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Zoning Code

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ARTICLE 6 DRAFT

MAY 31, 2019

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ARTICLE 6: SPECIAL DISTRICTS

155-6.1 SD1 - MEDICAL CENTER DISTRICT (MC)

6.1.1 Intent

- 6.1.1.a. It is hereby declared as a matter of public policy that the logical, orderly and appropriate expansion and development of health care facilities in the Township, in order to meet the long-range health care needs of the community, are public necessities and are in the interests of the health, prosperity and welfare of the people of Lower Merion Township. To that end, a separate zoning district is hereby created for the following purposes:
- 6.1.1.a.i. To recognize the locations and types of health care and related uses in Lower Merion Township and to encourage the development of expanded health care facilities.
- 6.1.1.a.ii. To provide for the development or further development of large parcels of land to service the health care needs of the community while assuring a harmonious relationship between such health care uses and abutting neighborhoods.
- 6.1.1.a.iii. To encourage long-range planning for health care facilities due to the unique impact of expansion on the provision of public services.
- 6.1.1.a.iv. To recognize that medical facilities are large-scale developments, dynamic and prone to change.
- 6.1.1.a.v. To recognize that medical facilities have a significant impact on the health, safety, welfare and economic development of the community by virtue of their function and their need for growth and expansion.
- 6.1.1.a.vi. To recognize the need to provide for change in the health care facilities within the institutions themselves and to allow the community to anticipate and plan for the impact of those changes.
- 6.1.1.a.vii. To acknowledge that medical facilities have historically been permitted within residentially zoned districts in Lower Merion Township because such facilities, when properly planned and developed, are not incompatible with such districts and provide the immediate benefit of proximity to those living in nearby communities who may have the need for emergency care.

6.1.2 District Established

- 6.1.2.a. In the MC Medical Center District, the regulations set forth in this article shall apply.

6.1.3 Area, width, and bulk regulations shall be according to "Table 6.1 MC Medical Center District" and the following:

- 6.1.3.a. Impervious surface, Floor Area Ratio (FAR), lot and building area and open space of a single lot, may exceed the requirements according to "Table 6.1 MC Medical Center District", provided such excess does not cause the resulting total of all land within the district and subject to a common covenant to exceed the requirements according to "Table 6.1 MC Medical Center District".
- 6.1.3.b. All impervious surface exceeding 28% requires the applicant to recharge the increase in stormwater runoff volume for a twenty-five-year storm.
- 6.1.3.c. Open space is further ~~restricted~~ regulated as follows:
- 6.1.3.c.i. No more than 50% of the common open space shall be comprised of designated flood hazard districts or slopes in excess of 25%.
- 6.1.3.c.ii. Any area designated as common open space shall be no less than one acre or less than 75 feet in width or have a ratio of the longest to shortest dimension exceeding four to one, except where such areas serve as public pedestrian links and/or preserve a viewshed or scenic corridor.
- 6.1.3.c.iii. There shall be no more than four noncontiguous common open space areas. Common open space areas separated by a driveway shall be considered a single common open space area.
- 6.1.3.c.iv. The common open space may be used for the following:

- 6.1.3.c.iv.(1). Woodland, meadow, wetland, watercourse or similar conservation-oriented area.
 - 6.1.3.c.iv.(2). Park, pedestrian trails, or outdoor recreation area.
 - 6.1.3.c.iv.(3). Stormwater management facilities, open field or lawn.
 - 6.1.3.c.v. Common open space shall not include streets, driveways, and off-street parking areas.
 - 6.1.3.d. Height, density and setback requirements ~~are restricted regulated according to "Table 6.1 MC Medical Center District"~~ shall be as specified in section "155-3.3 Building Height" and shall be as shown in "Table 6.1 MC Medical Center Form Standards".
 - 6.1.3.d.i. The first floor elevation of a Building at a Frontage shall be established at the midpoint of the front property line, and may extend a maximum of two and a half (2.5) feet above the lowest point of the sidewalk grade. A finished floor elevation more than (2.5) feet above the lowest point of the sidewalk grade shall be considered the second floor.
 - 6.1.3.d.ii. For all other building, the first floor elevation shall be established at a median level of the ground, measured as the average of the four corner grade elevations of the Lot, or three (3) feet above the lowest level of the ground surrounding the building, whichever is the lower. On sloped lots where the finished grade is more than two feet above or below the existing grade, the mean grade shall be established as follows:
 - 6.1.3.d.ii.(1). If the finished mean grade is more than 2 feet higher than the existing mean grade, the mean grade is measured at the corners of the proposed building using the existing grade elevations.
 - 6.1.3.d.ii.(2). If the finished mean grade is less than 2 feet lower than the existing grade, the mean grade is measured at the corners of the building using the proposed finish grade elevations.
 - 6.1.3.d.iii. In determining the mean level of the ground or the lowest level of the ground surrounding the building, the following may be excluded: openings in the foundation wall which provide for ingress and egress and/or light and air; openings up to 25 feet in length providing access to required underground parking spaces; openings required to comply with the building exit provisions in the building and fire code; and, openings required for ventilation wells or shafts to comply with the mechanical code.
 - 6.1.3.d.iv. Chimneys, enclosed stairwells, roofed and unenclosed roof terraces and roof trellises, and uninhabitable ornamental building features, may be allowed to exceed maximum building height up to an additional eight ten feet, and occupy a maximum 20 percent of roof area.
 - 6.1.3.d.v. Mechanical equipment on a roof shall be enclosed by parapets of the minimum height necessary or other means to screen it from abutting streets and adjacent properties at ground level and may extend above the maximum height as specified.
 - 6.1.3.e. Perimeter setback. The minimum setback for buildings or portions thereof up to 65 feet in height shall be 125 feet from the district boundary and any street right-of-way.
 - 6.1.3.e.i. Where buildings or portions of buildings are higher than 65 feet, the minimum setback for such buildings or portions of buildings between 65 feet and 75 feet shall be an additional 7.5 feet for each one foot of height above 65 feet.
 - 6.1.3.e.ii. Where buildings or portions of buildings are higher than 75 feet, the additional setback for such buildings or portions above 75 feet shall be an additional five feet for each one foot of height above 75 feet.
- 6.1.4 Uses
- 6.1.4.a. Uses shall be according to "Table 5.1 Uses" and further regulated by "Article 10: Supplemental Use Regulations".
 - 6.1.4.b. The following accessory uses are permitted when associated with or in support of the primary health care mission of a medical facility:
 - 6.1.4.b.i. Medical and administrative offices, medical laboratory, special medical

treatment facility, patient hostel, hospital staff dormitory, employee-day-care center, ambulance service and parking.

6.1.5 Vehicular Access & Parking

- 6.1.5.a. All vehicular access (ingress and egress) for uses in this district shall be provided by direct driveway connections to primary arterial streets except as set forth below.
- 6.1.5.b. Construction of a driveway or road for vehicular access to a secondary, tertiary or minor public road is permitted by conditional use, where Township design and location standards can be met, only as follows:
 - 6.1.5.b.i. Emergency access - obstruction. Use of this access point shall be limited to occasions when the Lower Merion Township Police Department has determined that all access points from and to a primary arterial street have been obstructed due to accident or other emergency event. When such an obstruction occurs, use of this access by emergency vehicles shall not require Lower Merion Police Department approval. Use of the emergency access at other times shall be denied by a barrier or gate the design of which shall be subject to the approval of the Board of Commissioners.
 - 6.1.5.b.ii. Emergency access - emergency vehicles. Use of this access point by a police vehicle, fire engine or ambulance shall be limited to ingress only when responding to an emergency that requires immediate access to the hospital. Conditional use of the emergency access point by ambulances will be granted only upon demonstration that actual past ingress delays, to be remedied by the proposed use of the emergency access point, have impaired patient health and safety.
 - 6.1.5.b.iii. Employee access. Use of this access point by up to 10% or 250 employees of the Medical Center District, whichever is less, shall be permitted by conditional use only in the event the FAR in the district exceeds 0.4.
- 6.1.5.c. Special conditions. In addition to the general requirements for conditional use approval contained in [Section 11.1.6 \[Conditional Uses\]](#) an application for conditional use authorizing emergency and/or employee access as set forth in Subsection B above shall demonstrate compliance with the following criteria:
 - 6.1.5.c.i. A traffic impact study shall be performed and submitted with the conditional use application. The Township Engineer shall determine the scope of the study and the assumptions utilized. The traffic impact study shall specifically address impacts on nearby residents, schools, parks, places of worship and other public facilities. The traffic generated by the proposed access shall not result in a level of service lower than C at adjacent intersections. If the level of service is already below a C, the additional traffic shall not lower such level of service or increase the average delay by more than ten seconds per vehicle per approach on adjacent streets and/or adjacent intersections.

- 6.1.5.c.ii. No conditional use approval under Subsection 6.1.5.b above shall be granted for any access to a secondary, tertiary or minor road until the applicant has demonstrated that they have reasonably pursued all road access alternatives.
- 6.1.5.d. Parking required. The uses permitted in the ~~BMMD~~ MC Medical Center District shall provide the minimum parking spaces as set forth below. Uses not listed below shall provide the minimum parking spaces as required in "Article 8: Parking Standards". At-grade, above- or below-ground parking and loading facilities shall be permitted.
- 6.1.5.d.i. Medical center and hospital: One off-street parking space shall be provided per 600 square feet of gross habitable floor area.
- 6.1.5.d.ii. Medical clinic and health clinic: One off-street parking space shall be provided per 300 square feet of gross habitable floor area.
- 6.1.5.d.iii. Medical office building: One off-street parking space shall be provided per 300 square feet of gross habitable floor area.
- 6.1.5.d.iv. Medical laboratory: One off-street parking space shall be provided per 600 square feet of gross habitable floor area.
- 6.1.5.d.v. Special medical treatment facility: One off-street parking space shall be provided per 400 square feet of gross habitable floor area.
- 6.1.5.d.vi. Patient hostel: One off-street parking space per guest room and one parking space per employee of the largest shift.
- 6.1.5.d.vii. Hospital staff dormitory: One off-street parking space per student or employee.
- 6.1.5.d.viii. Day-care center: One off-street parking space per faculty/staff member or volunteer. The day-care center shall have one queuing space dedicated to dropoff-pickup for every 10 participants in the day-care center.
- ~~6.1.5.d.ix. Changing an existing nonresidential use to another use or uses permitted in the BMMD does not require additional parking, provided that:~~
- ~~6.1.5.d.ix.(1). The existing structure will be a mixed-use building;~~
- ~~6.1.5.d.ix.(2). The new use requires a maximum of 15 additional parking spaces above what the existing use currently requires; and~~
- ~~6.1.5.d.ix.(3). Any exterior changes to the building comply with the District development design standards.~~
- 6.1.6 Covenant
- 6.1.6.a. In the event an applicant seeks a building permit to develop a lot subject to the provisions of this article and the lot does not meet the minimum area requirements set forth herein, the applicant shall first record a covenant in a form approved by the Township Solicitor and executed by the lot owners seeking to join such lots together for common use and development, the terms of which shall include the following:
- 6.1.6.a.i. A description of the area to be subjected to the covenant, which area shall not be less than the minimum lot area as required in this district and shall be entirely within the MC Medical Center District.
- 6.1.6.a.ii. A covenant that the properties may not be separately transferred so as to reduce the District below the minimum area requirements set forth herein or otherwise render any lot nonconforming to the provisions of this code or in violation of any provision of the Township Code.
- 6.1.6.a.iii. A covenant that the properties within the area subject thereto shall be used, developed and occupied only in conformance with the provisions of this chapter, as the same may from time to time be amended.
- 6.1.7 Buffer Regulations
- 6.1.7.a. Where a lot in a Medical Center District abuts an existing single-family residential use or district, a screening buffer not less than seventy-five-feet wide shall be provided along the abutting lot lines. However, a screening buffer is not required along primary street frontages. The requirements and standards for screening buffers (except the minimal width) shall be the same as for those set forth in Chapter 101 of the Code of the Township of Lower

Merion, entitled "Natural Features Conservation." This section shall apply to an existing use only upon the further development thereof, the required buffer to be provided adjacent to the residential use or district affected by such further development.

6.1.8 Sound Level Limitations

6.1.8.a. Sound levels in this district shall not exceed the background sound level by more than 10 dBA between the hours of 8:00 a.m. and 8:00 p.m. and five dBA between the hours of 8:00 p.m. and 8:00 a.m. when measured from any residentially zoned property immediately outside the district. This section shall not apply to sound levels associated with emergency vehicles, construction noise or emergency generator testing between the hours of 8:00 a.m. and 6:00 p.m., or the use of emergency generators during periods of loss of power.

6.1.9 Exterior Lighting

6.1.9.a. Exterior lighting shall be designed to limit both light trespass onto adjacent residential properties and light pollution into the sky. The illumination level shall be no more than 0.3 foot-candle measured either vertically or horizontally at a height of five feet above grade from adjacent residential properties. Lighting shall be designed to shield the source of illumination and to prevent glare on adjacent residential properties through the use of either "cutoff" or "full cutoff" type luminaires and low brightness light sources.

