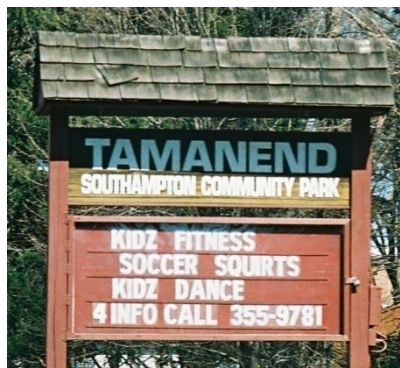


2010 Upper Southampton Township Comprehensive Plan Update

Final Plan



Prepared for:
The Township of Upper Southampton
Bucks County, PA

Prepared by:
Upper Southampton Township Planning Commission
Pennoni Associates, Inc.
Economic Development Associates

Date of Adoption: November 3, 2010



RESOLUTION #2010-20

A RESOLUTION OF THE TOWNSHIP OF UPPER SOUTHAMPTON,
COUNTY OF BUCKS, COMMONWEALTH OF PENNSYLVANIA
AMENDING THE COMPREHENSIVE PLAN OF THE TOWNSHIP OF
UPPER SOUTHAMPTON.

WHEREAS, Upper Southampton is a Township of the Second Class located in the County of Bucks, Commonwealth of Pennsylvania and as such, is required to comply with the provisions of the Pennsylvania Municipalities Planning Code; and

WHEREAS, the Pennsylvania Municipalities Planning Code empowers the Board of Supervisors to adopt and amend a comprehensive plan which includes, but is not limited to, statement of objectives of the municipality; a plan for land use; a plan to meet housing needs of present and future residents; a plan for movement of people and goods; a plan for community facilities and utilities; a statement of inter-relationships between various components; a discussion of short – long – range plan implementation, strategies and a statement indicating the relationship to existing and proposed development and plans in contiguous municipalities, to county objectives, and regional trends; and

WHEREAS, the Township of Upper Southampton adopted its original Comprehensive Plan in 1968 and;

WHEREAS, the Township of Upper Southampton amended the original Comprehensive Plan in 1977, and again in 1998; and

WHEREAS, the Board of Supervisors has determined that it is in the best interest, safety, and general welfare of the residents of Upper Southampton to amend the 1968 Comprehensive Plan, as amended in 1977 and 1998 in accordance with the document title "2010 Upper Southampton Township Comprehensive Plan Update"; and

WHEREAS, after public hearing and consideration of review comments by the County of Bucks, contiguous municipalities, and Centennial School District, as well as public meeting comments and recommendations of the Upper Southampton Planning Commission in accordance with the Pennsylvania Municipal Planning Code, the Board of Supervisors of the Township of Upper Southampton desire to adopt an amendment to the Comprehensive Plan as set forth in the document titled, "2010 Upper Southampton Township Comprehensive Plan Update".

NOW THEREFORE, the Board of Supervisors of the Township of Upper Southampton, County of Bucks, Commonwealth of Pennsylvania does hereby resolve as follows:

The Upper Southampton Township Comprehensive Plan is hereby amended by the adoption of the "2010 Upper Southampton Township Comprehensive Plan Update", attached hereto as Exhibit "A" which include the following Chapters and Maps:

Chapters

- Chapter 1 Introduction & Purpose
- Chapter 2 Guiding Goals and Objectives
- Chapter 3 Existing Land Use & Zoning
- Chapter 4 Township Characteristics
- Chapter 5 Natural and Historic Resources
- Chapter 6 Economics & Economic Development
- Chapter 7 Transportation & Circulation
- Chapter 8 Recreation and Community Facilities
- Chapter 9 Utilities
- Chapter 10 Housing
- Chapter 11 Revitalization Plan
- Chapter 12 Growth Areas & Future Land Use Plan
- Chapter 13 Plan Relationships and Compatibility
- Chapter 14 Plan of Action

Maps

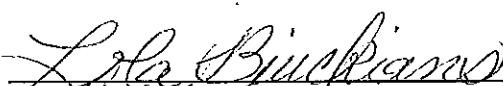
- Zoning Map
- General Features Map
- Natural Resources Features – Hydrants
- Sanitary Sewage Service Areas
- Water Supply Service Areas
- Future Land Use Plan Map

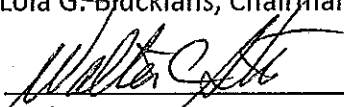
All tables, exhibits and maps set forth in Chapters 1 through 14 are included as part of the plan. Appendices A - E inclusive are included as part of the plan.

This Resolution shall become effective immediately upon its enactment.

RESOLVED by the Board of Supervisors of Upper Southampton Township on the 3rd day of November, 2010.

