36
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	819
HCM Lane V/C Ratio	-	-	0.31
HCM Ctrl Dly (s/v)	-	-	11.4
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	1.3

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	180	11	0	367	47	21
Future Volume (vph)	180	11	0	367	47	21
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)		100	100		100	100
Link Speed (mph)	25			25	25	
Link Distance (ft)	524			260	303	
Travel Time (s)	14.3			7.1	8.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	1%	13%	19%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	180	11	0	367	47	21
Future Vol, veh/h	180	11	0	367	47	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	0	0	1	13	19
Mvmt Flow	214	13	0	437	56	25

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	658	221
Stage 1	-	-	-	-	221	-
Stage 2	-	-	-	-	437	-
Critical Hdwy	-	-	-	-	6.53	6.39
Critical Hdwy Stg 1	-	-	-	-	5.53	-
Critical Hdwy Stg 2	-	-	-	-	5.53	-
Follow-up Hdwy	-	-	-	-	3	3.1
Pot Cap-1 Maneuver	-	-	0	-	473	862
Stage 1	-	-	0	-	936	-
Stage 2	-	-	0	-	732	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	473	862
Mov Cap-2 Maneuver	-	-	-	-	473	-
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	732	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	12.68
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	549	-	-	-
HCM Lane V/C Ratio	0.147	-	-	-
HCM Ctrl Dly (s/v)	12.7	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	124	362	180	94	0	0
Future Volume (vph)	124	362	180	94	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	0	0
Taper Length (ft)	100			100	100	100
Link Speed (mph)		30	30		25	
Link Distance (ft)		320	518		434	
Travel Time (s)		7.3	11.8		11.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	3%	3%	7%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	489	161	0	2	210
Future Volume (vph)	0	489	161	0	2	210
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	100			100	100	100
Link Speed (mph)		30	30		25	
Link Distance (ft)		526	320		309	
Travel Time (s)		12.0	7.3		8.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	4%	4%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		Y	
Traffic Vol, veh/h	0	489	161	0	2	210
Future Vol, veh/h	0	489	161	0	2	210
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	4	4	0	0	0
Mvmt Flow	0	569	187	0	2	244

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	756	187
Stage 1	-	-	-	-	187	-
Stage 2	-	-	-	-	569	-
Critical Hdwy	-	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3	3.1
Pot Cap-1 Maneuver	0	-	-	0	422	911
Stage 1	0	-	-	0	979	-
Stage 2	0	-	-	0	642	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	422	911
Mov Cap-2 Maneuver	-	-	-	-	422	-
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	642	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	10.49
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	901
HCM Lane V/C Ratio	-	-	0.274
HCM Ctrl Dly (s/v)	-	-	10.5
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	1.1

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	246	9	4	226	43	24
Future Volume (vph)	246	9	4	226	43	24
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)		100	100		100	100
Link Speed (mph)	25			25	25	
Link Distance (ft)	524			260	303	
Travel Time (s)	14.3			7.1	8.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	4%	12%	21%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	246	9	4	226	43	24
Future Vol, veh/h	246	9	4	226	43	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	0	0	4	12	21
Mvmt Flow	273	10	4	251	48	27

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	283	0	538	278
Stage 1	-	-	-	-	278	-
Stage 2	-	-	-	-	260	-
Critical Hdwy	-	-	4.1	-	6.52	6.41
Critical Hdwy Stg 1	-	-	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	5.52	-
Follow-up Hdwy	-	-	2.2	-	3	3.1
Pot Cap-1 Maneuver	-	-	1291	-	562	796
Stage 1	-	-	-	-	877	-
Stage 2	-	-	-	-	896	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1291	-	559	796
Mov Cap-2 Maneuver	-	-	-	-	559	-
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	896	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.14	11.52
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	626	-	-	1291	-
HCM Lane V/C Ratio	0.119	-	-	0.003	-
HCM Ctrl Dly (s/v)	11.5	-	-	7.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	119	386	176	57	0	0
Future Volume (vph)	119	386	176	57	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	0	0
Taper Length (ft)	100			100	100	100
Link Speed (mph)		30	30		25	
Link Distance (ft)		320	518		434	
Travel Time (s)		7.3	11.8		11.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	2%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	503	169	0	4	3
Future Volume (vph)	0	503	169	0	4	3
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	100			100	100	100
Link Speed (mph)		30	30		25	
Link Distance (ft)		526	320		309	
Travel Time (s)		12.0	7.3		8.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		Y	
Traffic Vol, veh/h	0	503	169	0	4	3
Future Vol, veh/h	0	503	169	0	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	2	0	0	0
Mvmt Flow	0	541	182	0	4	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	723	182
Stage 1	-	-	-	-	182	-
Stage 2	-	-	-	-	541	-
Critical Hdwy	-	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3	3.1
Pot Cap-1 Maneuver	0	-	-	0	442	917
Stage 1	0	-	-	0	985	-
Stage 2	0	-	-	0	662	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	442	917
Mov Cap-2 Maneuver	-	-	-	-	442	-
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	662	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.42
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	568
HCM Lane V/C Ratio	-	-	0.013
HCM Ctrl Dly (s/v)	-	-	11.4
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	113	13	6	59	33	11
Future Volume (vph)	113	13	6	59	33	11
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)		100	100		100	100
Link Speed (mph)	25			25	25	
Link Distance (ft)	524			260	303	
Travel Time (s)	14.3			7.1	8.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	113	13	6	59	33	11
Future Vol, veh/h	113	13	6	59	33	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	0	2	0	0
Mvmt Flow	119	14	6	62	35	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	133	0	201	126
Stage 1	-	-	-	-	126	-
Stage 2	-	-	-	-	75	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3	3.1
Pot Cap-1 Maneuver	-	-	1465	-	912	987
Stage 1	-	-	-	-	1047	-
Stage 2	-	-	-	-	1106	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1465	-	908	987
Mov Cap-2 Maneuver	-	-	-	-	908	-
Stage 1	-	-	-	-	1042	-
Stage 2	-	-	-	-	1106	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.69	9.09
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	927	-	-	1465	-
HCM Lane V/C Ratio	0.05	-	-	0.004	-
HCM Ctrl Dly (s/v)	9.1	-	-	7.5	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

NOTICE

NOTICE IS HEREBY GIVEN that an application for Zoning Relief for 1220 Melrose Avenue, Elkins Park, PA 19027 will be reviewed by the following Township Committees which will offer a recommendation to the Zoning Hearing Board:

a. **Cheltenham Township Planning Commission on Monday, September 28, 2026, at 7:30 P.M. via Web-Conference. https://cheltenhamtownship.org/agendalist.aspx?categoryid=889**

b. **Cheltenham Township Building & Zoning Committee on Wednesday, October 7, 2026, at 8:00 P.M. via Web-Conference. https://cheltenhamtownship.org/agendalist.aspx?categoryid=896**

This application will be heard by the Zoning Hearing Board on Tuesday, October 13, 2026, at 7:30 P.M. at Curtis Hall, at Curtis Arboretum, Greenwood Avenue and Church Road, Wyncote, PA 19095.

APPEAL NO. 26-3823: Application of St. John's Lutheran Church, for the premises known as 1220 Melrose Avenue, Elkins Park, PA 19027, from the Decision of the Zoning Officer for Zoning Relief to allow for the subdivision of the existing parcel into two (2) parcels with one lot having the existing Place of Worship with a potential Child Day Care use and the second lot to have an existing 3-story dwelling and garage on the property located within the R-2 Residential Zoning District.

Lot #1:

1. A variance from Section 295-601.A., to allow for a Place of Worship use.
2. A variance from Section 295-405.D.(11)(a), to allow for a Place of Worship on a lot that is less than five (5) acres.
3. A variance from Section 295-602.A., to allow for the existing Place of Worship to encroach into the front yard setback of the corner lot.
4. A variance from Section 295-602.A., to allow for a building coverage to exceed the maximum of 20%.
5. A variance from Section 295-602.A., to allow for the impervious surface coverage to exceed the maximum of 40%.
6. A variance from Section 295-405.A.(2)(e), to allow for a non-residential accessory structure to encroach within 15 feet of the property line.
7. A variance from Section 295-2301.C.(5)(a), to allow for surface parking to be located between the building and street.
8. A variance from Section 295-2601.A., to allow for more than one (1) driveway per street frontage.
9. A variance from Section 295-2601.A., to allow for a driveway to exceed the maximum width.

Lot #2:

1. A variance from Section 295-602.A., to allow for the existing building to encroach into the front yard setback.
2. A variance from Section 295-602.A., to allow for the residential accessory structure to encroach into the rear and side yard setbacks.