TABLE 6.1 MC MEDICAL CENTER DISTRICT⁽¹⁾

Area, Width & Bulk (Lot Occupation)	
Lot Width	n/a
Lot Area	50 acres min. ⁽²⁾
Impervious Coverage	40% max.
Building Area	25% max. ⁽³⁾
Open Space	50% min.
Setbacks	
Principal Building	
Perimeter (up to 6 stories <u>or</u> 125 ft. min. ⁽⁴⁾ 65 ft.)	
Building Height (max.)	
Principal	10 stories ⁽⁴⁾ <u>(or 105 ft.)</u>
Intensity	
FAR	0.45 max. ⁽¹⁾

Notes	
1	See Section 6.1.3.a <u>and 6.1.6.</u>
2	<u>Subject to section 6.1.3.a., no single lot shall have an area less than 15,000 sq. ft.</u>
3	The total building area shall include covered area utilized for parking structures. See Section 6.1.3.a
4	Per setback restrictions <u>regulations in 6.1.3.e.</u>

155-6.2 SD2 - BRYN MAWR MEDICAL DISTRICT (BMMD)

6.2.1 Intent

6.2.1.a. In the interest of the public health, safety and welfare, the provisions of this article are intended:

- 6.2.1.a.i. To recognize the need to provide for the special requirements of health care and related uses in Lower Merion Township and surrounding communities.
- 6.2.1.a.ii. To provide for the logical, orderly and appropriate expansion and development of health care and related uses to meet the long-term health care needs of the community.
- 6.2.1.a.iii. To recognize the density of development of surrounding areas and ensure the harmonious relationship of health care and related uses with the surrounding neighborhoods, in accordance with "6.2.5 Development Design Standards".
- 6.2.1.a.iv. To encourage long-range planning for health care facilities due to the unique impact of expansion on the provision of public services.
- 6.2.1.a.v. To recognize that medical facilities are large-scale, dynamic developments.
- 6.2.1.a.vi. To recognize that medical facilities have a significant impact on the health, safety, welfare and economic development of the community by virtue of their function and their need for growth and expansion, in accordance with "6.2.5 Development Design Standards".
- 6.2.1.a.vii. To recognize the need to provide for change in the health care facilities and to allow the community to anticipate and plan for the impact of those changes, in accordance with "6.2.5 Development Design Standards".

6.2.2 Area, width, and bulk regulations shall be according to "Table 6.2 BMMD Bryn Mawr Medical District" and the following:

6.2.2.a. Tracts designated BMMD-2 and BMMD-3

- 6.2.2.a.i. The primary pedestrian access point to nonresidential buildings shall face onto the street right-of-way, rather than onto rear or side parking lots or alleys. Secondary access points may be located along other facades.
- 6.2.2.a.ii. Parking lots, loading areas, and driveways are discouraged in the front yard, but are permitted when enclosed with an architectural feature along the right-of-way line, including but not limited to a seat wall, pedestrian arcade, pergola, or planting area that achieves a similar visual quality.

6.2.2.b. Covered areas for patient dropoff and pickup at medical uses are not considered part of the building for setback and coverage purposes.

6.2.2.c. Enclosed pedestrian bridges connecting medical uses across public rights-of-way shall be permitted on tertiary and minor roads. The pedestrian bridges shall be limited to one per street frontage.

6.2.2.d. Impervious surface shall be ~~restricted~~ regulated according to "Table 6.2 BMMD Bryn Mawr Medical District" and the following:

6.2.2.d.i. Public plazas, and/or similar site amenities, and underground parking below a public plaza, shall not be included in the calculation of impervious surface.

6.2.2.e. Building height shall be ~~restricted~~ regulated according to "Table 6.2 BMMD Bryn Mawr Medical District" and the following:

6.2.2.e.i. The first floor elevation of a Building at a Frontage shall be established at the midpoint of the front property line, and may extend a maximum of two and a half (2.5) feet above the lowest point of the sidewalk grade. A finished floor elevation more than (2.5) feet above the lowest point of the sidewalk grade shall be considered the second floor.

6.2.2.e.ii. For all other building, the first floor elevation shall be established at a median level of the ground, measured as the average of the four corner grade elevations of the Lot, or three (3) feet above the lowest level of the ground surrounding the building, whichever is the lower. On sloped lots where the finished grade is more than two feet above or below the existing grade, the mean grade shall be established as follows:

- 6.2.2.e.ii.(1). If the finished mean grade is more than 2 feet higher than the existing mean grade, the mean grade is measured at the corners of the proposed building using the existing grade elevations.
- 6.2.2.e.ii.(2). If the finished mean grade is less than 2 feet lower than the existing grade, the mean grade is measured at the corners of the building using the proposed finish grade elevations.
- 6.2.2.e.iii. In determining the mean level of the ground or the lowest level of the ground surrounding the building, the following may be excluded: openings in the foundation wall which provide for ingress and egress and/or light and air; openings up to 25 feet in length providing access to required underground parking spaces; openings required to comply with the building exit provisions in the building and fire code; and, openings required for ventilation wells or shafts to comply with the mechanical code.
- 6.2.2.e.iv. Mechanical equipment on a roof shall be enclosed by parapets of the minimum height necessary or other means to screen it from abutting streets and adjacent properties at ground level and may extend above the maximum height as specified.
- 6.2.2.e.v. Building height shall not include the height of parapets, chimneys, spires and similar projections or rooftop equipment housing, provided that they do not exceed 18 feet in height or occupy more than 40% of the roof area.
- 6.2.2.e.vi. The maximum height of the portion of any building within the BMMD District located adjacent to an existing one- or two-family dwelling in MDR shall be according to "~~Table 4.2 MDR Form Standards~~ 6.2 BMMD Bryn Mawr Medical District".
- 6.2.2.f. Floor area ratio shall be ~~restricted~~ regulated according to "Table 6.2 BMMD Bryn Mawr Medical District".
- 6.2.2.g. Building area shall be ~~restricted~~ regulated according to "Table 6.2 BMMD Bryn Mawr Medical District".
- 6.2.2.h. Buffer regulations.
 - 6.2.2.h.i. In all BMMD Districts, a use permitted in "Table 5.1 Uses" shall maintain a twenty-foot-wide landscape buffer along the side and rear property lines abutting a property devoted to single-family detached residential use. The width of the landscape buffer required by this paragraph may be reduced to no less than five feet if a solid fence or wall eight feet in height is erected within the buffer area no less than five feet from the property line. In addition, the following regulations shall apply:
 - 6.2.2.h.i.(1). In a BMMD-2, where a street separates a nonresidential use within the District from a residential use in a residential zoning district, a six-foot-wide buffer shall be provided between any building and the street. This buffer shall be in addition to required street trees. This area shall be planted with a combination of accent low-level plants such as shrubs, perennials, ornamental grasses, and ground covers located in groupings and may include a wall. Plantings shall not obstruct a pedestrian's view of or access to the first floor windows, door openings and sidewalks. Breaks in the planting area to accommodate vehicular and pedestrian access are permitted.
 - 6.2.2.h.i.(2). In a BMMD-3, where a street separates a nonresidential use within the District from a residential use in a residential zoning district, a landscape buffer shall be provided along the street line for a depth of 150 feet. In lieu of a landscape buffer, such area may be developed with a permitted residential use.
 - 6.2.2.h.i.(3). Any lot which becomes vacant through the removal of a structure for any reason other than during the land development

approval process or construction of a new facility shall be screened from all abutting public streets by planting street trees and providing a six-foot-wide landscaped area with a continuous row of two-foot-high shrubs.

- 6.2.2.i. Density requirements. A minimum lot area of 1,250 square feet is required for each dwelling unit. When a lot contains both residential and nonresidential uses, the residential density shall be based on the total lot area that contains both uses.

6.2.3 Uses

- 6.2.3.a. Uses shall be according to "Table 5.1 Uses" and further regulated by "Article 10: Supplemental Use Regulations".

- 6.2.3.b. Accessory uses are permitted on the same lot with a permitted use within the BMMD District, including surface, above ground or below ground parking structures.

- 6.2.3.c. The following accessory uses are permitted when associated with or in support of the primary health care mission of a medical facility:

- 6.2.3.c.i. Medical and administrative offices, medical laboratory, special medical treatment facility, patient hostel, hospital staff dormitory, employee-day-care center, ambulance service and parking.

6.2.4 Parking and street access requirements

- 6.2.4.a. Parking required. The uses permitted in the BMMD District shall provide the minimum parking spaces as set forth below. Uses not listed below shall provide the minimum parking spaces as required in "Article 8: Parking Standards". At-grade, above- or below-ground parking and loading facilities shall be permitted.

- 6.2.4.a.i. Medical center and hospital: One off-street parking space shall be provided per 600 square feet of gross habitable floor area.

- 6.2.4.a.ii. Medical clinic and health clinic: One off-street parking space shall be provided per 300 square feet of gross habitable floor area.

- 6.2.4.a.iii. Medical office building: One off-street parking space shall be provided per 300 square feet of gross habitable floor area.

- 6.2.4.a.iv. Medical laboratory: One off-street parking space shall be provided per 600 square feet of gross habitable floor area.

- 6.2.4.a.v. Special medical treatment facility: One off-street parking space shall be provided per 400 square feet of gross habitable floor area.

- 6.2.4.a.vi. Patient hostel: One off-street parking space per guest room and one parking space per employee of the largest shift.

- 6.2.4.a.vii. Hospital staff dormitory: One off-street parking space per student or employee.

- 6.2.4.a.viii. Day-care center: One off-street parking space per faculty/staff member or volunteer. The day-care center shall have one queuing space dedicated to dropoff-pickup for every 10 participants in the day-care center.

- 6.2.4.a.ix. Changing an existing nonresidential use to another use or uses permitted in the BMMD does not require additional parking, provided that:

- 6.2.4.a.ix.(1). The existing structure will be a mixed-use building;

- 6.2.4.a.ix.(2). The new use requires a maximum of 15 additional parking spaces above what the existing use currently requires; and

- 6.2.4.a.ix.(3). Any exterior changes to the building comply with the District development design standards.

- 6.2.4.b. Location of required parking.

- 6.2.4.b.i. Required parking spaces for any use located within the BMMD may be located either on the lot, or on any lot within the District. Required parking is also permitted off site, outside the BMMD, provided that the distance between the exterior wall of the parking structure in which the space is located or the edge of the surface parking lot and the exterior of building served thereby

- does not exceed 1,000 feet.
- 6.2.4.b.ii. Surface parking lots and loading areas shall be placed between a structure and a rear lot line whenever possible.
- 6.2.4.b.ii.(1). On a corner lot, if surface parking and loading cannot be behind a structure or otherwise screened from view as described in ~~6.2.4.c.ii~~ ~~§ 155-194C(2)(B)MMD Devel. Design Standards~~, then the parking shall be located:
- [a]. Along the street with the least amount of commercial activity; or
- [b]. Along the street with the least amount of pedestrian activity.
- 6.2.4.c. Parking design and screening requirements.
- 6.2.4.c.i. If surface parking and loading areas are visible from the street frontage, then a fence, wall or plantings shall be provided to maintain the street edge and screen views of the parked cars.
- 6.2.4.c.ii. Parking and loading areas, excluding driveway access areas, shall be screened from any adjacent pedestrianway by planting street trees and providing a six-foot-wide landscaped area with a continuous row of two-foot-high shrubs, or a fence or wall.
- 6.2.4.c.iii. The primary front facade of a parking structure visible from a public or private street or pedestrianway shall be pedestrian-oriented and scaled and designed to relate to adjacent active commercial facades.
- 6.2.4.d. Shared parking. Shared parking for public and/or private use is encouraged.
- 6.2.4.d.i. When land uses on adjacent parcels create shared parking areas with circulation paths and access points that are under common ownership or controlled by a reciprocal easement agreement, the collective parking requirements for development on those properties shall equal the sum of the individual parking requirements at the greatest single peak hour of the combined uses.
- 6.2.4.d.ii. Documentation based on standards from the most recent edition of the Institute of Transportation Engineers (ITE) parking generation publication identifying the peak hour uses shall be submitted in a parking study and approved by the Township Engineer.
- 6.2.4.d.iii. Documentation confirming the ownership and/or management arrangement shall be submitted prior to the Board approving a final plan application and shall be subject to the Board's approval.
- 6.2.4.e. On-street parking. Provided the new or rehabilitated building or buildings comply with the development design standards herein, legal on-street parking along the parcel's street frontage may be counted toward the development's minimum parking requirements.
- 6.2.4.f. Bicycle parking. Convenient bicycle facilities shall be provided as follows:
- 6.2.4.f.i. All parking facilities containing between 10 and 50 parking spaces shall provide at least four bicycle parking spaces.
- 6.2.4.f.ii. All parking facilities containing more than 50 parking spaces shall provide one bicycle parking space for each 20 automobile parking spaces in excess of the first 50 spaces in the facility. Not more than 20 bicycle parking stalls shall be required for any one facility.
- 6.2.4.f.iii. Bicycle parking facilities shall be so located as to be safe from motor vehicle traffic and secure from theft.
- 6.2.4.g. Loading.
- 6.2.4.g.i. To the greatest extent feasible, areas used for loading or trash receptacle purposes shall not be located adjacent to residential uses and residential zoning districts. If these areas are located adjacent to residential uses/zoning districts, then they shall be screened from view. Noise, sound and odors associated with these uses shall not be discernible at the property line.
- 6.2.4.g.ii. Buildings and structures, excluding parking structures, shall provide adequate area for loading/unloading.