Proposed D-4 Child Day Care Use:

1. A variance from Section 295-405.D.(4)(a), to permit greater than ten (10) individuals to be provided day care on a lot size smaller than 0.5 acres.
2. A variance from Section 295-405.D.(4)(c), to permit no screening for outdoor play areas.
3. An interpretation of the zoning ordinance that a D-4 Child Day Care use, accessory to a Place of Worship, is permitted in the R-2 Residential District by right when accessory to a legally existing nonconforming use, and, in the alternative, a variance from Section 295-601 (E) to permit a D-4 Child Day Care use accessory to a Place of Worship.

The above application, including site plans, is on file in the Township Administration Building, Planning and Zoning Department, Room 204, 8230 Old York Road, Elkins Park, PA, 19027. Please contact the Planning and Zoning Department at (215) 887-1000 X216 if there are any questions with respect to the application.

Information on how to access the Web-Conference for each Meeting will be posted on the Township's website www.cheltenhamtownship.org **under the Planning Commission and Building & Zoning Committee Agendas by the Friday before the scheduled Meeting Date.**

ZHB #26-3823
Zoning Officer

ZONING HEARING BOARD APPLICATION
CHELTENHAM TOWNSHIP
SUPPLEMENTAL NARRATIVE

1220/1224 MELROSE AVENUE
31-00-18967-00-1
31-00-25531-00-7

This Application is made regarding the Property located at 1220 Melrose Avenue, Elkins Park, PA 19027, colloquially referred to as 1224 Melrose Avenue, located in Cheltenham Township, Montgomery County. The Property consists of two parcels:

31-00-18967-00-1, which currently contains the church and 2.5-story dwelling, and
31-00-25531-00-7, which currently contains the church's parking lot.

The ultimate intent of this proposal is to combine the existing church, classrooms, and parking lot onto a single parcel and split the 3-story dwelling onto its own parcel for use independent of the church. The Church further intends to use the space of the church and classrooms for future Child Day Care use. Specifically, St. John's Evangelical Lutheran Church intends to:

1) subdivide parcel 31-00-18967-00-1 into two (2) parcels, consisting of
   a. a proposed Lot 1, to contain the existing church & classroom buildings and for potential future use as a Child Day Care, and
   b. a proposed Lot 2, to contain the existing 3-story dwelling and garage;
2) create a variable-width driveway access easement for use by the neighboring owners of 1212 Melrose Avenue over the existing share driveway; and
3) the reverse-subdivision of parcel 31-00-25531-00-7 with the newly proposed Lot 1, combining the church, classrooms, and parking lot onto a single parcel.

It is our belief and understanding that the property is currently nonconforming with respect to various dimensional aspects, including but not limited to lot area, building coverage, and impervious coverage. However, pursuant to the Township's Zoning Determination, the proposed subdivision and reverse subdivision will remove the "existing nonconformity" status of those items, and as such, we respectfully request the following zoning relief:

FOR PROPOSED LOT NO. 1:

(1) A variance from Section 295-601.A., to allow for a Place of Worship use.

(2) A variance from Section 295-405.D.(11)(a), to allow for a Place of Worship on a lot that is less than five (5) acres.

(3) A variance from Section 295-602.A., to allow for the existing Place of Worship to encroach into the front yard setbacks of the corner lot.

(4) A variance from Section 295-602.A., to allow for the building coverage to exceed the maximum of 20%.

(5) A variance from Section 295-602.A., to allow for the impervious surface coverage to exceed the maximum of 40%.

(6) A variance from Section 295-405.A.(2)(e), to allow for a non-residential accessory structure to encroach within 15 feet of the property line.

(7) A variance form Section 295-2301.C.(5)(a), to allow for surface parking to be located between the building and street.

(8) A variance from Section 295-2601.A., to allow for more than one (1) driveway per street frontage.

(9) A variance from Section 295-2601.A., to allow for a driveway to exceed the maximum width.

FOR PROPOSED LOT NO. 2:

(1) A variance from Section 295-602.A., to allow for the existing building to encroach into the front yard setback.

(2) A variance from Section 295-602.A., to allow for the residential accessory structure to encroach into the rear and side yard setbacks.

FOR PROPOSED D-4 CHILD DAY CARE USE:

(1) A variance from Section 295-405(D)(4)(a), to permit greater than ten (10) individuals to be provided day care on a lot size smaller than 0.5 acres.

(2) A variance from Section 295-405(D)(4)(c), to permit no screening for outdoor play areas.

(3) An interpretation of the zoning ordinance that a D-4 Child Day Care use, accessory to a Place of Worship, is permitted in the R-2 Residential District by right when accessory to a legally existing nonconforming use, and, **in the alternative**, a variance from Section 295-601(E) to permit a D-4 Child Day Care use accessory to a Place of Worship.

Please note that the relief requested with respect to the proposed D-4 Child Day Care use is requested with an abundance of caution based on **all** potential relief that the Applicant may require for the proposed D-4 Child Day Care use.

Applicant strongly believes that by amending the lot lines of these parcels, Applicant can make much more reasonable use of the Property. Without amending the lot lines, the Property will remain with:

(1) a parcel devoted entirely to a crumbling parking lot with half of a church building, and
(2) a parcel devoted to use as two (2) independent buildings with two (2) independent uses, being half of a Church and a full Residence.

Finally, the Property's existence as two (2) undersized corner-lot parcels with rather unique shapes, rather than one (1) corner-lot parcel and one (1) standard parcel with a more uniform shape, creates further hardship prohibiting reasonable use of the Property. The structures will remain cohesive with the surrounding area and properties and will not adversely impact either the surrounding environment or community.

The Applicant reserves the right to amend this application to request additional relief as it or the Zoning Hearing Board deems necessary.

CHELTENHAM TOWNSHIP

Board of Commissioners
Matthew Areman, *President*
Irv Brockington, *Vice President*
Dwight Pedro Lewis
Jeff Chirico
Emily Stine
Daniel B. Norris
Emily Cheramie Walz

August 31, 2026

Gregory Heleniak, Esquire
1300 Virginia Drive
Suite 405
Fort Washington, PA 19034

Re: 1220 Melrose Avenue - Tax Id # 310018967001 & 310025531007
St. John's Lutheran Church

Dear Mr. Heleniak:

Pursuant to your Zoning Determination Request with an attached site plan, a review has been completed with respect to the proposal to subdivide the existing parcel #310018967001 into two (2) lots and consolidate the existing parcel #310025531007 with the proposed new Lot #1 on the referenced property located at 1220 Melrose Avenue, in the R-2 Residential Zoning District.

Attached please find the following information from the Cheltenham Township Code for your review:

1. Section 295-601., Permitted uses in the R-2 Residential Zoning District.
2. Section 295-602., Dimensional Standards in the R-2 Residential Zoning District.
3. Section 295-405.A.(1), Use A-1: Residential Accessory Structures.
4. Section 295-405.A.(2), Use A-2: Non-Residential Accessory Structures.
5. Section 295-405.D.(11), Use D-11: Place of Worship.
6. Section 295-2301.C., General Parking Regulations.
7. Section 295-2601.A., Front Yard Projections.

It appears from a review of the submitted Zoning Determination with attached site plan and the attached Code Sections that the proposed subdivision of parcel #310018967001 into two (2) lots and consolidate parcel #310025531007 with the proposed new Lot #1 is not a permitted.

At a minimum it appears that the following Zoning Relief would need to be obtained for the proposed subdivision/consolidation for each proposed lot:

Lot #1

- A variance from Section 295-601.A., to allow for a Place of Worship use.
- A variance from Section 295-405.D.(11)(a), to allow for a Place of Worship on a lot that is less than five (5) acres.
- A variance from Section 295-602.A., to allow for the existing Place of Worship to encroach into the front yard setbacks of the corner lot.

- A variance from Section 295-602.A., to allow for the building coverage to exceed the maximum of 20%.
- A variance from Section 295-602.A., to allow for the impervious surface coverage to exceed the maximum of 40%.
- A variance from Section 295-405.A.(2)(e), to allow for a non-residential accessory structure to encroach within 15 feet of the property line.
- A variance form Section 295-2301.C.(5)(a), to allow for surface parking to be located between the building and street.
- A variance from Section 295-2601.A., to allow for more than one (1) driveway per street frontage.
- A variance from Section 295-2601.A., to allow for a driveway to exceed the maximum width.

Lot #2

- A variance from Section 295-602.A., to allow for the existing building to encroach into the front yard setback.
- A variance from Section 295-602.A., to allow for the residential accessory structure to encroach into the rear and side yard setbacks.

You can seek relief from the Zoning Hearing Board (ZHB) or appeal this determination. The ZHB application can be found on our online portal here: https://cheltenhamtownship.portal.opengov.com/categories/1094/record-types/6657.

If you have any questions or need additional information, please feel free to contact the Planning & Zoning Department at (215) 887-1000 ext 216.

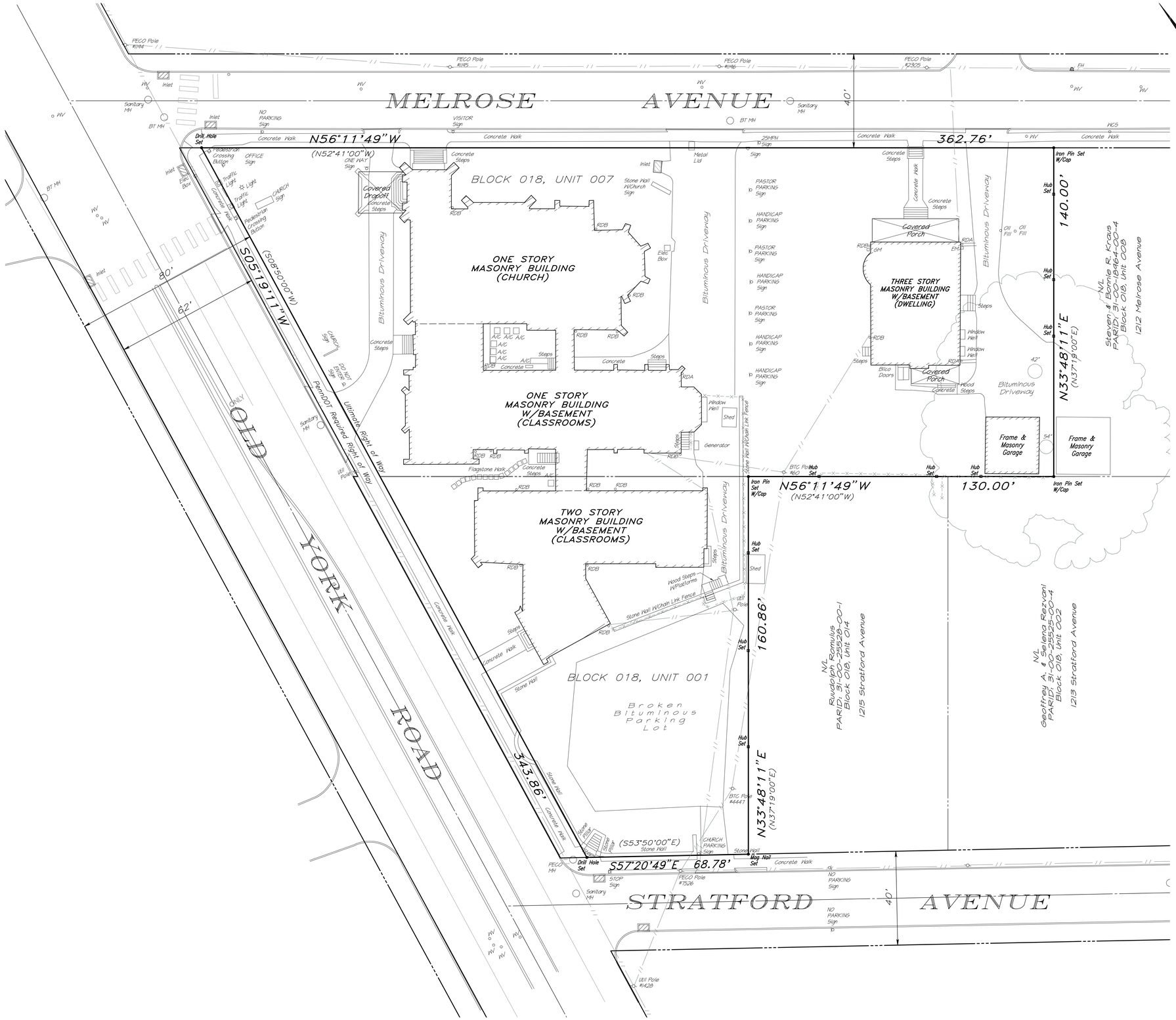
Sincerely,

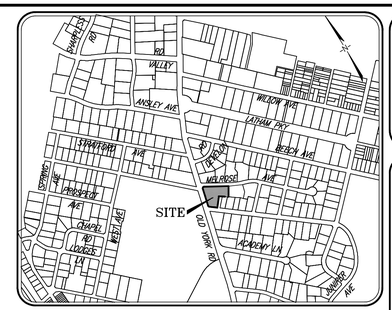


Robert J Habgood
Assistant to the Planning & Zoning Director

cc: Dan Norris, Ward Commissioner*
Alyson Elliott, Acting Township Manager*
Galya Globerman, Planner 1*

*Sent via email





LOCATION MAP
SCALE: 1" = 800'

LEGEND

EXISTING

- FENCE LINE
- FH — FIRE HYDRANT
- PES92 — UTILITY POLE
- GV — GAS VALVE
- WV — WATER VALVE
- CO — SEWER CLEAN OUT
- WCS — WATER CURB STOP
- SANITARY SEWER
- STORM SEWER
- OVERHEAD WIRE
- E — UG ELECTRIC CONDUIT
- G — GAS LINE
- W — WATER LINE
- LAT — SANITARY SEWER LATERAL
- TRAFFIC SIGN
- DECIDUOUS TREE
- EVERGREEN TREE
- RDA — ROOF DOWNSPOUT ABOVE GRADE
- RDB — ROOF DOWNSPOUT BELOW GRADE

REFERENCE PLANS:

a) Plan of Property made for St. Johns Evangelical Lutheran Church, by Charles E. Shoemaker, Inc. Engineers and Surveyors dated August 27, 1962 and last revised November 13, 1962, Dwg #C-8-440.

b) Drawings for Construction and Condemnation of Right of Way Route No. 151 Section No. 1 in Montgomery County from sta. 0+00 to sta. 122+61.00 for Commonwealth of Pennsylvania.

NOTES:

1. Boundary and topographic information derived from deeds, plans of record and field surveys performed by Charles E. Shoemaker, Inc. during March of 2025. This survey was prepared without the benefit of a title report. Metes & Bounds as shown rotated – 03° 30'49" by CES, Inc. to PA south state plane coordinate system (NAD83). Bearings and distances shown in (parentheses) are derived from deed description.

PROPERTY DATA:

PARID: 31-00-18967-00-1 & 31-00-25531-00-7
Site Area:
Ultimate R/W Line: 63,720 S.F. or 1.4628 Acres
Address: 1220 Melrose Avenue
Owner: ST. JOHN'S LUTHERAN CHURCH
Block/Unit No.: 018-007 & 018-001
Deed Book/Page No.: 703-003 & 2903-296
Zoning District: 'R-2' Residential District

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
KEITH A. HOUSER
LAND SURVEYOR
SU075710

COUNTY PARCEL NO.
31-00-18967-00-1
31-00-25531-00-7
BLOCK - UNIT
018 - 001
031 - 18 - 01

SITE ADDRESS
1220 MELROSE AVENUE
MELROSE PARK, PA. 19027

RECORD OWNER
ST. JOHN'S EVANGELICAL LUTHERAN CHURCH OF OGONTZ
1220 MELROSE AVENUE
MELROSE PARK, PA. 19027

DEED BOOK / PAGE
703-003
2903-296

CHARLES E. SHOEMAKER, INC.
ENGINEERS & SURVEYORS
110 KEYSTONE DRIVE
MONTGOMERYVILLE, PA 18936
PHONE: 215-887-2165 FAX: 215-576-7791
E-MAIL: staff@ceshoemaker.com