- 6.2.4.h. The required parking for nonresidential uses permitted under “Table 5.1: Uses” ~~§ 155-191A (BMMD Use Regs) and B~~ shall gain ingress and egress from primary, secondary or tertiary arterial roads as set forth on the Official Highway Map of the Township, unless there is no safe driveway location in the opinion of the Township Engineer, in which case the minimum ingress and egress necessary may occur from a minor road.

6.2.5 Development Design Standards

6.2.5.a. Purpose

- 6.2.5.a.i. The purpose of this section is to require buildings that are visible from street frontages, and all facades of parking structures that are visible from residential dwelling units, be pedestrian-oriented in design. For such buildings and parking structures, entrances should be oriented toward the streets, sidewalks and public accessways. Requirements for orientation and primary entrances for such buildings are intended to:

- 6.2.5.a.i.(1). Provide for convenient, direct, and accessible pedestrian access to and from public sidewalks, transit facilities, residential and commercial uses;
- 6.2.5.a.i.(2). Provide a safe, pleasant and enjoyable pedestrian experience by connecting activities between buildings and within a structure to the adjacent sidewalk and/or transit stop; and
- 6.2.5.a.i.(3). Promote use of pedestrian and mass transit modes of transportation to access residential and nonresidential facilities.

- 6.2.5.a.ii. The preservation and rehabilitation of existing buildings and structures is encouraged in order to create diversity of development, accent pedestrian-scale activity, and to preserve the character of the Township’s neighborhoods.

- 6.2.5.a.iii. Preliminary plan application shall comply with all applicable design standards contained in this article and the Township’s Subdivision and Land Development Code,[1] except as provided below. If the provisions of this section are inconsistent with other provisions of this article, the provisions of this section shall control. Editor’s Note: See Ch. 135, Subdivision and Land Development.

- 6.2.5.a.iv. In granting preliminary or final plan approval for any development in the BMMD District, the Board may waive applicability of any provisions of the Subdivision and Land Development Code which may be in conflict with the purposes of this section in the context of any specific application.

- 6.2.5.a.v. As condition(s) of preliminary or final plan approval, the Board may provide for variation or waiver of specific design standards established in the Subdivision and Land Development Code. The applicant requesting variation in design standards shall submit drawings, models or plans to demonstrate the purpose and potential impact of the request, including alternatives if specified by the Board. The applicant wishing to have any design standard varied shall bear the burden of proof in justifying the appropriateness of such variation. The applicant shall be required to post bond after final plan approval to insure compliance with the decision and any conditions imposed by the Board.

6.2.5.b. Building orientation and primary entrance.

- 6.2.5.b.i. General standards. All new and rehabilitated buildings and parking structures that are visible from the street frontage shall comply with the following standards:

- 6.2.5.b.i.(1). Buildings shall be designed with public access points and signage facing the street and sidewalk.
- 6.2.5.b.i.(2). The facade treatment of walls facing residential uses or residential zoning districts shall be similar to the primary front facade along the pedestrian-oriented street.

- 6.2.5.b.ii. Primary building entrances shall be articulated and visible from the street.

- 6.2.5.b.ii.(1). Building entrances shall incorporate arcades, roofs, porches, alcoves, awnings or other similar devices that protect pedestrians from the sun and rain.

- 6.2.5.b.ii.(2). If the building has frontage on more than one street, the building shall provide a primary entrance oriented toward the higher classification street or a single entrance to the corner where two streets intersect.
- 6.2.5.b.iii. To the greatest extent feasible, if a single lot is redeveloped any new vehicular access point shall be located on a side lot line and shared with adjacent lots.
- 6.2.5.b.iv. Driveways, parking areas and traffic circulation patterns shall be designed as shared facilities whenever feasible. The design of these elements shall create a unified site plan between the lots. The goal is to gain parking efficiencies, reduce the number of access points and improve internal and external vehicular circulation patterns.
- 6.2.5.b.v. When one or more lot(s) is redeveloped such that 150 feet or more of new building facade is constructed along the primary front facade, an accessway or some method of access shall be provided to reach available shared parking facilities located on the same lot.
- 6.2.5.c. Architectural design standards. The architectural design standards have been incorporated into this district to ensure that the size and proportions of new buildings and other related improvements relate to the scale of the existing structures, especially at the street level. All requirements in this section apply to buildings and portions of buildings that are visible from the street frontage, and all facades of a parking structure that are visible from a public way or a residential dwelling unit.
 - 6.2.5.c.i. Buildings and other related improvements.
 - 6.2.5.c.i.(1). If the subject property is listed on the Township's historic inventory or within a local and/or national historic district, the new construction shall be compatible with the character of that building/district in compliance with Chapter 88 of the Township Code and the Secretary of the Interior Standards for Rehabilitation.
 - 6.2.5.c.i.(2). All buildings shall articulate the line between the ground and upper levels with a cornice, canopy, balcony, arcade, material change or other visual device.
 - 6.2.5.c.i.(3). The massing of all buildings shall be deemphasized in a variety of ways, including but not limited to the use of projecting and recessed elements such as porches, windows, roof dormers, mullion articulation, and facade fenestration, or a change in brick coursing, to reduce their apparent overall bulk and volume, to enhance visual quality and contribute to human-scaled development.
 - [a]. Any walls with less than 25% of clear windows shall be articulated by any of the following:
 - [b]. Details in masonry courses.
 - [c]. The provision of blank window openings trimmed with frames, sills and lintels.
 - [d]. Variations in materials.
 - [e]. Projections and/or recesses.
 - [f]. Landscaping elements where setbacks are required.
 - 6.2.5.c.i.(4). For uses permitted under "Table 5.1 Uses", second story and above of primary front facades shall contain a minimum of 50% of the horizontal width of the facade as clear windows.
 - [a]. Clear window openings shall be vertical, at least twice as high as the width of those openings.
 - [b]. To the extent possible, individual window units in the upper stories shall be vertically aligned with the location of window and doors on the ground level.
 - 6.2.5.c.i.(5). Buildings shall be topped with either pitched roofs with overhanging eaves or flat roofs with articulated parapets and cornices.

- 6.2.5.c.i.(6). Pitched roof material may include slate (either natural or man-made), shingle (either wood or asphalt composition) and metal formed to resemble standing seams or other similar materials. Specifically prohibited are white, tan or blue shingles, and corrugated plastic or metal. Fascias, dormers and gables or similar architectural features shall be employed to provide visual interest.
- 6.2.5.c.i.(7). Exterior wall materials may include stucco, wood clapboard (including imitation clapboard siding with the exception of aluminum siding), stone, glass, terra cotta, metal, or brick of a shape, color and texture as that found within the adjacent neighborhood. Specifically prohibited shall be white, tan or any type of painted brick or T-111 or other similar plywood siding. All forms of exposed concrete block shall be prohibited, except on walls not visible from street frontages or adjacent residential dwelling units. The Board may approve a prohibited material if it can be demonstrated that the material can be installed to have the same appearance and texture as any of the approved materials.
- 6.2.5.c.i.(8). Grade-level exterior doors that swing onto a public walkway that is less than six feet wide shall be set into the building to avoid conflict with pedestrians. Doors swinging out that project into a pedestrian walkway shall include a barrier to prohibit doors from swinging into pedestrians. If the barrier is located in the street right-of-way, authorization shall be obtained from the authority having jurisdiction.
- 6.2.5.c.i.(9). Mechanical and other rooftop equipment shall be screened with a wall or other barrier that is consistent with the architectural design standards in this article.
- 6.2.5.c.i.(10). All mechanical equipment shall be sound insulated to reduce the decibel level of such equipment. Sound levels in this district shall not exceed the background sound level by more than 10 dBA between the hours of 8:00 a.m. and 8:00 p.m. and five dBA between the hours of 8:00 p.m. and 8:00 a.m. when measured from any residentially zoned property. This section shall not apply to sound levels associated with construction noise or emergency generator testing between the hours of 8:00 a.m. and 6:00 p.m., or the use of emergency generators during periods of loss of power.
- 6.2.5.c.ii. The applicant shall prepare a manual of design guidelines which shall illustrate and describe the architectural design standards for the proposed construction. Said manual shall be submitted at the time of submission of the preliminary plan or at the time of conditional use submission, whichever shall first occur.
- 6.2.5.c.iii. The Board may, by conditional use, approve the use of architectural concepts and designs which differ from those set forth above, if the applicant demonstrates to the satisfaction of the Board that such concepts and designs are in furtherance of the legislative intent of this article and of this subsection, and that such concepts and designs are consistent with the manual of design guidelines.
- 6.2.5.c.iv. Public walkways shall:
 - 6.2.5.c.iv.(1). Be constructed of brick, concrete, concrete pavers, stamped colored concrete or integral colored concrete with brick borders.
 - 6.2.5.c.iv.(2). Be constructed of consistent materials within a block.
 - 6.2.5.c.iv.(3). Have a minimum unobstructed width of six feet.
 - 6.2.5.c.iv.(4). Create a completely linked network of walkways connecting transit stops, commercial centers, institutional facilities and

residential uses including parks and other open space areas.
6.2.5.c.iv.(5). Not be used for exterior storage.

6.2.6 Landscaping

- 6.2.6.a. Landscaping for the Bryn Mawr Medical District shall be provided in accordance with § 101-7, 101-8, 101-9A(2), 101-9B(2) and (3), 101-9C through F, 101-10 and 101-11. Section 101-9A(1)5 shall apply to adjoining residential uses on residential zoned properties only.
- 6.2.6.b. Street trees.
 - 6.2.6.b.i. Street trees shall be planted by the applicant along all public rights-of-way in compliance with Chapter 128 of the Township Code. In locations where healthy and mature trees exist that comply with the street tree requirements, additional plantings are not required.
 - 6.2.6.b.ii. Street trees shall be at least three- to three-and-one-half-inch caliper when planted and shall be spaced at intervals no greater than 40 feet along the public/pedestrian right-of-way.
 - 6.2.6.b.iii. Mature street trees shall be limbed up from the sidewalk to six feet to enhance pedestrian safety.
 - 6.2.6.b.iv. Street tree species are to be selected from those provided in Chapter A177.
 - 6.2.6.b.v. The method of planting (in grates, planters or tree pits) for street trees shall be approved by the Township Arborist.
 - 6.2.6.b.vi. Every effort shall be made to save street trees that are healthy and have not reached the end of their useful life.

TABLE 6.2 BMMD BRYN MAWR MEDICAL DISTRICT

Lot Occupation	
Lot Width	n/a
Lot Area	1,250 sq.ft./du min. ⁽¹⁾
Impervious Coverage ⁽²⁾	
BMMD-1	80% max.
BMMD-2 & 3	85% max. ⁽³⁾
Building Area ⁽⁴⁾	
BMMD-1	60% max.
BMMD-2 & 3	75% max.
Open Space	n/a
Setbacks	
BMMD-1	
Street (up to 65 feet 6 stories)	30 ft. min.
Street (65 to 140 feet 6 to 14 stories)	10 ft. / each additional story (1 ft. for each 10 ft. above 65 ft.)
BMMD-2	
Front (min.)	0 ft. ⁽⁵⁾
Front (max.)	12 ft. ⁽⁶⁾
Side	0 or 10 ft. min. ⁽⁷⁾
Rear	0 ⁽⁸⁾
BMMD-3	
Front (min.)	0 ft. ⁽⁵⁾
Side	0 or 10 ft. min. ⁽⁷⁾
Rear	0 ⁽⁸⁾
Building Height (max.) ⁽⁹⁾	
Building: BMMD-1	14 stories (<u>140 ft.</u>) ⁽¹⁰⁾
Building: BMMD-2 & 3	6 stories (<u>60 ft.</u>)
Parking (structured)	5 stories (<u>50 ft.</u>)
Abutting MDR1	
25-40 separation	3 stories (<u>35 ft.</u>)
40-60 separation	4 stories (<u>45 ft.</u>)
60+ separation	5 stories (<u>max. height 140 ft.</u>)
Rowhouse	3 stories (<u>45 ft.</u>) ⁽¹¹⁾
Intensity	
FAR: BMMD-1	2.2 max.
FAR: BMMD-2	2.0 max.
FAR: BMMD-3	0.85 max.