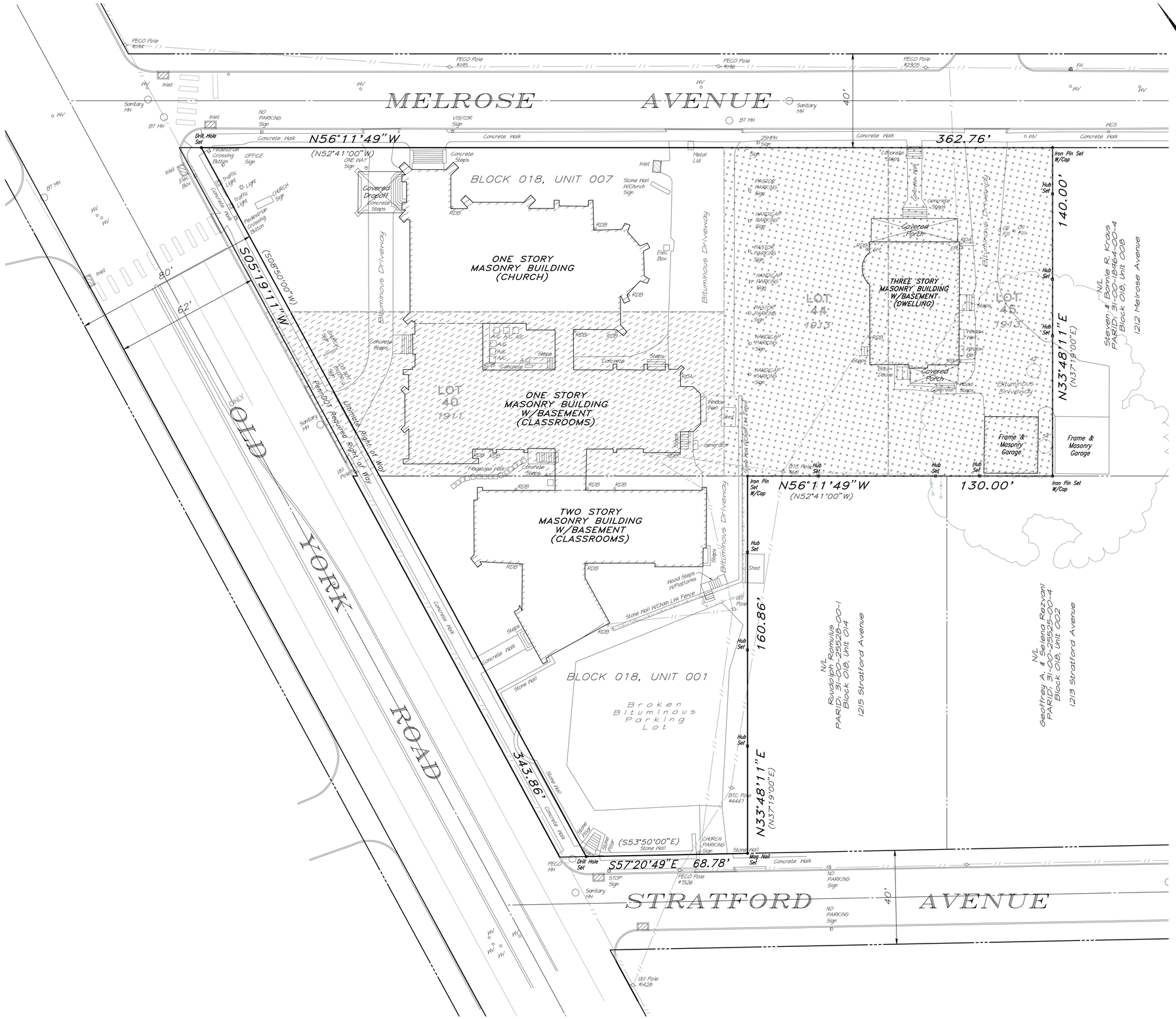
SCALE 1" = 20'
0' 10' 20' 40' 60'

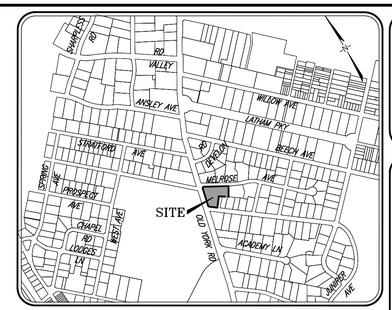
BY	REVISION	NO	DATE

PLOT PLAN OF ST. JOHN'S LUTHERAN CHURCH

CHELTENHAM TOWNSHIP, MONTGOMERY COUNTY, PA.

DATE: MAY 3, 2025
DWG NO. C-8-7021
JOB NO. 27529
SHEET NO. 1 OF 1





LOCATION MAP
SCALE: 1" = 800'

LEGEND

EXISTING

- FENCE LINE
- FIRE HYDRANT
- UTILITY POLE
- GAS VALVE
- WATER VALVE
- SEWER CLEAN OUT
- WATER CURB STOP
- SANITARY SEWER
- STORM SEWER
- OVERHEAD WIRE
- UG ELECTRIC CONDUIT
- GAS LINE
- WATER LINE
- SANITARY SEWER LATERAL
- BOUNDARY LINES 1895 SUBDIVISION
- TRAFFIC SIGN
- DECIDUOUS TREE
- EVERGREEN TREE
- ROOF DOWNSPOUT ABOVE GRADE
- ROOF DOWNSPOUT BELOW GRADE
- PROPERTY RECITED IN 1911 DEED
- PROPERTY RECITED IN 1913 DEED

REFERENCE PLANS:

a) Plan of Property made for St. Johns Evangelical Lutheran Church, by Charles E. Shoemaker, Inc. Engineers and Surveyors dated August 27, 1962 and last revised November 13, 1962, Dwg #C-8-440.

b) Plan of Lots of The Melrose Land and Improvement Co. at Melrose Station N. Penna R.R. for Commonwealth of Pennsylvania.by Joseph W. Hunter, Civil Engineer & Surveyor, dated March 21, 1895.

c) Drawings for Construction and Condemnation of Right of Way Route No. 151 Section No. 1 in Montgomery County from sta. 0+00 to sta. 122+61.00 for Commonwealth of Pennsylvania.

NOTES:

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PROPERTY DATA:

PARID: 31-00-18967-00-1 & 31-00-25531-00-7
Site Area:
Ultimate R/W Line: 63,720 S.F. or 1.4628 Acres
Address: 1220 Melrose Avenue
Owner: ST. JOHN'S LUTHERAN CHURCH
Block/Unit No.: 018-007 & 018-001
Deed Book/Page No.: 703-003 & 2903-296
Zoning District: 'R-2' Residential District

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
KEITH A. HOUSER
LAND SURVEYOR
SU075710

COUNTY PARCEL NO.
31-00-18967-00-1
31-00-25531-00-7
BLOCK - UNIT
018 - 001
31-18-01
SITE ADDRESS
1220 MELROSE AVENUE
MELROSE PARK, PA. 19027
DEED BOOK PAGE
703-003
2903-296

RECORD OWNER
ST. JOHN'S EVANGELICAL LUTHERAN CHURCH OF OGONTZ
1220 MELROASE AVENUE
MELROSE PARK, PA. 19027

CHARLES E. SHOEMAKER, INC.
ENGINEERS & SURVEYORS
110 KEYSTONE DRIVE
MONTGOMERYVILLE, PA 18936
PHONE: 215-887-2165 FAX: 215-576-7791
E-MAIL: staff@ceshoemaker.com

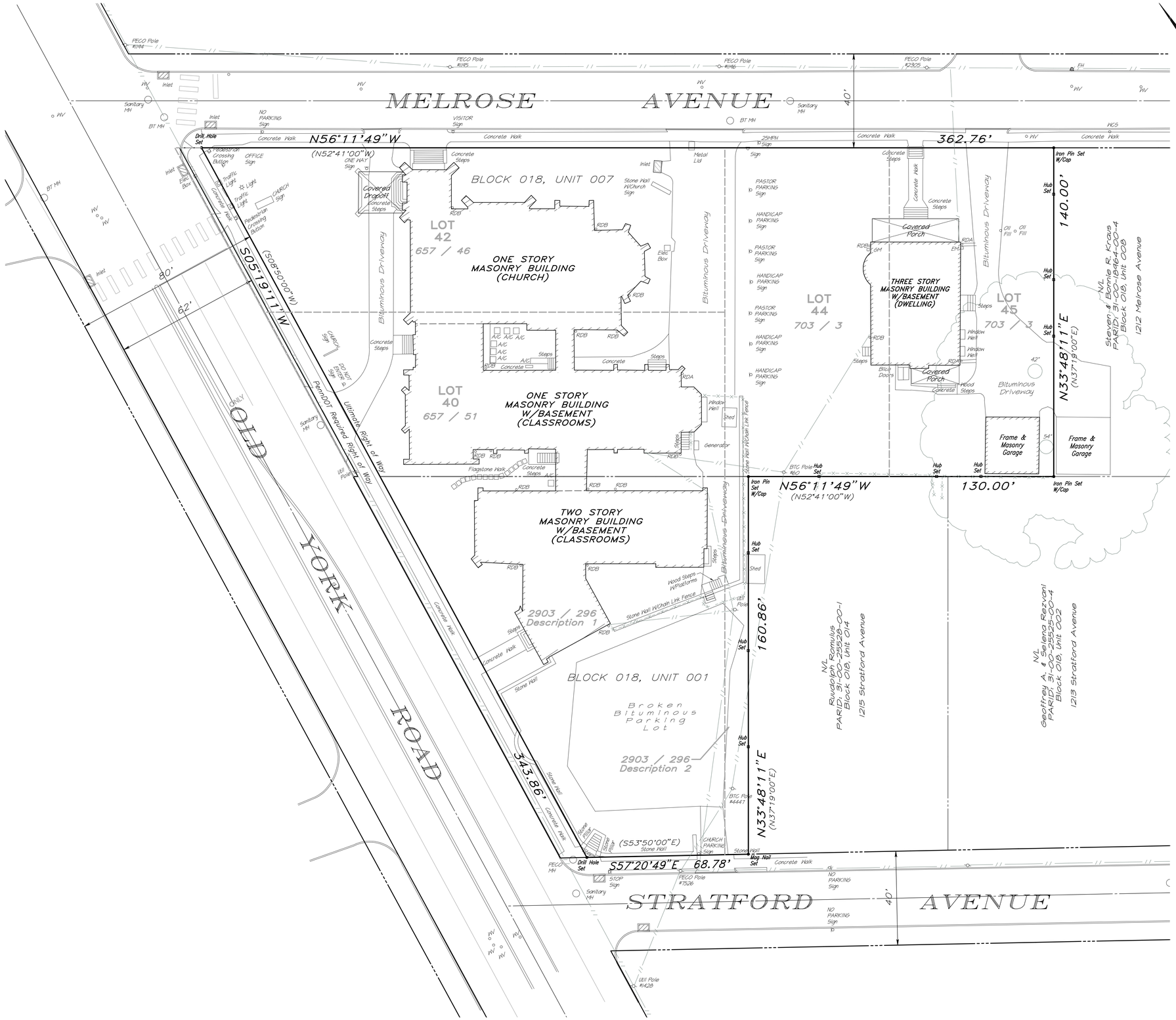
SCALE 1" = 20'
0' 10' 20' 40' 60'