Notes	
1	When a lot contains both residential and nonresidential uses, the residential density shall be based on the total lot area that contains both uses.
2	The impervious surface may exceed the maximum permitted on such lot, provided it is subject to a common covenant as set forth in Section XX <u>Section 6.1.6</u> and such excess does not cause the impervious surfaces on all lots within such district and subject to the common covenant to exceed such maximum.
3	Shall be calculated over the combined lot area
4	The building area on any single lot within the BMMD District may exceed the maximum permitted on such lot, provided it is subject to a common covenant as set forth in § 155-186, Section 6.1.6, and provided such excess does not cause the building area on all lots within such district and subject to the covenant to exceed the maximum.
5	When a permitted nonresidential use or aboveground parking structure in the BMMD District is across the street from LDR or MDR, the minimum front yard setback in the BMMD District shall be 50 feet. When a permitted residential use in the BMMD District is across the street from LDR or MDR, the minimum front yard setback in the BMMD District shall be 10 feet.
6	When across the street from a residential use <u>in a residential district</u> the minimum standards shall apply. See note 4-5 <u>4-5</u> above.
7	Shall be 25 feet minimum where non-residential abuts single-family residential. Residential setbacks shall match their abutting district. Shall be 10 feet where residential abuts residential.
8	Shall be 25 feet minimum when non-residential abuts single-family detached and 25 feet minimum for single-family residential.
9	The maximum height of any building at the right-of-way line shall not exceed three stories <u>or 45 ft.</u> , unless there is a minimum of 90 feet between the facing building or buildings across the street right-of-way and the proposed building, in which case the maximum height at the right-of-way line shall not exceed four stories 60 ft. <u>60 ft.</u> Portions of the building exceeding these limits shall be set back a minimum of 12 feet from the right-of-way line.
10	Per setback restrictions <u>regulations</u>
11	May be 4 stories 50 ft. if rowhouse serves as a buffer

155-6.3 SD3 - ROCK HILL ROAD DISTRICT (RHR)**6.3.1 Purpose and applicability**

- 6.3.1.a. General purpose. The ~~RHR~~ Rock Hill Road District (RHR) is established to encourage the redevelopment of the existing underutilized industrial corridor into an economically dynamic, attractive gateway to Lower Merion Township. The RHR is designed to promote the health, safety and welfare of the citizens of Lower Merion Township by using pedestrian-oriented design; promoting mixed-use redevelopment that is attractive and appropriate to the area; protecting existing natural features; and improving traffic flow and pedestrian and vehicular safety. These general goals and objectives include the following specific purposes:
- 6.3.1.a.i. Welcome residents, visitors and workers to the Township, providing an attractive destination and link between the residential areas near the corridor and the Schuylkill Expressway, Schuylkill River and Manayunk Neighborhood of Philadelphia;
 - 6.3.1.a.ii. Encourage location-efficient, pedestrian-oriented design and development consistent with high standards of architecture and design;
 - 6.3.1.a.iii. Support new development that includes a diverse mix of pedestrian-compatible, higher density residential and nonresidential uses, expand economic development opportunities and minimize distances between destinations by requiring linked pedestrianways and pedestrian-oriented access;
 - 6.3.1.a.iv. Provide incentives for the creation of mixed-use structures in keeping with the character and scale of the corridor, while using development design guidelines to promote compatibility of uses and stimulate pedestrian activity;
 - 6.3.1.a.v. Maintain a scale, balance and variety of residential, nonresidential and recreational uses;
 - 6.3.1.a.vi. Promote the livability and identity of the corridor as a neighborhood by providing for dwellings, offices and other workplaces, recreational amenities and neighborhood-scale retail in close proximity to each other;
 - 6.3.1.a.vii. Enhance the visual character and physical comfort of the district by minimizing pedestrian and vehicular conflicts and encouraging the ability of pedestrians to walk or cyclists to bike to uses within the corridor and beyond;
 - 6.3.1.a.viii. Promote the smooth and safe flow of vehicular traffic through the corridor while reducing cut-through traffic in the neighboring residential districts;
 - 6.3.1.a.ix. Protect existing natural features, including Gully Run Creek, a direct tributary to the Schuylkill River which runs through the corridor;
 - 6.3.1.a.x. Encourage subsurface parking in non-floodplain areas, and shared parking;
 - 6.3.1.a.xi. Promote the increase and attractiveness of landscaped areas; and
 - 6.3.1.a.xii. Connect RHR to the Township's park system and developing waterfront open spaces, including pedestrian trails along the Schuylkill River.

~~6.3.1.b. Applicability:~~

~~6.3.1.b.i. The provisions of this article shall be deemed an overlay on all lots which are located within the RHR District, the boundaries of which are described as follows:~~

~~6.3.1.b.i.(1). That portion of all properties having frontage on Rock Hill Road between Conshohocken State Road and Belmont Avenue, and having frontage on Belmont Avenue between the Schuylkill River and Rock Hill Road, which are zoned in the CV, TC, or RC [RESERVED], on the effective date of this article:~~

~~6.3.1.b.ii. The regulations, requirements and restrictions set forth in this article are mandatory and subdivision/land development applications within the overlay district shall comply with the requirements of this article in lieu of those applicable to the underlying zoning district, unless application of the underlying district's regulations are approved by conditional use pursuant to § 155-141.2A (Gen Regs Conditional Use Application). Conditional use may be granted only if the applicant proves compliance with the standards and criteria set forth in § 155-141.2B and C (Gen Regs Conditional Use Application), and if the Board~~

~~of Commissioners determines that the applicant has achieved the RHR development goals and standards set forth in §§ 155-200(RHR Purpose & Applic) and 155-205 above.~~

~~6.3.1.b.iii. The development design standards in § 155-205(RHR Devel. Design Stand) apply to all parcels in the RHR, including, but not limited to those which are approved by conditional use for development pursuant to the standards applicable to the underlying commercial district.~~

6.3.2 Lot Occupation:

Standards for development shall be according to "Table 6.3 ~~RHR~~ Rock Hill Road (RHR) District" and the following:

- 6.3.2.a. Newly platted Lots shall comply with standards in Table "155-3.4 Lot Occupation".
- 6.3.2.b. A Building shall be located in relation to the edge of the public right of way, with setbacks as shown in "Table 6.3 Rock Hill Road District Standards".
- 6.3.2.c. A pedestrianway is required on all street frontages. The pedestrianway shall:
 - 6.3.2.c.i. Have an unobstructed width of 10 feet.
 - 6.3.2.c.ii. Be separated from the from the curb-line by a minimum ten-foot-wide planted strip. The distance may be modified as the sidewalk approaches a common property line as necessary to allow the free flow of pedestrian and bicycle traffic to an existing pedestrianway on an adjacent property. In accordance with § 135-24 of the Lower Merion Code, the Board of Commissioners shall have the right to require the landowner to provide such easement as is reasonably necessary so that if a pedestrianway on an adjacent parcel does not, as of the date of a development of a parcel, comply with these development design standards but is later brought into compliance, the landowner's pedestrianway can be connected to the complying pedestrianway on the adjacent parcel.
 - 6.3.2.c.iii. Contribute to a completely linked network of pedestrianways connecting residential and non-residential uses.
 - 6.3.2.c.iv. Not be used for exterior storage.
 - 6.3.2.c.v. Outdoor seating for food and drink establishments and pedestrian-oriented accessory uses, such as sales display for flowers, small shops, and food or drink stands are permitted.
 - 6.3.2.c.vi. Adjustments to the Pedestrianway requirements of the district may be sought by process of Conditional Use.
- 6.3.2.d. Building Frontage shall be according to "Table 6.3 RHR Rock Hill Road RHR District Standards". When parking is at the rear of the lot, pedestrian access to parking shall be spaced at a maximum 300 feet apart.
- 6.3.2.e. Streetscreens:
 - 6.3.2.e.i. Streetscreens shall be located along the same plane as the building Façade or Elevation.
 - 6.3.2.e.ii. Streetscreens for off-street parking shall be according to "Article 8: Parking Standards".
 - 6.3.2.e.iii. The gaps between Building Facades along the Frontage Line shall be filled with a Streetscreen for up to 100 percent of the lot width or length.
 - 6.3.2.e.iv. Exceptions include:
 - 6.3.2.e.iv.(1). Where a courtyard or garden may be accessed from the street.
 - 6.3.2.e.iv.(2). Access to parking according to section 8.5.4.

6.3.3 Building Configuration shall be according to "Table 6.3 Rock Hill Road District Standards" and the following:

- 6.3.3.a. Entries and signage shall face the Street or the corner at a Street intersection.
- 6.3.3.b. Projections shall be allowed as specified in section "155-3.6 Projections".
- 6.3.3.c. Building Height shall be as specified in section "155-3.3 Building Height" and shall be as shown in ""Table 6.3 Rock Hill Road District Standards".

- 6.3.3.c.i. The first floor elevation of a Building at a Frontage shall be established at the midpoint of the front property line, and may extend a maximum of two and a half (2.5) feet above the lowest point of the sidewalk grade. A finished floor elevation more than (2.5) feet above the lowest point of the sidewalk grade shall be considered the second floor. At Building interior side or rear dimension from grade to first floor may range.
- 6.3.3.c.ii. Chimneys, enclosed stairwells, roofed and unenclosed roof terraces and roof trellises, spires and uninhabitable ornamental Building features, may be allowed to exceed maximum building height up to an additional 12 feet, and occupy a maximum 20 percent of roof area.
- 6.3.3.c.iii. Mechanical equipment on a roof shall be enclosed by parapets of the minimum height necessary or other means to screen it from abutting streets and adjacent properties at ground level and may extend above the maximum height as specified.
- 6.3.3.d. Front yard setback in this district shall be measured from the curb-line directly in front of the property.
 - 6.3.3.d.i. Where the distance from the right-of-way line to the closest slopes exceeding 25% is equal to or less than 100 feet, the minimum front yard setback is 20 feet, or the street right-of-way line, whichever is farther from the curb-line.
 - 6.3.3.d.ii. Where the distance from the right-of-way line to the closest slopes exceeding 25% is greater than 100 feet, the minimum front yard setback is 30 feet.
- 6.3.3.e. A minimum of 80% ground floor street frontage shall be devoted to storefront in accordance TABLE 3.5.2.F with window space, public access points and signage facing the street and sidewalk.
- 6.3.4 Fences and Walls shall be according to "155-3.7 Fences and Walls" and the following: Fence type shall be regulated by district and as specified in "Table 3.7.2 Fence Type by District".
 - 6.3.4.a. Fence Height shall be according to "Table 3.7.1 Fence Height".
 - 6.3.4.b. The Height of Retaining Walls shall be according to "155-3.7 Fences and Walls".
- 6.3.5 Use restrictions and standards shall be according to "Article 5: Uses" and the following:
 - 6.3.5.a. Outdoor accessory uses such as seating for food and drink, sales displays for small scale retail such as flower shops, antiques, hardware, may be allowed as a temporary use provided a sidewalk pedestrian passage of six feet is unobstructed.
 - 6.3.5.b. Accessory uses are permitted on the same lot with a permitted use, including parking structures, but specifically excluding off-track betting parlors and slot parlors.
- 6.3.6 Access and Parking shall be according to "Article 8: Parking Standards".
 - 6.3.6.a. Driveways shall be designed to directly connect the street to parking areas to the side or rear of a building, and no driveway shall be permitted in front of a building.
 - 6.3.6.b. Only one curb cut/driveway is permitted on each street frontage of each lot. However, a second curb cut/driveway may be permitted in order to facilitate shared parking access on adjacent lots.
 - 6.3.6.c. Areas used for loading or trash receptacle purposes shall be located in the rear of, or inside the buildings.
 - 6.3.6.d. If areas used for loading or trash receptacle purposes are located adjacent to residential uses or residential zoning districts, then they shall be screened from view. Noise, sound and odors associated with these uses shall not be discernible at the property line.
- 6.3.7 Architecture Standards:
 - 6.3.7.a. Buildings shall demonstrate compliance with the architectural standards in section "155-3.9 Architecture Standards" and the following:
 - 6.3.7.a.i. Parking structures: Shall have a separate pedestrian entrance.

- 6.3.7.a.ii. Shall be designed with ramping between level parking decks to allow for potential adaptive re-use.
- 6.3.7.a.iii. That part of a parking garage that is not concealed behind a Liner shall have a Façade that conceals all internal elements such as plumbing pipes, fans, ducts.
- 6.3.7.a.iv. Exposed concrete spandrel panels shall be prohibited when visible from a public way.
- 6.3.7.a.v. Security enclosures, if provided, shall be of the mesh type that allow exterior to interior visibility, and shall be located inside the windows.

6.3.8 Signs shall be as per "Article 9: Sign Standards".

6.3.9 Landscape Standards:

- 6.3.9.a. Where a parcel ~~on the south side of Rock Hill Road~~ abuts a residential use in a residential zoning district, there shall be a ~~twenty-foot~~ 20 ft. buffer area, ~~as defined in § 155-4B(Definitions),~~ along the district boundary line in compliance with "155-3.10 Landscape Standards". ~~within the RHR.~~
- 6.3.9.b. Views into any lot which becomes vacant through the removal of a structure shall be screened by planting street trees and providing a 6 ft. ~~six-foot~~ wide landscaped area with a continuous row of shrubs with a height of at least ~~two~~ 2 feet. The greening standards set forth in "155-3.10 Landscape Standards" and Chapter 135, Subdivision and Land Development §135-41.4 shall apply. Greening Standard.
- 6.3.9.c. Properties on which the existing Gully Run flume is located shall to the extent feasible enhance the waterway with natural plantings along the bank and incorporate the flume into the landscape design of the development.

6.3.10 Ambience Standards: Noise and lighting

- 6.3.10.a. Noise and lighting regulations shall be according to section "155-3.12 Ambience Standards".