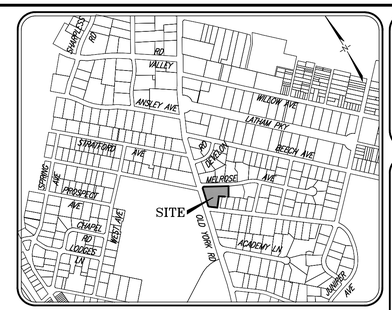
NO	DATE	REVISION	BY

PLOT PLAN OF ST. JOHN'S LUTHERAN CHURCH

CHELTENHAM TOWNSHIP, MONTGOMERY COUNTY, PA.

DATE MAY 3, 2025
DWG NO. C-8-7021
JOB NO. 27529
SHEET NO. 1 OF 1





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Zoning District: 'R-2' Residential District

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
KEITH A. HOUSER
LAND SURVEYOR
SU075710

COUNTY PARCEL NO.
31-00-18967-00-1
31-00-25531-00-7
BLOCK - UNIT
018 - 001
31-18-01

SITE ADDRESS
1220 MELROASE AVENUE
MELROSE PARK, PA. 19027

RECORD OWNER
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SCALE 1" = 20'
0' 10' 20' 40' 60'

NO	DATE	REVISION	BY

PLOT PLAN OF ST. JOHN'S LUTHERAN CHURCH

CHELTENHAM TOWNSHIP, MONTGOMERY COUNTY, PA.

DATE: MAY 3, 2025
DWG NO. C-8-7021
JOB NO. 27529
SHEET NO. 1 OF 1

Zoning Hearing Board Decisions

BEFORE THE
CHELTENHAM TOWNSHIP ZONING HEARING BOARD
MONTGOMERY COUNTY, PENNSYLVANIA

IN RE: APPLICATION OF :
SPOTLESS BRANDS LLC **APPEAL NO. 26-3820**
:

ORDER

AND NOW, this 25th day of September, 2026, upon consideration of the application of Spotless Brands LLC (the "Applicant"), the Cheltenham Township Zoning Hearing Board hereby **GRANTS** relief from the following provisions of the Cheltenham Township Zoning Ordinance (the "Ordinance") to allow for the operation of a car wash use with vacuum stations (the "Project") at 2727 Cheltenham Avenue, Wyncote, PA 19095 (the "Property") in the C-2 Commercial Zoning District:

1. A variance from Section 295-1201 of the Ordinance to allow for a car wash use on the Property, and to allow the accessory uses of fences, guiderails, retaining walls, vacuums, associated vacuum equipment/structures, mat cleaners, pay station equipment and structures, trash enclosures, signs, and a drive-through facility on the Property where such uses are not otherwise permitted.

2. A variance from Section 295-405.A(2) of the Ordinance to allow the accessory uses of fences, guiderails, retaining walls, vacuums, associated vacuum equipment/structures, mat cleaners, pay station equipment and structures, trash enclosures, signs, and a drive-through facility on the Property where such uses are not otherwise permitted.

3. A variance from Section 295-1202.A(5)(a) of the Ordinance to allow a minimum front yard depth of seven (7) feet for a retaining wall with associated fencing, guiderails and/or fall protection, and site signage on the Property where a fifteen (15) foot front yard depth is required for Class 1 Uses.

4. A variance from Section 295-1202.A(5)(b) of the Ordinance to allow a side yard depth of 0 feet for a retaining wall with associated fencing, guiderails and/or fall protection, vacuum structures, and associated vacuum equipment on the Property where a ten (10) foot side yard depth is required for Class 1 Uses.

5. A variance from Section 295-1202.A(3) of the Ordinance to allow no more than 88% impervious coverage on the Property where no more than 75% impervious coverage is permitted.

6. A variance from Section 295-1202.A(4) of the Ordinance to allow no less than 12% green space on the Property where no less than 25% is required.

7. A variance from Section 295-2601.A. of the Ordinance to allow projections into the front yard resulting in a front yard projection setback of no less than eight (8) feet to allow a retaining wall with associated fencing and/or fall protection and site signage on the Property where no less than a ten (10) front yard projection setback is required on the Property, and to permit a driveway width of 40 feet (85 feet including flares as curbline) on the Property where the maximum width of a driveway shall not exceed the lesser of 18 feet or 50% of a property's street frontage.

8. A variance from Section 295-2601.B. of the Ordinance to allow projections into the side yard resulting in a side yard projection setback of 0 feet to allow a retaining wall with associated fencing and/or fall protection, vacuum structures, and associated vacuum equipment/signage on the Property where no structure is permitted to be erected in or project into the side yard.

9. A variance from Section 295-2301.D(6) of the Ordinance to allow 350% of the required minimum parking on the Property where no more than 120% of the required minimum parking is permitted.

10. A variance from Sections 295-1202.A(7) and 295-2301.C(5)(b) of the Ordinance to allow parking no less than 4.5 feet from the right-of-way and 0 feet from a property line on the Property where parking areas are required to be set back a minimum of 10 feet from the ultimate right-of-way or property line for the entire perimeter of the property.

11. A variance from Section 295-2301.D(3) of the Ordinance to allow a driveway width of no more than 40 feet (85 feet including flares at curbline) when crossing sidewalks on the Property where driveway entrances shall not exceed 24 feet when crossing sidewalks.

12. A variance from Section 295-2301.D(2)(c) of the Ordinance to allow parking aisles to be shared with circulation driveways for queueing and car wash operations and not be dedicated solely to parking and thus be less than 24 feet wide on the Property where aisles shall not be less than 24 feet wide for 90-degree parking.

13. A variance from Section 295-403.A(2) of the Ordinance to allow accessory structures to be located less than 15 feet from the principal building and other accessory structures on the Property, and to allow accessory structures to be located between the principal building and the street on the Property where an accessory building or structure is not permitted to be located closer than 15 feet from any other building or property line and is not permitted to be located between the principal building and the street.

14. A variance from Section 295-405.A(12) of the Ordinance to allow shared circulation between stacking lanes and employee parking areas on the Property where the stacking area is not permitted to interfere with required parking spaces or vehicular aisles.

This relief is granted conditioned on the Applicant's compliance with the following conditions:

1. Prior to commencing the Project, the Applicant shall obtain all permits and approvals required by all agencies with jurisdiction over the Project.

2. The use of the Property shall substantially conform with the testimony and exhibits presented to the Zoning Hearing Board at its September 14, 2026 hearing.

CHELTENHAM TOWNSHIP
ZONING HEARING BOARD

HANNAH MAZZACCARO, VICE-CHAIR

DAVID L. COHEN, MEMBER

JOSEPH VESCOVICH, ALTERNATE MEMBER

This Order was mailed to the Applicant on the 25th day of September, 2026.

YOU HAVE 30 DAYS FROM THE DATE OF MAILING STATED IMMEDIATELY ABOVE TO FILE AN APPEAL FROM THIS DECISION TO THE COURT OF COMMON PLEAS OF MONTGOMERY COUNTY, PENNSYLVANIA.

PURSUANT TO SECTION 295-2807 OF THE ORDINANCE, THE RELIEF GRANTED BY THIS ORDER SHALL EXPIRE IF THE APPLICANT FAILS EITHER TO OBTAIN A BUILDING PERMIT OR COMMENCE THE USE SPECIFIED IN THE ZONING HEARING BOARD'S ORDER WITHIN ONE (1) YEAR FROM THE DATE OF MAILING NOTED ABOVE.

BEFORE THE
CHELTENHAM TOWNSHIP ZONING HEARING BOARD
MONTGOMERY COUNTY, PENNSYLVANIA

IN RE: APPLICATION OF :
AVA KRIEGLER **APPEAL NO. 26-3821**
:

ORDER

AND NOW, this 25th day of September 2026, upon consideration of the application of Ava Kriegler (the "Applicant"), the Cheltenham Township Zoning Hearing Board hereby **GRANTS** a variance from the following provision of the Cheltenham Township Zoning Ordinance (the "Ordinance") to allow for the erection of a 6-foot high solid privacy fence in the yard area between the street and the principal building (the "Project") at 101 Windsor Avenue, Elkins Park, PA 19027 (the "Property") in the R-2 Residential Zoning District:

1. A variance from Section 295-405.A(6)(a) of the Ordinance to allow for the erection of a 6-foot-high solid privacy fence in the yard area between Lafayette Avenue and the principal building on the Property where a fence no greater than 4-feet in height is permitted in that yard area.