6.3.11 Steep slope provisions.

- 6.3.11.a. "155-7.4 Steep Slopes Overlay District" shall not apply within the RHR.
- 6.3.11.b. Disturbance of steep slopes and/or stony land steep soils with slopes in excess of 25%, is permitted only where necessary to stabilize areas which are remnants of previous non-coal industrial surface mining activity that predate July 20, 1977. Any such disturbance shall be the minimum necessary, in the opinion of the Township Engineer, to stabilize the sloped areas and in accordance with a stabilization plan approved by the Township Engineer. All freestanding structures, buildings and substantial improvements (with the exception of driveways and utilities when no other location is feasible) are prohibited on slopes of 25% or greater.

~~6.3.12~~

- ~~6.3.12.a. Building area shall be according to "Table 6.3 RHR Rock Hill Road District".~~
- ~~6.3.12.b. Floor area ratio shall be according to "Table 6.3 RHR Rock Hill Road District" and may be increased according to Section 4.4.3.~~
- ~~6.3.12.c. Building setbacks shall be according to "Table 6.3 RHR Rock Hill Road District" and the following:~~
 - ~~6.3.12.c.i. Front yard setback in this district shall be measured from the curb line directly in front of the property:~~
 - ~~6.3.12.c.i.(1). Where the distance from the right-of-way line to the closest slopes exceeding 25% is equal to or less than 100 feet, the minimum front yard setback is 20 feet, or the street right-of-way line, whichever is farther from the curb line.~~
 - ~~6.3.12.c.i.(2). Where the distance from the right-of-way line to the closest slopes exceeding 25% is greater than 100 feet, the minimum front yard setback is 30 feet.~~

- ~~6.3.12.d. Impervious cover Surface. Impervious cover Surface is limited according to "Table 6.3 RHR Rock Hill Road District" may be increased according to Section "6.3.5 Density, height, and impervious coverage surface determination."~~
- ~~6.3.12.e. Building height shall be restricted regulated according to "Table 6.3 RHR Rock Hill Road District" and the following:~~
 - ~~6.3.12.e.i. Building height may be further increased according to Section "6.3.5 Density, height, and impervious coverage surface determination."~~
 - ~~6.3.12.e.ii. Building height shall include any portion of the structure or equipment that projects above the roof-line.~~
- ~~6.3.12.f. Buffer area:~~
 - ~~6.3.12.f.i. Where a parcel on the south side of Rock Hill Road abuts a residential use in a residential zoning district, there shall be a twenty-foot 20 ft. buffer area, as defined in § 155-4B(Definitions), along the district boundary line in compliance with "155-3.10 Landscape Standards". within the RHR.~~
 - ~~6.3.12.f.ii. Views into any lot which becomes vacant through the removal of a structure shall be screened by planting street trees and providing a 6 ft. six-foot-wide landscaped area with a continuous row of shrubs with a height of at least two 2 feet.~~
- ~~6.3.12.g. Pedestrianways. All buildings built in accordance with this article shall include pedestrian pathways that comply with the development design standards in § 155-205(RHR Devel. Design Stand) hereof.~~

~~6.3.13 Uses~~

- ~~6.3.13.a. Uses shall be according to "Table 5.1 Uses" and further regulated by "Article 10: Supplemental Use Regulations".~~
- ~~6.3.13.b. Accessory uses are permitted on the same lot with a permitted use, including parking structures, but specifically excluding off-track betting parlors and slot parlors.~~

~~6.3.4 Parking and loading requirements~~

- ~~6.3.4.a. On-site parking:~~
 - ~~6.3.4.a.i. At-grade, above- or below-ground parking and loading facilities shall be permitted.~~
 - ~~6.3.4.a.ii. Surface parking lots and exterior loading areas shall be placed between the structure and a rear lot line or in a side yard, provided that parking facilities shall be at least 40 feet from the existing right-of-way.~~
 - ~~6.3.4.a.iii. In no case shall surface parking lots or exterior loading areas occupy more than 1/3 of a parcel's frontage along a pedestrian street or street segment.~~
 - ~~6.3.4.a.iv. Parking and exterior loading areas shall be screened from any adjacent pedestrianway by planting shade trees and providing a six-foot-wide landscaped area with a continuous row of two-foot-high shrubs, or a fence or seating wall not less than two feet and no more than three feet high. Shrubs shall be maintained at a height of two to three feet.~~
 - ~~6.3.4.a.v. The primary front facade of a parking structure visible from a public or private street or pedestrianway shall be pedestrian-oriented and -scaled, and shall comply with the development design standards in "6.3.2 Lot Occupation:".~~
 - ~~6.3.4.a.vi. Ground level parking beneath buildings shall be permitted, provided the primary front facade complies with the development design standards in "6.3.2 Lot Occupation:".~~
 - ~~6.3.4.a.vii. Any facade of a parking structure that can be seen from a residential zoning district shall comply with the development design standards in "6.3.2 Lot Occupation:".~~
- ~~6.3.4.b. Parking for single-use structures. Required parking for structures within the RHR shall be calculated by using the single-use peak hour demand values noted in Table X:~~
- ~~6.3.4.c. Parking for mixed-use structures. Parking required for mixed-use structures within the RHR~~

shall be calculated by using the following process and the percentages provided in Table X:

- ~~6.3.4.c.i. First, determine the number of parking spaces required for each individual use within the mixed-use structure by using the single-use peak hour demand values in Table 1.[3] That number serves as the base for calculating the percentages of peak demand for key times. Editor's Note: Table 1 is included at the end of this chapter.~~
- ~~6.3.4.c.ii. Next, calculate the number of spaces needed for each use for each peak hour by multiplying the base number (the single-use peak hour demand value) by the percentage of peak demand for key times values.~~
- ~~6.3.4.c.iii. Next, add the columns for each peak demand time to determine the number of spaces required for the mixed-use structure for each peak hour.~~
- ~~6.3.4.c.iv. The required number of parking spaces for the development is the highest total hour figure for the mixed-use development.~~
- ~~6.3.4.d. Off-site parking:~~
 - ~~6.3.4.d.i. When land uses on adjacent parcels within the RHR create shared parking areas with circulation paths and access points that are under common ownership or controlled by a reciprocal easement agreement, the collective parking requirements for development on those properties may comply with the required parking values for a mixed-use development listed in Table 1.~~
 - ~~6.3.4.d.i.(1). Documentation confirming the ownership or reciprocal easement arrangement shall be submitted to the Board of Commissioners with a tentative sketch plan application and shall be subject to the Board's approval. The agreement shall demonstrate a permanent commitment for the use of the off-site parking.~~
 - ~~6.3.4.d.ii. Code required parking for mixed-use structures may be provided off site, provided:~~
 - ~~6.3.4.d.ii.(1). Parking shall be within 900 feet of the mixed-use development using a pedestrian route continually accessible to the public, measured from the mixed-use structure's primary access point to the entrance of the parking facility.~~
 - ~~6.3.4.d.ii.(2). If the parking facility is not on the same side of the street as the mixed-use structure, the 900 feet shall be measured via a controlled intersection;~~
 - ~~6.3.4.d.ii.(3). Both the mixed-use structure and the parking facility comply with the RHR development design standards set forth in "6.3.2 Lot Occupation";~~
 - ~~6.3.4.d.ii.(4). An easement agreement or other documentation that the private parking facility owner agrees to make the spaces available to the proposed off-site mixed-use structure within the RHR on a long-term basis shall be submitted to the Board of Commissioners with a tentative sketch plan application and shall be subject to the Board's approval. The off-site parking spaces may not be designated as required parking for some other use; and~~
 - ~~6.3.4.d.ii.(5). If adequate on-site parking is not available, the parking requirements for the nonresidential portion of the building may be met by designating public parking spaces in a public parking lot within 900 feet of the proposed use. Each such public parking space may only be counted once when this parking provision is utilized.~~
 - ~~6.3.4.d.iii. Code required parking for single-use structures may be provided off site when:~~
 - ~~6.3.4.d.iii.(1). The development parcel is less than 8,000 square feet and improved street frontage is less than 40 feet;~~
 - ~~6.3.4.d.iii.(2). Parking shall be within 900 feet of the single-use structure using~~

- ~~a pedestrian route continually accessible to the public, measured from the primary entrance to the structure to the entrance of the parking facility;~~
- ~~6.3.4.d.iii.(3). If the parking facility is not on the same side of the street as the single-use structure, the 900 feet shall be measured via a controlled intersection;~~
- ~~6.3.4.d.iii.(4). Both the single-use structure and the parking facility comply with the RHR development design standards in "6.3.2 Lot Occupation:" and~~
- ~~6.3.4.d.iii.(5). An easement agreement or other documentation that the parking facility owner agrees to make the spaces available on a long-term basis to the proposed off-site single-use development within the RHR shall be submitted to the Board of Commissioners with a tentative sketch plan application and shall be subject to the Board's approval. The off-site parking spaces may not already be designated as required parking for some other use.~~
- ~~6.3.4.e. Bicycle parking. Convenient bicycle facilities shall be provided as follows:~~
- ~~6.3.4.e.i. For residential uses there shall be one bicycle space or locker for each three dwelling units or portion thereof, but no more than 20 spaces are required.~~
- ~~6.3.4.e.ii. For commercial uses there shall be one bicycle space or locker for every 20 automobile parking spaces or fraction thereof, but no more than 20 spaces are required.~~
- ~~6.3.4.e.iii. The Board of Commissioners, may, by conditional use, hold in reserve or reduce the number of required bicycle parking spaces if the applicant demonstrates that there are ample facilities available for use nearby.~~
- ~~6.3.4.f. Loading:~~
- ~~6.3.4.f.i. Areas used for loading or trash receptacle purposes shall be located in the rear of, or inside the buildings.~~
- ~~6.3.4.f.ii. If areas used for loading or trash receptacle purposes are located adjacent to residential uses or residential zoning districts, then they shall be screened from view. Noise, sound and odors associated with these uses shall not be discernible at the property line.~~
- ~~6.3.4.g. Reserve parking. Required parking spaces for dwelling units may be reduced to 1.2 spaces per unit, subject to compliance with the following reserve parking requirements. [Added 4-30-2008 by Ord. No. 3850]~~
- ~~6.3.4.g.i. The area designated for reserve parking shall not be paved but shall be shown on the approved site plan.~~
- ~~6.3.4.g.ii. All parking spaces to be held in reserve shall be limited to grade-level parking only.~~
- ~~6.3.4.g.iii. The applicant shall demonstrate that the reduced number of parking spaces will be adequate to provide sufficient parking for the uses on the property.~~
- ~~6.3.4.g.iv. At any time after final occupancy of the property, if the Zoning Officer determines that there is insufficient parking, the Zoning Officer may require the parking spaces held in reserve to be paved.~~
- ~~6.3.4 Density, height, and impervious coverage surface determination:~~
- ~~6.3.4.a. Shared driveways. If an application for development provides a shared driveway with an adjacent property that results in fewer curb cuts, then:~~
- ~~6.3.4.a.i. FAR may be increased to 1.30;~~
- ~~6.3.4.a.ii. Height may be increased by up to one story above the height specified in "Table 6.3 RHR Rock Hill Road District" but to no greater than a maximum height of 6 stories.~~
- ~~6.3.4.b. Parking. If an application provides that no parking spaces can be seen from a street, and that all required parking spaces that are at surface level are within a building and to the rear of surface level floor space used and occupied for a use permitted hereunder, then:~~

- ~~6.3.4.b.i. FAR may be increased to 1.30.~~
 - ~~6.3.4.b.ii. Height may be increased by up to one story above the height specified in "Table 6.3 RHR Rock Hill Road District" but to no greater than a maximum height of 6 stories, and~~
 - ~~6.3.4.b.iii. Impervious coverage surface may be increased to up to 90%.~~
 - ~~6.3.4.c. Multiple factors. If an application provides for a combination of more than one of the increases permitted under Subsections 'a' and 'b' above, then, by conditional use, the Board of Commissioners may authorize the following:~~
 - ~~6.3.4.c.i. FAR may be increased up to 1.60.~~
 - ~~6.3.4.c.ii. Height may be increased by up to 2 stories but no greater than 6 stories.~~
 - ~~6.3.4.d. Issues of general applicability to increases in density, height and impervious coverage surface:~~
 - ~~6.3.4.d.i. The amount of the density increase, height increase and impervious coverage surface increase shall be noted on the plan and recorded in the Montgomery County Recorder's office in the book containing deeds.~~
 - ~~6.3.4.d.ii. In no event may any building, including roof mounted equipment and any other building projections, by operation of this section, extend higher than the lower of the following:~~
 - ~~6.3.4.d.ii.(1). Eighty feet above grade, or~~
 - ~~6.3.4.d.ii.(2). Five feet below the topmost elevation of any steep slope in the rear of the property, as measured without disturbing the steep slope. The foregoing notwithstanding, where the topmost elevation of any steep slope in the rear of the property is less than 65 feet, the maximum building height shall be 65 feet.~~
- ~~6.3.4 Development design standards:~~
- ~~6.3.4.a. Purpose. The purpose of this section is to require pedestrian-oriented buildings and to require building entrances to be oriented toward the streets and pedestrianways. Windows shall facilitate views into and out of buildings. Requirements for orientation and primary entrances are intended to:~~
 - ~~6.3.4.a.i. Provide for convenient, direct, and accessible pedestrian access to and from pedestrianways and residential and commercial uses;~~
 - ~~6.3.4.a.ii. Provide a safe, pleasant and enjoyable pedestrian experience by providing designated corridors designed for pedestrian use while limiting pedestrian/vehicle conflicts; and~~
 - ~~6.3.4.a.iii. Promote walking and biking as viable modes of transportation to access residential and nonresidential facilities.~~
 - ~~6.3.4.b. Building orientation and primary entrance. General standards. All buildings shall comply with the following standards:~~
 - ~~6.3.4.b.i. Buildings shall be designed with window space, public access points and signage facing the street and sidewalk.~~
 - ~~6.3.4.b.ii. The facade treatment of walls visible to residential uses or residential zoning districts shall be similar to the primary front facade along the pedestrian-oriented street.~~
 - ~~6.3.4.b.iii. All buildings shall provide clear windows along the ground floor of the primary front facades.~~
 - ~~6.3.4.b.iv. Primary building entrances shall be articulated and visible from the street.~~
 - ~~6.3.4.b.iv.(1). Building entrances shall incorporate arcades, roofs, porches, alcoves and/or awnings that protect pedestrians from the sun and rain.~~
 - ~~6.3.4.b.iv.(2). If the building has frontage on more than one street, the building shall provide primary entrances oriented toward both streets, or a single entrance to the corner where two streets intersect.~~
 - ~~6.3.4.b.v. Driveways, parking areas and traffic circulation patterns shall be designed as shared facilities whenever feasible. The design of these elements shall create a unified site plan between the lots. The goal is to gain parking efficiencies;~~

- ~~reduce the number of access points and improve internal and external vehicular circulation patterns.~~
- ~~6.3.4.b.vi. Driveways shall be designed to directly connect the street to parking areas to the side or rear of a building, and no driveway shall be permitted in front of a building.~~
- ~~6.3.4.b.vii. When one or more lot(s) is redeveloped such that 150 feet or more of new building facade is constructed along the primary front facade, an additional accessway connecting to an accessible building entrance for each 75 feet of new building facade shall be provided perpendicular to the street.~~
- ~~6.3.4.b.viii. The primary pedestrian access point to buildings shall be clearly visible and directly accessible from the street, rather than onto rear or side parking lots. Secondary access points may be located along other facades.~~
- ~~6.3.4.b.ix. There may be no more than one vehicular entrance and one vehicular exit through the planted area to any street.~~
- ~~6.3.4.c. Architectural design standards. The architectural design standards have been incorporated to ensure that buildings are thoughtfully designed to promote visibility along the narrow, winding corridor, to provide ample light and air and to further the growth of an inviting gateway to Lower Merion Township. The expectation is that buildings will be consistent with best architectural practices as of the date of their construction.~~
- ~~6.3.4.c.i. All buildings shall comply with the following:~~
- ~~6.3.4.c.i.(1). All rooftop equipment, including antennas, shall be screened visually and acoustically. Such screening shall be integral to the architectural design of the building.~~
- ~~6.3.4.c.i.(2). The massing of all buildings shall be deemphasized in a variety of ways, including the use of architectural and landscape elements including form, structure and materials, to reduce their apparent overall bulk and volume, to enhance visual quality and to contribute to human-scaled development.~~
- ~~6.3.4.c.i.(3). A minimum of 70% of the primary front facade of the ground floor of any space used for nonresidential purposes shall be clear windows and clear doors.~~
- ~~6.3.4.c.i.(4). If less than 25% of any wall of a nonresidential building is composed of windows, the wall shall be articulated by two or more of the following:~~
- ~~[a]. Details in masonry courses;~~
- ~~[b]. The provision of blank window openings trimmed with frames, sills and lintels;~~
- ~~[c]. If the building is occupied by a retail use, recessed or projecting display window cases;~~
- ~~6.3.4.c.i.(5). A minimum of 50% of the area of the second floor of primary front facades shall be windows.~~
- ~~6.3.4.c.i.(6). No reflective glass shall be permitted. Tinted windows shall allow a minimum of 85% light penetration into the building.~~
- ~~6.3.4.c.i.(7). Flat roofs shall have articulated parapets and cornices.~~
- ~~6.3.4.c.i.(8). Pitched roof material may include slate (either natural or man-made), shingle (either wood or asphalt composition) and metal formed to resemble standing seams or other similar materials. Specifically prohibited are white, tan or blue shingles, and corrugated plastic or corrugated metal.~~
- ~~6.3.4.c.i.(9). Exterior wall materials may include stucco, wood, wood clapboard, stone, architectural concrete block or polished block, or brick of a shape, color and texture as that commonly found within the area and surroundings of the RHR District. Specifically prohibited shall be white, tan or any type of painted brick, T-111 or other similar plywood siding. Other materials shall be limited~~

as follows: [~~Amended 4-30-2008 by Ord. No. 3850~~]

- ~~[a]. All forms of conventional concrete block shall be prohibited, unless authorized by the Board of Commissioners under Subsection C(2) below in locations that cannot be seen from abutting properties.~~
- ~~[b]. Exterior insulation and finishing system (e.g., drivit) shall be limited to a maximum of 50% of any single facade, subject to approval by the Board of Commissioners under § 155-205C(2)(RIHR Devel Design Stand Conditional Use) below:~~
- ~~6.3.4.c.ii. The Board of Commissioners may, by conditional use, approve the use of architectural concepts and designs which differ from those set forth above, if the applicant demonstrates to the satisfaction of the Board that such concepts and designs are in furtherance of the legislative intent of this article and of this subsection.~~
- ~~6.3.4.c.iii. Pedestrianways that are intended to connect one property to another shall:~~
 - ~~6.3.4.c.iii.(1). Have a minimum unobstructed width of 10 feet.~~
 - ~~6.3.4.c.iii.(2). Be separated from the curb-line by a minimum ten-foot-wide planted strip. This distance may be modified as the sidewalk approaches a common property line as necessary to allow the free flow of pedestrian and bicycle traffic to an existing pedestrianway on an adjacent property. In accordance with § 135-24 of the Lower Merion Code, the Board of Commissioners shall have the right to require the landowner to provide such easement as is reasonably necessary so that if a pedestrianway on an adjacent parcel does not, as of the date of a development of a parcel, comply with these development design standards but is later brought into compliance, the landowner's pedestrianway can be connected to the complying pedestrianway on the adjacent parcel.~~
 - ~~6.3.4.c.iii.(3). Contribute to completely linked network of pedestrianways connecting residential and nonresidential uses.~~
 - ~~6.3.4.c.iii.(4). Not be used for exterior storage.~~
 - ~~6.3.4.c.iii.(5). Outdoor seating for food and drink establishments and pedestrian-oriented accessory uses, such as sales display for flowers, small shops, and food or drink stands are permitted.~~
- ~~6.3.4.d. Signage shall be regulated according to "Article 9: Sign Standards"~~
- ~~6.3.4.e. Awnings & Canopies shall be regulated according to "155-3.6 Projections"~~
- ~~6.3.4.f. Street trees:~~
 - ~~6.3.4.f.i. Street trees shall be planted by the developer along all public rights-of-way in compliance with Chapters 101 and 128 of the Lower Merion Code. In locations where healthy and mature trees exist that comply with the street tree requirements, additional plantings are not required.~~
 - ~~6.3.4.f.ii. Street trees shall be at least 2.5 to 3 inches in diameter, measured at chest height, when planted and shall be spaced at intervals no greater than 40 feet along the public/pedestrian right-of-way.~~
 - ~~6.3.4.f.iii. Mature street trees shall be limbed up from the sidewalk to six feet to enhance pedestrian safety.~~
 - ~~6.3.4.f.iv. Tree species are to be selected according to the following criteria:~~
 - ~~6.3.4.f.iv.(1). Cast moderate to dense shade in the summer;~~
 - ~~6.3.4.f.iv.(2). Survive more than 60 years;~~
 - ~~6.3.4.f.iv.(3). Mature height of at least 50 feet;~~
 - ~~6.3.4.f.iv.(4). Street trees shall be deciduous, branching above six feet to facilitate viewing storefronts and signage;~~
 - ~~6.3.4.f.iv.(5). Tolerant of pollution and direct or reflected heat;~~

- ~~6.3.4.f.iv.(6). Require little maintenance by being mechanically strong (not brittle) and insect and disease resistant;~~
- ~~6.3.4.f.iv.(7). Be able to survive two years with no irrigation after establishment, and~~
- ~~6.3.4.f.iv.(8). Be of native origin, provided they meet the above criteria.~~

TABLE 6.3 RHR ROCK HILL ROAD DISTRICT

Lot Occupation (see section "155.34 Lot Occupation")	
Lot Width	20 ft. min.
Lot Area	n/a
Impervious Coverage	60 80%
Building Area Primary Frontage	70% ⁽³⁾
Open Space	n/a
Setbacks ⁽¹⁾	
Principal Building	
Front (see section 4.3.2)	20 ft. min. ⁽²⁾
Side	15 ft. min.
Rear ⁽⁴⁾	<u>25 ft. min.</u>
Abutting Commercial	0 ft.
Abutting Residential	25 ft. min.
Building Height (stories)	
Principal ⁽³⁾ (min./max.)	<u>2 stories min. / 5 stories max.</u>
Accessory Building	<u>n/a</u>
Accessory Structure	<u>1 story up to 15 ft.</u>
Intensity	
FAR	1.2 max. / 1.3 max. ⁽²⁾
Facade Type	
Common Yard	<u>Not Permitted</u>
Fenced Yard	<u>Not Permitted</u>
Shallow Yard	<u>Not Permitted</u>
Urban Yard	<u>Permitted</u>
Pedestrian Forecourt	<u>Permitted</u>
Vehicular Forecourt	<u>Permitted</u>
Facade Types (see section "155-3.5 Frontages")	
Porch	<u>Not Permitted</u>
Stoop	<u>Not Permitted</u>
Common Entry	<u>Not Permitted</u>
Arcade / Colonnade	<u>Not Permitted</u>
Gallery	<u>Not Permitted</u>
Storefront	<u>Permitted</u>
Parking (see "Article 8: Parking Standards")	

Notes	
4	Shall be a minimum 60 feet for hotel
2	Shall be calculated over the net commercial lot area. May be increased according to Section 6.3.5.
3	Shall be of the net commercial area
4	Subject to the buffer requirements set forth in § 155-202G
5	50% of the sloped roof that may be used as habitable space or to house building equipment.
1	<u>Where a parcel abuts a residential use in a residential zoning district, there shall be a 20' landscape buffer area, along the district boundary line in compliance "155-3.10 Landscape Standards".</u>
2	<u>See Section 6.3.3.d</u>
3	<u>A maximum of 2 stories may be devoted to residential use.</u>

155-6.4 SD4 - BRYN MAWR VILLAGE DISTRICT (BMV)

6.4.1 Purpose; division into four districts.

6.4.1.a. The Bryn Mawr Village District is intended to provide for pedestrian-oriented outlets with multifaceted interconnected and interrelated uses in an established commercial area. Specific objectives of the district include the following:

- 6.4.1.a.i. Encourage economic development while maintaining the traditional main street environment.
- 6.4.1.a.ii. Protect existing residential neighborhoods.
- 6.4.1.a.iii. Establish a walkable community by promoting pedestrian-oriented streets and pedestrian-scaled buildings.
- 6.4.1.a.iv. Encourage lively, human-scaled activities within a mix of residential, commercial, cultural and other uses separately or in the same building.
- 6.4.1.a.v. Ensure a vibrant street life by encouraging active ground floor retail, and discouraging certain uses on Bryn Mawr and Lancaster Avenues.
- 6.4.1.a.vi. Promote the reuse of existing structures in a manner that maintains the historic and visual character architecture and building scale of the neighborhood.
- 6.4.1.a.vii. Reduce auto dependency by promoting transit ridership, bicycling and walking.
- 6.4.1.a.viii. Accommodate parking in a convenient and unobtrusive manner and encourage shared parking, where possible.
- 6.4.1.a.ix. Promote residential uses in upper stories.
- 6.4.1.a.x. Concentrate commercial uses on the ground level of mixed-use buildings.

6.4.1.b. Because of the diverse concentration of commercial, office and residential buildings, and because the road system throughout the area is so varied, the Bryn Mawr Village District is being divided into four separate zoning districts as follows: the Bryn Mawr Village District No. 1 (BMV1), the Bryn Mawr Village District No. 2 (BMV2), the Bryn Mawr Village District No. 3 (BMV3), and the Bryn Mawr Village District No. 4 (BMV4). The regulations pertaining to each district have a commonality and for that reason the regulations are combined under this single ~~article~~ chapter.

6.4.2 Lot Occupation:

6.4.2.a. Build-to line shall be the street right-of-way and shall be ~~restricted~~ regulated according to "Table 6.4 BMV Bryn Mawr Village District" and the following:

- 6.4.2.a.i. A building may be set back from the build-to line 10 feet to 30 feet for purposes of an urban garden, plaza, square, courtyard, recessed entrance or outdoor dining consistent with streetscape and green area standards in [Subsection 6.4.2.d.](#) below.
- 6.4.2.a.ii. Primary pedestrian access shall be placed along the build-to line and not the rear or side of the building. Additional pedestrian access points may be located along other facades.
- 6.4.2.a.iii. Parking lots, driveways, loading zones, and auto-related areas may not be located at or in front of the build-to line, except that a hotel may have a dropoff area in front of its primary entrance.