This relief is granted conditioned on the Applicant's compliance with the following conditions:

1. Prior to commencing the Project, the Applicant shall obtain all permits and approvals required by all agencies with jurisdiction over the Project.

2. The erection and use of the fence shall substantially conform with the testimony and exhibits presented to the Zoning Hearing Board at its September 14, 2026 hearing.

CHELTENHAM TOWNSHIP
ZONING HEARING BOARD

HANNAH MAZZACCARO, VICE-CHAIR

DAVID L. COHEN, MEMBER

JOSEPH VESCOVICH, ALTERNATE MEMBER

This Order was mailed to the Applicant on the 25th day of September, 2026.

YOU HAVE 30 DAYS FROM THE DATE OF MAILING STATED IMMEDIATELY ABOVE TO FILE AN APPEAL FROM THIS DECISION TO THE COURT OF COMMON PLEAS OF MONTGOMERY COUNTY, PENNSYLVANIA.

PURSUANT TO SECTION 295-2807 OF THE ORDINANCE, THE RELIEF GRANTED BY THIS ORDER SHALL EXPIRE IF THE APPLICANT FAILS EITHER TO OBTAIN A BUILDING PERMIT OR COMMENCE THE USE SPECIFIED IN THE ZONING HEARING BOARD'S ORDER WITHIN ONE (1) YEAR FROM THE DATE OF MAILING NOTED ABOVE.

Monthly Citizen's Committee

Meeting Minutes

A regular meeting of the **Planning Commission** for September 2026 was held tonight via web-conference, Chair Thom Cross presiding. Members present were Adam Dreibelbis, Carl Freedman, and Jessie Smith. Staff present via web-conference were Jonathan Altshul, Township Manager; Alyson Elliott, Assistant Township Manager; Robert Habgood, Assistant Director of Planning and Zoning; Galya Globerman, Planner 1; Roger Phillips, Township Engineer; Anton Kuhner, Township Traffic Engineer; Chloe Mohr, Montgomery County Planning Commission (MCPC); and Adam Schantz, MCPC.

Mr. Cross called the meeting to order at 7:30 p.m. A quorum was present.

1) **Introduction** – Jonathan Altshul, Township Manager, and Alyson Elliott, Assistant Township Manager, were introduced to the Planning Commission. Mr. Altshul shared that he is pleased to be working in Cheltenham Township and that the Township is working to fill the position of Director of Community Development, which would oversee the planning, zoning, building and codes functions of the Township. Ms. Elliott stated that at this time she would be more involved with the Planning Commission until the new director can be hired and looks forward to working with the Planning Commission.

   Mr. Cross noted that there are two voting member and one alternate member positions vacant on the Planning Commission and said he would like to discuss conducting having hybrid meetings later in the meeting.

2) **Acceptance of Meeting Minutes** – Mr. Cross motioned to recommend approval of the August 24, 2026, minutes. Mr. Smith seconded, and the motion passed unanimously.

3) **CTDA 26-10: Final Land Development Application (Overall Site Plan) and Amended Preliminary/Final Land Development Application (Phase I Improvements) of 7600 Tookany Creek Parkway CRCP, LLC for Enclave at Melrose Phase 1 located at 7600 Tookany Creek Parkway, Cheltenham, PA 19012.**

   Julie Bernstein, attorney, and Anthony Caponigro, civil engineer, represented the applicant and provided the following background on the project:

   - The site is over 115 acres and received a Special Exception from the Zoning Hearing Board (ZHB) in 2024 and the development would proceed in stages.
   - The Phase 1 Preliminary Plan, which includes most of the residential units, Traumatic Brain Injury (TBI) building, all the roads and grading received approval from the Board of Commissioners in June 2025.
   - The Phase 2 Preliminary/Final Plan, which includes the Medical Office Building and the Assisted Living/Independent Living received approval from the Board of Commissioners in November 2025.
   - An amended Special Exception from the ZHB that included the relocation of the proposed community facility was received in March 2026.
   - The Phase 3 Preliminary/Final Plan, which is located at the corner of the property near the intersection of Front Street and Ashmead Road, includes townhomes, two commercial buildings, and a community pool. It received approval from the Board of Commissioners in September 2026.
   - The National Pollutant Discharge Elimination System (NPDES) permit was received in March 2026.
   - No new waivers are being requested as part of this application
   - The project will have a total of 368 dwelling units, an increase of 38 dwelling units from the Preliminary Plan submission, with 170 age restrictive units and 198 non-age restrictive units. A 248,000 square foot medical office building, 98-bed assisted living facility, 35,000 square feet of retail, five miles of trails, and 70,000 square feet of plaza areas are also included with the project.
   - Ms. Bernstein stated that the review letters from the Township Engineer and Traffic Engineer are mostly resolved and the applicant intends to comply with outstanding comments.
   - Ms. Bernstein provided responses to the MCPC review letter:
     - The main trail that will connect future sections of the Tookany Creek Trail (at Ashmead Road and to the south of the site, heading toward Cheltenham Avenue) will be 10 feet wide. Some existing

trails along Tookany Creek may not be replaced/repaired due to being located in the floodplain. Fall protection will be added to existing bridges as needed.

- The labels for the plazas will be revised, and the plazas are designed in accordance with the zoning ordinance requirements. The project provides more plaza space (76,000 square feet) than the zoning ordinance requires (28,000 square feet).
- Fencing is being installed on retaining walls for fall protection, and an estate fence is proposed around the TBI building for safety purposes.
- While SEPTA has proposed improvements to its Lawndale train station, construction of the improvements is on an indefinite timeline and SEPTA has asked the developer not to make any connections to the station until it completes its own improvements, as the developer's improvements would trigger code compliance requirements that SEPTA is not financially ready to make. The applicant revised its plans to note the kiss and ride on the plan will be built when SEPTA makes improvements to the station. The area will be left as green space until then.
- The turning radius comment in the Township Engineer letter, has been reviewed previously by the Township's Fire Marshal; the applicant will comply with any changes as necessary.

Mr. Phillips stated that he has no problems with applicant complying with his review letter and will defer to the Township's Traffic Engineer on the turning radius.

Mr. Kuhner stated that he would need to check with the Fire Marshal regarding the turning radius. He also noted that the applicant should perform a post-construction Traffic Impact Study.

Ms. Mohr stated that the comments from her review letter have been mostly answered and that new labeling for the plazas will be helpful. Ms. Mohr also commented about a bridge across Tookany Creek on the south side that appears in bad shape. Mr. Caponigro confirmed that the bridge is in bad shape and may need to be blocked off from use. Mr. Caponigro stated that the applicant performed a hydrologic and hydraulic (H&H) study for the Tookany Creek and it was determined that the cost to replace the bridges would be too costly. He noted that one of the four bridges was in good condition, two are not passable, and the fourth bridge is not truly a bridge – it is a concrete path that crosses the creek. There is one operable bridge that crosses Tookany Creek from the main Tookany Creek Trail to the tunnel under Tookany Creek Parkway.

Discussion ensued with respect to the following.

- The definition on what makes up a plaza.
- Whether the plazas could be used for community events.
- The locations of the plazas.
- The use and location of whips for reforestation of the site. Ms. Mohr suggested that the tree tubes for the whips should be a minimum of 48" in height to provide adequate deer protection. Ms. Bernstein stated that it is standard practices to use whips for reforestation projects, particularly in areas along riparian corridors and steep slopes; the applicant has been working with the Township's Arborist on the plan.
- Whether it would be appropriate to have the developer build the kiss and ride at the time the townhomes are built so buyers of the townhomes do not object to the kiss and ride being built when the Lawndale station is improved and what mechanism would be in place to ensure the developer builds the facility at a later date.
- What assurances does the Township have that the TBI and MOB facilities would be built. Ms. Elliott advised that the MU-3, Class 3 Mixed Use Zoning District places restrictions on the percentage of residential units a developer can build before having to build the non-residential buildings. [Note: *§295-1505.C.(3)(b) of the Cheltenham Township Zoning Code states that "age-unrestricted residential units built in the first phase of development may comprise no more than 25% of the total residential units proposed for the development"*].

Public Comment:

- Safety on the proposed trails and whether the Township's new Active Transportation Committee should review the proposed plans. Ms. Elliott explained that the Active Transportation is not a formal part of the land development review process, but that the committee does follow and discuss land development projects, providing informal feedback to staff and the Board of Commissioners.
- Trees are important to have around the TBI building.
- The slopes of the proposed tails and whether they would meet accessibility standards.
- The amount of parking proposed for the pool. The applicant advised that a shared parking analysis was completed and reviewed which showed that the project exceeds the required number of spaces across the entire site.

Recommendation to the Board of Commissioners:

Mr. Smith made a motion to recommend denial with the following considerations:

1) The kiss & ride facility be built by the developer at the same time the townhomes around it are developed;
2) The recommendations of MCPC are incorporated as outlined in the September 24, 2026, review letter;
3) The Township's Active Transportation Committee has an opportunity to review and provide comments on the trail;
4) The Township and/or applicant conduct further studies to determine whether there is enough proposed parking proximate to the pool facility to accommodate times when the pool is hosting large events.

Mr. Dreibelbis seconded, and the motion passed by a 3-0-1 vote, with Mr. Freedman abstaining.

4) **Component 4A Sewage Facilities Planning Module for Enclave at Melrose, 7600 Tookany Creek Parkway.**

Mr. Phillips provided an overview of the project's sewer proposal and noted that the submission is in order.

Mr. Cross made a motion, seconded by Mr. Freedman, and unanimously approved by a 4-0 vote to authorize Mr. Cross to sign off on Component 4A of the Sewage Facilities Planning Module for Enclave at Melrose.

5) **Review of the Zoning Hearing Board Agenda for October 13, 2026.**

a) Appeal No. 26-3822, Danielle Reviere for 8326 Roberts Road.

Ms. Reviere provided background on the proposed zoning relief as follows.

- Proposing to replace an existing shed with a new detached garage.
- The existing shed is 160 square feet, and the proposed detached garage is 384 square feet.
- The new detached garage is proposed to maintain the existing five-foot setback from the property line that the current shed has.
- All other dimensional requirements are met by the detached garage.

Discussion ensued with respect to the following:

- Whether Ms. Reviere has spoken with neighbors about the project. Ms. Reviere said she has and has received positive feedback from her neighbors.
- Whether any utilities are proposed for the detached garage. Ms. Reviere advised that the structure will have electricity.
- That stormwater management would be required for the project and that it would be considered through the Earth Disturbance application process. Ms. Reviere should contact the Planning

Office when she upon zoning approval to discuss next steps prior to submitting a building permit application.

Mr. Freedman made a motion to recommend approval. Mr. Dreibelbis seconded, and the motion passed unanimously.

b) Appeal No. 26-3823, St. John's Lutheran Church for 1220 Melrose Avenue.

Andrew Slutsky, attorney for the applicant, provided the following information on the proposed zoning relief:

- The Church is proposing to subdivide the existing property to separate the residential use from the church facility.
- Due to the existing non-conformities on both proposed lots, zoning relief is required.
- A new day care use is being proposed as an accessory to the religious use.
- The Church is looking to sell the new residential lot.

Discussion ensued with respect to the following:

- Parking for the residential use is provided with a driveway and garage.
- Setbacks of the residential use to the existing church.
- Existing trees on the properties.

Mr. Dreibelbis made a motion to recommend approval. Mr. Smith seconded, and the motion passed unanimously.

6) **Old Business** – None.

7) **New Business.**

a) Mr. Habgood reviewed the ZHB decision.

b) Mr. Cross suggested the Planning Commission consider moving to a hybrid model at the October meeting. The Planning Commission would convene at the Cheltenham Township Administration Building and via Zoom to better facilitate plan reviews and interaction with applicants. It was a consensus of the members of the Planning Commission to hold hybrid meetings starting in October.

c) Mr. Freedman stated that the delivery of application documents was better but would like to get them sooner, especially when there is a large project to review.

d) Ms. Mohr advised of some workshops that might be of interest on to the Planning Commission on Lawn to Meadow Conversions, Stormwater Management, and the Urban Land Institute Panel on transit-oriented developments in Elkins Park and Glenside.

8) **Adjournment** – With no further business to discuss, Mr. Cross adjourned the meeting at 9:52 p.m.