6.4.2.b. Impervious surface shall be ~~restricted~~ regulated according to "Table 6.4 BMV Bryn Mawr Village District".

6.4.2.c. Open area.

- 6.4.2.c.i. "Open area" for purposes of this section is land that shall remain open, but which may be used for active or passive recreation, resource protection, amenity and or green elements. An open area within a development is one designed and intended for the use or enjoyment of all residents of the development or for the use and enjoyment of the public in general. Open area shall not include buildings, driveways or areas used for parking.

6.4.2.d. Greening standards. In the BMV1, BMV2, BMV3 and BMV4 Village Districts the greening standards set forth in Chapter 135, Subdivision and Land Development at, § 135-41.4 shall apply.

6.4.2.e. Size of individual retail or restaurant uses in commercial spaces. A maximum of 13,000 square feet of floor area per floor shall be permitted for individual retail or restaurant use within commercial spaces on lots up to 75,000 square feet. On lots exceeding 75,000 square feet, the limit of 13,000 square feet may be increased by 1,000 square feet for every 5,000 square feet of lot area above 75,000 square feet. The maximum size of any retail or restaurant use within a commercial space, regardless of the lot size, shall be 20,000 square feet.

6.4.2.f. Building height shall be ~~restricted~~ regulated according to "Table 6.4 BMV Bryn Mawr Village District". Building height cannot exceed the measure in stories or in feet, whichever is lower, unless otherwise

provided for in this article.

- 6.4.2.g. Floor area ratio shall be ~~restricted~~ regulated according to "Table 6.4 BMV Bryn Mawr Village District".

6.4.3 Buffer area.

- 6.4.3.a. Where a lot in the Bryn Mawr Village District abuts a residential use in a residential zoning district or a railroad right-of-way with a residential district on the opposite side of the railroad, there shall be a buffer area along the district boundary line/railroad right-of-way within the Bryn Mawr Village District, as set forth below:

6.4.3.a.i. Where the district boundary line abuts a residential use in a residential zoning district, the depth of the buffer shall be at least 20 feet.

6.4.3.a.ii. Where the district boundary line is the center of a street or at a street line, there shall be a planted landscape area along the curb-line. Other than the required street trees, the plantings shall not exceed 30 inches in height.

6.4.3.a.iii. Where the district boundary line is a railroad right-of-way, the depth of the buffer area may be reduced to 15 feet from the railroad right-of-way. When part of a land development application, the Board of Commissioners may by conditional use authorize a further reduction in the buffer area, provided that the following standards are met:

6.4.3.a.iii.(1). The applicant shall establish by credible evidence that the average elevation of the proposed development site within 15 feet of the railroad right-of-way is at least seven feet higher than the elevation of the railroad tracks.

6.4.3.a.iii.(2). The applicant shall establish by credible evidence that the residential structures on the opposite side of the railroad right-of-way in the area where the proposed buffer area is being reduced shall be no closer than 75 feet from said right-of-way.

6.4.3.a.iii.(3). The applicant shall establish by credible evidence that the development utilizes the maximum available shared parking spaces provided by "6.4.6 Parking and loading."

6.4.3.a.iii.(4). The applicant shall establish by credible evidence that the views from and to adjacent properties, including views of and from the rail line, are visually screened by a lesser buffer area or alternative technique, such as the installation of a vegetative/topiary fence, wall or other appropriate design element. The applicant for the conditional use shall have the burden of demonstrating that approval of the conditional use is consistent with and promotes the relevant purposes of this article and that the buffer reduction will not adversely affect the public health, safety and welfare specifically with respect to drainage, light, noise, air quality, natural features of the land, and neighborhood aesthetic characteristics.

6.4.3.a.iv. The buffer area shall be planted with a variety of high- and low-level plantings. Where the required buffer is along a railroad right-of-way, a wall or a fence or a similar architectural feature that satisfies the purpose of the buffer requirement may be used in addition to the plantings.

6.4.3.a.v. There may not be more than one vehicular entrance and one vehicular exit through the buffer area to any street.

6.4.3.a.vi. Any lot which becomes vacant through the removal of a structure for any reason shall be screened from all abutting public streets by shade trees and a minimum six-foot-wide landscaped area with a continuous row of two-foot-high shrubs.

- 6.4.3.b. Where a use other than a one- or two-family dwelling located in the BMV District abuts a one- or two-family dwelling in the BMV District, the depth of the buffer shall be 15 feet.

- 6.4.4 Height and density increases.
- 6.4.4.a. Height and density may be increased above the base standard, according to "Table 6.4 BMV Bryn Mawr Village District" and shall comply with any one of the following options:
- 6.4.4.a.i. Reserved for affordable or workforce housing.
- 6.4.4.a.ii. Public space. If at least 10% of total lot area is dedicated contiguous public gathering space (minimum 1,000 square feet), the FAR may be increased by up to 0.2.
- 6.4.4.a.iii. Underground parking. If at least 15% of the required parking is below grade, the FAR may be increased by up to 0.2.
- 6.4.4.a.iv. Green roof. If a building is constructed with a green roof, the FAR may be increased by up to 0.2.
- 6.4.4.b. The height of a parking structure in a BMV3 District may be increased up to a maximum height of 55 feet without limiting the number of stories, subject to the following requirements:
- 6.4.4.b.i. The parking structure shall be visually screened from all adjacent public streets by residential buildings or by commercial buildings if erected as of the effective date of this article.
- 6.4.4.b.ii. A parking structure may not front on or gain access from Lancaster Avenue or Bryn Mawr Avenue.
- 6.4.4.b.iii. The maximum height of any building wrapping the parking structure shall be three stories or 38 feet, whichever is lower, if the building is within 75 feet of a residentially zoned property.
- 6.4.4.b.iv. The maximum height of any building wrapping the parking structure shall be four stories or 50 feet, whichever is lower, with a 15 foot setback above any portion of the building over 38 feet, if the building is more than 75 feet from a residentially zoned property.
- 6.4.4.c. If two height and density increases permitted above are used, the FAR may be increased by up to 0.4 over the base FAR, according to "Table 6.4 BMV Bryn Mawr Village District".
- 6.4.5 Uses
- 6.4.5.a. Uses shall be according to "Table 5.1 Uses" and further regulated by "Article 10: Supplemental Use Regulations" and the following:
- 6.4.5.a.i. BMV2: An accessory building may be separate from the principal building on a lot, but shall not encroach upon or extend into any of the required yards.
- 6.4.5.a.ii. BMV1, BMV3, BMV4: Accessory uses are permitted on the same lot with a permitted use, including parking structures, fitness centers and day-care centers, but specifically excluding off-track betting parlors and slot parlors.
- 6.4.6 Parking and loading.
- 6.4.6.a. The parking and loading provisions of "Article 8: Parking Standards" shall apply in the Bryn Mawr Village Districts, except where in conflict with the provisions below:
- 6.4.6.b. General standards.
- 6.4.6.b.i. Additional parking in the Bryn Mawr Village District is not required for an expansion to existing buildings if the expansion complies with Bryn Mawr Village District regulations and the building is on a lot smaller than 3,000 square feet.
- 6.4.6.b.ii. Changing a nonresidential use in an existing building to another use or uses permitted in the Bryn Mawr Village District does not require additional on-site parking, provided that:
- 6.4.6.b.ii.(1). The new use requires not more than 15 additional parking spaces above that required by the existing use; and
- 6.4.6.b.ii.(2). Any exterior changes to the building comply with the development design standards in "6.4.7 Development design standards."

- 6.4.6.b.iii. All other single and mixed-use developments in the Village District shall provide parking spaces according to the following ratios:
 - 6.4.6.b.iii.(1). Single-family dwelling unit: 1.5 spaces per unit.
 - 6.4.6.b.iii.(2). Single-family dwelling units exceeding two bedrooms: 2.0 spaces per unit.
 - 6.4.6.b.iii.(3). Student home single-family dwelling unit: 3.0 spaces per unit. Student home units shall not be permitted to utilize any of the off-site parking provisions in Subsections D and E below.
 - 6.4.6.b.iii.(4). Affordable or workforce housing, each single-family dwelling unit: 1.0 space per unit.
 - 6.4.6.b.iii.(5). Continuing care facility for the elderly, each single-family dwelling unit: 1.0 space per unit.
 - 6.4.6.b.iii.(6). Commercial (retail, restaurant, office, etc.): 4 spaces per 1,000 square feet.
 - 6.4.6.b.iii.(7). Hotel: 1 space per room.
 - 6.4.6.b.iii.(8). Theater: 1 space per 5 seats. This parking requirement may be met by counting off-site metered spaces in a municipal parking lot within 900 feet of the theater use. Each metered space may only be counted once for theater use when this parking provision is utilized.
 - 6.4.6.b.iii.(9). Fitness center: 5 spaces per 1,000 square feet.
 - 6.4.6.b.iii.(10). All other uses: 4 spaces per 1,000 square feet of floor area.
- 6.4.6.c. Surface parking.
 - 6.4.6.c.i. Vehicular access to surface parking shall be from an alley or side street where possible.
 - 6.4.6.c.ii. Surface parking and exterior loading areas shall be placed between the structure and rear lot line and shall comply with the following standards:
 - 6.4.6.c.ii.(1). On a corner lot, if surface parking and exterior loading cannot be behind the buildings and screened from view, then the parking shall be located along the street with the least amount of vehicular traffic or along the street with the least amount of pedestrian activity.
 - 6.4.6.c.ii.(2). Pedestrian access to and through a surface parking lot shall require safety provisions giving warning of the pedestrian walkway. Surface parking areas and pedestrian walkways connecting to them shall be well lit, subject to compliance with the requirements of the Energy Code adopted under the Pennsylvania Uniform Construction Code.
 - 6.4.6.c.ii.(3). Surface parking that is visible from the street shall be screened by a fence or wall and plantings. Plantings or shrubs shall be maintained at a height of two to three feet.
 - 6.4.6.c.ii.(4). Off-street surface parking shall not extend more than 70 feet in width along any street frontage without being interrupted by an outdoor cafe, landscaped garden or public plaza with seating.
 - 6.4.6.c.ii.(5). Parking and exterior loading areas shall be buffered from any adjacent pedestrian way by planting street trees and providing a six-foot-wide landscaped area with a continuous row of two-foot-high (minimum) shrubs, or a fence or seating wall not less than two feet and no more than three feet high. Shrubs shall be maintained at a height of two feet to three feet.
- 6.4.6.d. Parking structures.
 - 6.4.6.d.i. Except in BMV2 District, a parking structure shall be:

- 6.4.6.d.i.(1). Placed underground; or
- 6.4.6.d.i.(2). The facade facing a street shall be wrapped with other permitted uses, such as retail or residential.
- 6.4.6.d.ii. In all Bryn Mawr Village Districts a parking structure shall comply with the following:
 - 6.4.6.d.ii.(1). Sloping floors and bare slabs shall not be visible from any public street except at access points; and
 - 6.4.6.d.ii.(2). Vehicular access to parking structures shall be from side streets or alleys wherever possible.
- 6.4.6.d.iii. Every facade of a parking structure visible from a public or private street or pedestrian way shall be pedestrian oriented and scaled. Building design shall comply with the development design standards and shall be complementary to nearby active facades, in terms of building materials and architectural pattern, and comply with the design development standards in "6.4.7 Development design standards."
- 6.4.6.e. Off-site and shared parking.
 - 6.4.6.e.i. Parking requirements may be met using off-site parking, subject to the following requirements:
 - 6.4.6.e.i.(1). On-street parking spaces directly in front of the building may be counted to comply with the required parking.
 - 6.4.6.e.i.(2). All off-site required parking shall be located within 1,000 feet of the proposed building.
 - 6.4.6.e.i.(3). The applicant shall demonstrate that they have entered into a perpetual agreement with the property owner providing the required parking spaces.
 - 6.4.6.e.i.(4). The applicant shall demonstrate that the off-site parking spaces are not required parking for another building.
 - 6.4.6.e.ii. Shared use of parking spaces for a building containing both residential and nonresidential uses shall be permitted using the peak demand calculations listed in "Table 8.2.1 Shared Parking" (*table 5 missing from LMT code*)[Use DPZ Table?]
 - 6.4.6.e.ii.(1). ~~First, calculate the minimum amount of parking required for each land use as if it were a separate use.~~
 - 6.4.6.e.ii.(2). ~~To determine the peak parking requirements, multiply the minimum parking required for each proposed land use by the corresponding percentage in the table below for each of the time periods.~~
 - 6.4.6.e.ii.(3). ~~Calculate the column total for each time period.~~
 - 6.4.6.e.ii.(4). ~~The column (time period) with the highest value shall be the minimum parking requirement.~~
- 6.4.6.f. If adequate on-site parking is not available, the parking requirements for uses in existing and expanded mixed-use buildings may be met by designating currently undesignated metered public parking spaces in a municipal parking lot within 900 feet of the use, measured from lot line to the center of the public parking lot. Each public parking space may only be counted once when this parking provision is utilized. A maximum of 10 parking spaces in public parking lots may be designated under this section. Public parking spaces may not be designated for uses in new buildings. If public parking spaces are designated for dwelling units, the parking required on the lot where the residential units are located shall not be reduced to less than one space per unit. The provisions of this subsection shall not apply to parking required for a student home use.
- 6.4.6.g. Service parking and loading.
 - 6.4.6.g.i. To the greatest extent feasible, areas used for loading or trash receptacle purposes shall not be located adjacent to residential uses or residential zoning districts. The minimum setback from a residential property line shall be 10 feet. Loading and trash receptacle areas shall be visually screened from view from any residential use or residential zoning district.