_____

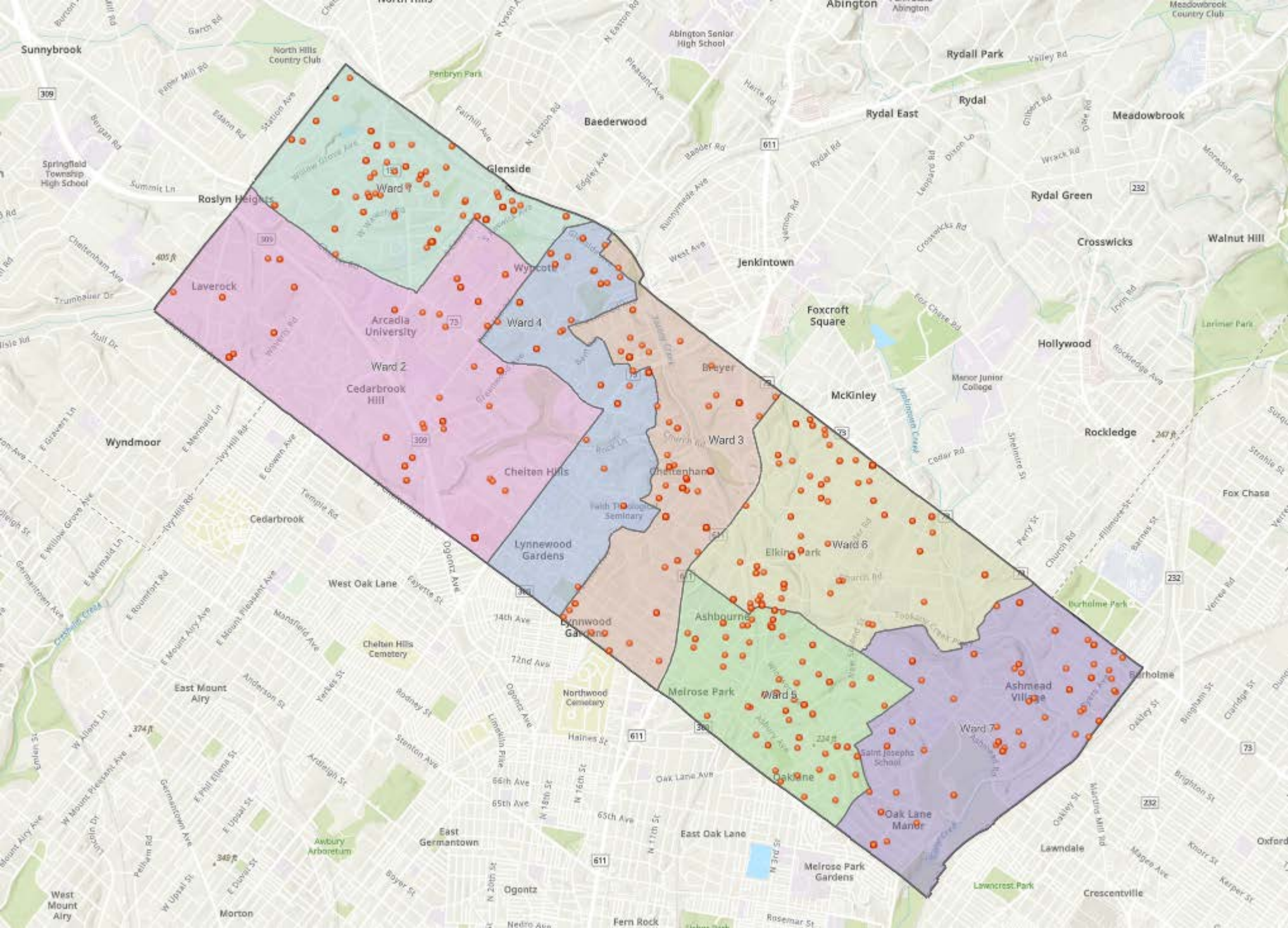
Jonathan Altshul
Township Manager

Per: Robert J. Habgood

Staff Report

OpenGov Dashboard August 1 - August 31, 2026

August 1 - August 31, 2026 (Current Month)			January 1 - August 31, 2026 (FYD)			February 5, 2025 - August 31, 2025 (PYD)		
Type of Application	**Number of Applications**	**Amount Collected**	**Type of Application**	**Number of Applications**	**Amount Collected**	**Type of Application**	**Number of Applications**	**Amount Collected**
Zoning Determination Request	15	$1,850.00	Zoning Determination Request	153	$18,725.00	Zoning Determination Request	107	$12,650.00
Zoning and Use Certification	34	$4,700.00	Zoning and Use Certification	285	$38,300.00	Zoning and Use Certification	291	$38,635.00
Zoning Hearing Board Application	4	$5,500.00	Zoning Hearing Board Application	16	$32,200.00	Zoning Hearing Board Application	18	$21,900.00
Board of Historical and Architectural Review...	0	$0.00	Board of Historical and Architectural Review...	7	$1,400.00	Board of Historical and Architectural Review...	8	$1,600.00
Subdivision & Land Development Application	1	$5,700.00	Subdivision & Land Development Application	6	$20,461.00	Subdivision & Land Development Application	8	$58,617.13
Sign Compliance & Permit Application	3	$259.50	Sign Compliance & Permit Application	49	$7,642.00	Sign Compliance & Permit Application	25	$5,526.00
Earth Disturbance Permit	4	$1,200.00	Earth Disturbance Permit	11	$2,395.00	Earth Disturbance Permit	17	$5,021.25
Electrical Permit	59	$7,761.00	Electrical Permit	410	$98,079.00	Electrical Permit	362	$132,212.70
Building Permit	53	$37,277.50	Building Permit	423	$512,603.44	Building Permit	404	$449,435.47
Fencing Permit Application	21	$1,872.50	Fencing Permit Application	148	$11,157.50	Fencing Permit Application	110	$10,342.50
Roofing and Siding Permit	75	$25,806.00	Roofing and Siding Permit	405	$121,222.50	Roofing and Siding Permit	348	$165,348.00
HVAC/Mechanical Permit	28	$21,328.50	HVAC/Mechanical Permit	252	$84,578.63	HVAC/Mechanical Permit	205	$84,919.50
Plumbing Permit	46	$10,084.20	Plumbing Permit	362	$64,296.63	Plumbing Permit	309	$62,358.60
Dumpster and Temporary Storage Containe...	32	$2,590.00	Dumpster and Temporary Storage Containe...	162	$17,840.00	Dumpster and Temporary Storage Containe...	125	$16,720.00
Demolition of Structure Permit	2	$13,969.50	Demolition of Structure Permit	2	$319.50	Demolition of Structure Permit	10	$4,297.50
Outstanding Code Violation Report Request...	1	$250.00	Outstanding Code Violation Report Request...	24	$4,600.00	Outstanding Code Violation Report Request...	21	$2,600.00
Contractor Registration	59	$5,100.00	Contractor Registration	641	$58,860.00	Contractor Registration	477	$43,995.00
Fire Protection System Permit	4	$1,029.00	Fire Protection System Permit	32	$12,008.25	Fire Protection System Permit	20	$35,485.50
Storage Tank Installation/Removal Application	0	$0.00	Storage Tank Installation/Removal Application	9	$800.00	Storage Tank Installation/Removal Application	2	$100.00
Residential Rental Inspection	3	$330.00	Residential Rental Inspection	73	$11,330.00	Residential Rental Inspection	79	$9,270.00
Right of Way Permit	27	$2,600.00	Right of Way Permit	328	$56,000.00	Right of Way Permit	138	$52,975.00
Parking Tickets and Citations	0	$0.00	Parking Tickets and Citations	545	$22,415.03	Parking Tickets and Citations	548	$19,313.19
Special Trash Pickup	114	$5,060.00	Special Trash Pickup	1,038	$43,835.00	Special Trash Pickup	2	$70.00
Parking Permits	1	$25.00	Parking Permits	68	$2,200.00	Parking Permits	0	$0.00
Block Party Permit Application	4	$100.00	Block Party Permit Application	12	$300.00	Block Party Permit Application	0	$0.00
		Total: $154,392			**Total: $1,243,568**			**Total: $1,233,392**


Ward 1
Ward 2
Ward 3
Ward 4
Ward 5
Ward 6
Ward 7
Laverock
Arcadia University
Cedarbrook Hill
Wyncote
Cheltenham
Cheltenham Hills
Lynnewood Gardens
Breyer
Elkins Park
Ashbourne
Melrose Park
Oak Lane
Ashmead Village
Oak Lane Manor
Sunnybrook
Abington
Rydall Park
Rydal
Rydal East
Meadowbrook
Baederwood
Glenside
Roslyn Heights
Rydal Green
Crosswicks
Walnut Hill
Jenkintown
Foxcroft Square
Hollywood
McKinley
Rockledge
Fox Chase
Wyndmoor
Cedarbrook
West Oak Lane
East Mount Airy
East Germantown
East Oak Lane
Melrose Park Gardens
Ogontz
Morton
West Mount Airy
Fern Rock
Lawndale
Crescentville
Burholme
Abington Senior High School
North Hills Country Club
Penbryn Park
Springfield Township High School
Manor Junior College
Lorimer Park
Burholme Park
Lawncrest Park
Saint Josephs School
Faith Theological Seminary
Chelten Hills Cemetery
Northwood Cemetery
Awbury Arboretum
Meadowbrook Country Club

OpenGov Dashboard August 1 - August 31, 2026

Report a Concern Application

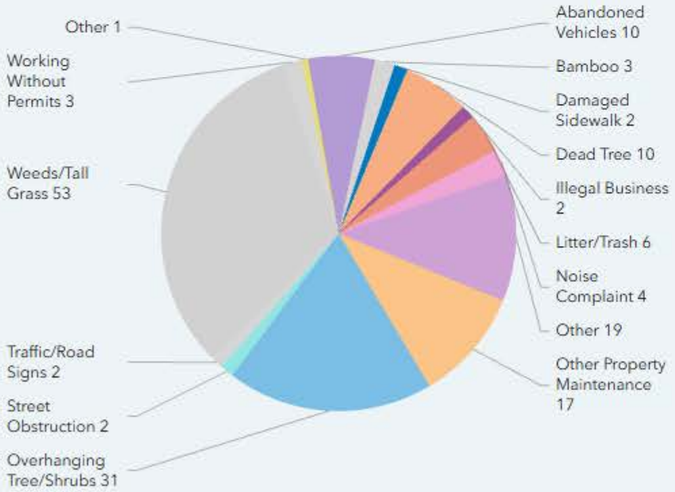
Completed - Report a Concerns

165

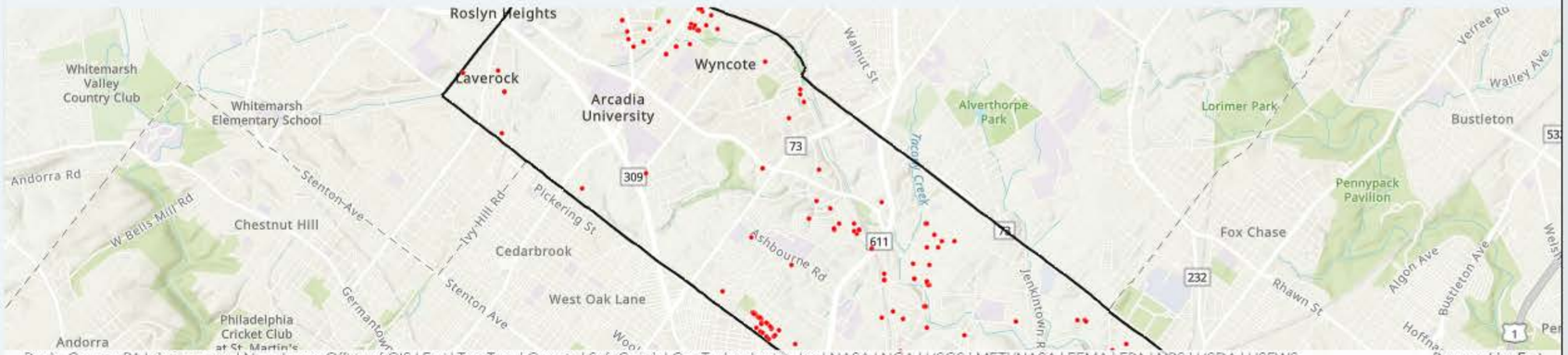
August 1 - August 31, 2026



Nature of Concern



Report a Concern Map



Record #	Date Submitted	Record Status	Nature of Concern	Courtesy Notice	Notice of Violation	Citation	Notice of Abatement	Abatement Invoice
CH-26-976	8/2/26, 12:48 PM	Active	Zoning Violation	No	No	No	No	No
CH-26-977	8/3/26, 9:08 AM	Active	Illegal Business	No	No	No	No	No
CH-26-979	8/3/26, 1:24 PM	Active	Litter/Trash	No	No	Yes	No	No
CH-26-980	8/3/26, 1:36 PM	Active	Other	No	No	Yes	No	No
CH-26-982	8/3/26, 4:03 PM	Active	Illegal Business	No	No	No	No	No
CH-26-990	8/4/26, 2:31 PM	Active	Abandoned Vehicles	No	No	No	No	No
CH-26-992	8/4/26, 3:21 PM	Active	Other Property Maintenance	No	No	Yes	No	No
CH-26-993	8/4/26, 3:38 PM	Active	Bamboo	No	Yes	No	No	No
CH-26-999	8/6/26, 8:24 AM	Active	Weeds/Tall Grass	No	Yes	No	No	No
CH-26-1000	8/6/26, 8:34 AM	Active	Other Property Maintenance	No	Yes	No	No	No
CH-26-1009	8/7/26, 2:00 PM	Active	Weeds/Tall Grass	No	Yes	Yes	No	No

Courtesy Notice	Notice of Violation	Citation	Notice of Abatement	Abatement Invoice
8	98	18	6	5

Completed Inspections

764

August 1 - August 31, 2026