- 6.4.6.g.ii. The storage of refuse shall be provided inside the building(s) or within an outdoor area enclosed by either walls or opaque fencing. Any refuse enclosure outside of the building shall be designed to be architecturally compatible with the building(s), shall not be located in the front of the building, and shall be entirely screened by a fence or enclosure that is at least six feet high.

6.4.7 Development design standards.

- 6.4.7.a. Purpose. The purpose of this section is to establish consistent requirements that promote pedestrian-oriented design and traditional Bryn Mawr Village character. Adherence to these standards will carry out the purposes of the district set forth in "6.4.1 Purpose; division into four districts." above, will encourage property maintenance and will preserve and enhance property values within the District. It has been clearly demonstrated that the economic success of a suburban commercial center is promoted by well maintained properties consistent in scale and appearance. The principles guiding the administration of these standards are as follows:
 - 6.4.7.a.i. New buildings should complement the pattern of existing landmark structures and have a building fabric that relates to their site and surroundings.
 - 6.4.7.a.ii. Buildings should respond at street level to a pedestrian scale.
 - 6.4.7.a.iii. Emphasis should be provided at prominent locations to buildings:
 - 6.4.7.a.iii.(1). With prominent facades that terminate view corridors; or
 - 6.4.7.a.iii.(2). Whose corners are at gateway locations; or
 - 6.4.7.a.iii.(3). That either surround or are surrounded by open space.
 - 6.4.7.a.iv. New and existing development should have a consistent character.
 - 6.4.7.a.v. Active ground floor uses should have multiple entrances and distinctive entrance treatments.
 - 6.4.7.a.vi. Texture and variety should be provided through facade articulation and composition.
 - 6.4.7.a.vii. Architectural expression should be provided in windows, doors, walls, and roofs.
 - 6.4.7.a.viii. Pedestrian pathways should be provided that are safe and attractive.
 - 6.4.7.a.ix. Street trees and shade trees should be employed to enhance development.
- 6.4.7.b. Facade articulation. Facade articulation is a series of small setbacks and projections in the overall street wall. Articulation breaks the scale of the building into an aggregate of smaller forms, introduces rhythm, and relates to the human scale, without detracting from the overall sense of a consistent street wall. All new, renovated or expanded buildings shall comply with the following standards:
 - 6.4.7.b.i. The main facade of buildings shall be designed to emphasize entryways, windows, corners, and vertical elements of the building facade, as well as other special features.
 - 6.4.7.b.ii. The depth of the articulated elements shall fall within a range of two to five feet.
- 6.4.7.c. Facade composition. Facade composition is the arrangement of materials and details to distinguish the components of the building, particularly its base and top. All new, renovated or expanded buildings shall comply with the following standards:
 - 6.4.7.c.i. All new building facades shall be built to the scale of the other buildings on the street.
 - 6.4.7.c.ii. The design shall distinguish and emphasize the building's base and top, and reinforce the scale of the street for the pedestrian.
 - 6.4.7.c.iii. The proportion of the facade of a building built on a corner lot shall be most prominent on the primary street.
 - 6.4.7.c.iv. All wall-mounted mechanical, electrical, communication, and service equipment, including satellite dishes and vent pipes, shall be screened from public view.
- 6.4.7.d. Ground floor facade. The ground floor is the primary zone of interaction for pedestrians on the street and includes the elements of uses, doorways, access points and window transparency. Visual access and active uses at the ground floor help ensure a vibrant pedestrian environment, especially when there are multiple entries, visual clues as to the entrance locations, and alignment with visual axes and prominent corners. All new, renovated or

expanded buildings shall comply with the following standards:

- 6.4.7.d.i. The main entrances of buildings shall face the street or public space and be oriented to the dominant street.
 - 6.4.7.d.ii. Lobbies and retail spaces shall be clearly connected to the outdoor environment and visible from the street.
 - 6.4.7.d.iii. The placement of windows is defined by the use of the ground level.
 - 6.4.7.d.iii.(1). On retail, restaurants, and office buildings, windows shall be at street level and allow pedestrians to see the activity inside the building.
 - 6.4.7.d.iii.(2). On residential buildings with units at the ground level, windows are allowed to permit privacy by raising them half a level above the sidewalk.
 - 6.4.7.d.iv. When a building facade or tenant space faces a primary street and a side or rear parking lot, the main entrance shall face the primary street. Secondary entrances are permitted to face the side or rear parking lot. Rear tenant spaces that only face a side or rear parking lot are not required to have an entrance along a primary street.
- 6.4.8 Architectural elements.
- 6.4.8.a. The architectural design of buildings shall complement the scale and proportion of surrounding buildings, celebrate innovative design, and be varied in context. Windows at the ground floor are important in activating the building and encouraging pedestrian traffic.
 - 6.4.8.b. All new, renovated or expanded nonresidential/commercial buildings shall comply with the following standards:
 - 6.4.8.b.i. Windows and doors: primary front facade.
 - 6.4.8.b.i.(1). The ground floor of the primary front facade shall contain between 65% to 70% clear windows and doors.
 - 6.4.8.b.i.(2). Bronze glass, highly reflective glass, tinted or black and smoked glass is prohibited.
 - 6.4.8.b.i.(3). Windows and door openings at the ground floor of the primary front facade shall occur in a ratio of at least 3:1 between openings and solid surfaces.
 - 6.4.8.b.i.(4). Windows above the ground floor on the primary front facade of new or expanded buildings shall be clear and occur in a wall-to-window ratio of .75:1 to 1.25:1 along the horizontal width of the facade to result in a pattern of solid wall buildings with punched windows.
 - 6.4.8.b.i.(5). Where the primary front facade of an existing building is being renovated, the wall-to-window ratio along the horizontal width of the facade shall be within a range of 1:1 to 2.5:1.
 - 6.4.8.b.i.(6). If the wall-to-window ratio in an existing building is currently less than 2.5:1, the existing wall-to-window ratio shall be maintained.
 - 6.4.8.b.i.(7). Individual windows in upper stories of the primary front facade(s) shall be vertically aligned with the location of windows and doors on the ground level to the extent possible.
 - 6.4.8.b.i.(8). The design of the ground floor shall be complementary to the Bryn Mawr Village District, with commercial uses having large, clear window displays:
 - 6.4.8.b.i.(9). The maximum sill height above the adjacent sidewalk elevation

- shall be two feet or lower;
- 6.4.8.b.i.(10). Window heads shall be nine feet to 12 feet above sidewalk level;
- 6.4.8.b.i.(11). The top of the display window(s) in the primary front facade shall be at least as high as door height.
- 6.4.8.b.ii. Windows and doors: secondary facades. Any building wall with less than 25% of clear windows shall be articulated by two or more of the following methods:
- 6.4.8.b.ii.(1). Details in masonry courses;
- 6.4.8.b.ii.(2). Blank window openings trimmed with frames, sills and lintels;
- 6.4.8.b.ii.(3). Where the building is occupied by a commercial use, recessed or projecting window cases.
- 6.4.8.b.iii. Ground floor exterior doors that swing onto a public walkway that is less than six feet wide shall be set into the building to avoid conflict with pedestrians. Doors swinging out that do not project into a required public walkway shall include a barrier to prohibit doors from obstructing the pedestrian way.
- 6.4.8.b.iv. Exterior walls. Construction materials may include stucco; wood clapboard (including hardie board siding); native stone; architectural concrete block; or polished block, or brick of a shape, color and texture as that found within the Bryn Mawr Village District.
- 6.4.8.b.iv.(1). Specifically prohibited shall be any type of painted brick, T-111 or other similar plywood siding, and all-metal buildings. Exterior insulation and finishing system (EIFS) is prohibited unless authorized by the Board of Commissioners under ("") below.
- 6.4.8.b.iv.(2). All forms of conventional unfinished concrete block shall be prohibited, except on walls not visible from any public way.
- 6.4.8.b.v. All buildings shall articulate the line between the ground and upper levels with a cornice, canopy, balcony, arcade or other visual device.
- 6.4.8.b.vi. The massing of all buildings shall be deemphasized through the use of projecting and recessed elements, such as porches, windows, and roof dormers to reduce overall bulk and volume, enhance visual quality and contribute to human-scale development. Such breaks in facades and roof-lines shall occur not more frequently than the width of two Bryn Mawr Village District shop fronts (generally about 25 feet each) nor less frequently than 100 feet.
- 6.4.8.b.vii. Roofs.
- 6.4.8.b.vii.(1). The tops of buildings shall express the roof-line and have either pitched roofs with overhanging eaves or flat roofs with articulated parapets and cornices. Fascias, dormers and gables or similar architectural features shall be employed to provide visual interest. All gables shall be functional.
- 6.4.8.b.vii.(2). Pitched roofs shall have a minimum slope of 4:12.
- 6.4.8.b.vii.(3). Pitched roof material may include:
- 6.4.8.b.vii.(4). Slate, either natural or man-made; or
- 6.4.8.b.vii.(5). Shingle, either wood or asphalt composition; or
- 6.4.8.b.vii.(6). Metal formed to resemble standing seams or other similar materials.
- 6.4.8.b.vii.(7). Corrugated plastic or metal roofs are specifically prohibited.
- 6.4.8.b.vii.(8). All roof-top mechanical equipment and other appurtenances, including antennas, shall be screened visually and acoustically. Such screening shall be integrated into the architectural design of the building.
- 6.4.8.b.viii. The Board of Commissioners may, by conditional use, approve the use of architectural standards and designs that differ from those set forth above if the applicant demonstrates to the satisfaction of the Board that such standards and designs are in furtherance of the legislative intent of this article and of this subsection.

TABLE 6.4 BMV BRYN MAWR VILLAGE DISTRICT

Lot Occupation	
Lot Width	n/a
Lot Area	n/a
Impervious Coverage	
BMV1	90% ⁽¹⁾
BMV2	70% ⁽²⁾
BMV3&4	70% 100% ⁽³⁾
Building Area	n/a
Open Space (BMV1)	20% min.
Setbacks (Build-to-line)	
Principal Building	
Front (See section 46.4.2.a.)	0 ft. max. ⁽⁴⁾
Side	0 ft. ⁽⁵⁾ or 10 ft. min.
Rear	
Abutting Commercial	0 ft.
Abutting Residential	25 ft. min.
Building Height (stories)	
Minimum (base) / [increase]	
BMV1, 2, 3, 4	(2) / [2] 2 stories / 26 feet
Street Wall Maximum (base) / [increase]	
BMV1, 2, 3, 4	(3) / [3] 3 stories / 38 feet
Total Maximum (base) / [increase]	
BMV1	(4) / [5]
BMV2	(3) / [3]
BMV3	(3) / [4] ⁽⁶⁾
BMV4	(3) / [3]
Stepback Minimum (base) / [increase]	
BMV1	(10 ft.) / [15ft.]
BMV3	(none) / [10ft.] ⁽⁷⁾
Intensity ⁽⁸⁾	
FAR (base) [increase]	
BMV1	(2.1 max.) [2.5 max.]
BMV2	(1.6 max.) [1.6 max.]
BMV3, 4	(1.6 max.) [2.0 max.]

Notes	
1	Impervious coverage may be increased at a rate of one square foot of additional impervious surface for each two square feet of grade-level green roof that is open and accessible to the public.
2	100% for public structured parking facilities <u>open to the public.</u>
3	100% subject to compliance with the greening standards. 70% if the greening standards are not complied with.
	Where the right-of-way is closer than 10 feet from the curb-line, the build-to line shall be a minimum of 10 feet to 15 feet from the curb-line.
4	On Lancaster and Bryn Mawr Avenues, the build-to line shall be a minimum of 12 feet to 15 feet from the curb-line, unless the construction is an expansion of an existing building which is less than 12 feet from the curb-line. In such case the expansion may continue the build-to line established by the existing building, but in no case shall the expansion be less than 10 feet from the curb-line.
	Any portion of a new building or addition to an existing building above three stories <u>or 38 feet</u> above grade shall be stepped back from the build-to line a minimum of 10 feet.
5	<u>If a new or expanded structure is not built up to the side lot line, the new or expanded portion of the building shall be set back a minimum of 10 feet from the side lot line. (155-213 B)</u>
6	A parking structure may be up to 5 stories in height subject to the restrictions <u>regulations</u> in <u>6.4.2.i</u>
7	A 15 foot stepback is required for a building authorized under <u>6.4.2.i</u>
8	<u>Refer to 6.4.4.</u>