BOARD OF SUPERVISORS
UPPER SOUTHAMPTON TOWNSHIP

By: 
Lola G. Biuckians, Chairman

Attest: 
Walter C. Stevens, Secretary/Treasurer



Upper Southampton Township, Bucks County, Pennsylvania

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2010 Comprehensive Plan Update

Upper Southampton Board of Supervisors

Lola G. Biuckians, Chair
Marguerite C. Genesio, Vice-chair
Walter C. Stevens, Secretary/Treasurer
Stephen Wallin, Asst. Secretary/Treasurer
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Upper Southampton Comprehensive Plan Committee (Planning Commission)

Stanley Gawel, Chair
Franz Kautz, Vice-chair
Lisa Deubel, Secretary (former member)
David Faust, member
David George, member
Ray Grossmuller, member
Lou Ann Hingley, member
Stephen Stadler, member
Nancy Triscoli, Recording Secretary

(Special thanks to the many public participants for their valuable comments and input)

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2010 Upper Southampton Comprehensive Plan Update

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2010 Upper Southampton Comprehensive Plan Update **Chapter 1, Introduction and Purpose**

A. Introduction, Purpose, and Background

Upper Southampton last updated its Comprehensive Plan in 1998. Certain recommendations of the *1998 Comprehensive Plan* materialized, indicating that such planning provides a proactive approach to accommodating change and can assist the Township in realizing many of its goals. In 1998, the now-recognized need for sustainable actions and activities was not a current issue then. The intervening years have shown that planning for sustainability is a paramount concern, therefore this Plan update seeks to address this topic from the prospective and with the principles of Smart Growth, Green Growth, and Sustainability.

Although changes within the Township over the past 11 or so years have been modest because of its urban/suburban condition, Upper Southampton must plan for a sustainable future, one that enhances the quality of life and promotes economic vitality with renewed vigor. Thus, the Township's initiative to update the 1998 Comprehensive Plan is very timely.

This update of the Upper Southampton Township Comprehensive Plan is prepared under the authority granted by the Commonwealth of Pennsylvania to municipalities to prepare comprehensive plans in accordance with the provisions of the PA *Municipalities Planning Code* (MPC). Article III of the MPC provides requirements regarding the content and information that must be included as part of a comprehensive plan.

A comprehensive plan should provide a foundation for local planning in a regional-context, a ready resource containing the policies that guide land use decisions in a community. It can help a community to shape and/or re-shape its future by guiding the formulation of zoning and subdivision ordinances, the acquisition/preservation of open space, transportation improvements, the protection of natural and historic resources, the provision of community facilities, and appropriate commercial, retail, and industrial revitalization. This update is intended to ensure that the Upper Southampton Township Comprehensive Plan continues to serve as such a resource.

The plan provides a road map for housing, land use, community facilities, and transportation. It is not a legal document but assists decision-makers. It contains no rules or regulations, but forms the basis for zoning regulations. It has a broad scope and examines the physical, social, and economic characteristics that come together to form what exists today and applies this knowledge to the future.

While issues are addressed in general terms, the Comprehensive Plan can make specific recommendations. It is a document that examines how the past has shaped the present, develops a forecast about what is likely to happen in the future, and describes how this future can be shaped to meet a community's wishes. It is recommended that future development/redevelopment applications be required to relate their plans with applicable provisions of this updated 2010 Comprehensive Plan.

With these principles in mind, the 2010 Plan has evolved from addressing the following four questions:

Where is the Township today?

- Identification of major characteristics of land use and recent development and disproportionate tax burden on residential property owners, as well as opportunities and constraints that affect the Township's future development and redevelopment.

What are the trends for the future?

- Examination of local and regional forces impacting the Township, including study of population changes and development trends as well as the ever increasing Township costs. Make use of emerging sustainability measures, guidelines, resources, and programs.

Where does the Township want to be?

- Articulation of the township's goals for the future that reflect community wants and needs, including input from residents, and the business community, and key stakeholders as well as the achievement of economic sustainability.

How do we achieve our goals?

- Examination of the policies of the *1998 Comprehensive Plan* and land use controls in order to formulate recommendations that will guide growth/development, and re-growth/re-development (revitalization) toward desired outcomes.

B. The Planning Process

The comprehensive plan update began in late 2008 with the Planning Commission being designated as the lead Township agency. The Township Manager attended the routine monthly meetings held on the 3rd Monday evening of the month, held at the municipal building's first floor meeting room. Members of the public attended routinely and past Township Supervisors and Department heads and members of the Parks and Recreation Board, the Library Board, and the United State Postal Service (USPS) attended primarily when topics of interest to them arose. A topical, by chapter, agenda was developed for each month, to completion.

Also accomplished was the preparation of a public/resident input survey form, for both electronic responses via the Township website link as well as hard copies provided at the Library and the Municipal building. Flyers and posters were prepared and posted in conspicuous locations. Additionally, the Township randomly mailed 300 hard copy surveys that resulted in a nearly a 50% response rate. Further, meetings were held for input with the Southampton Business and Professional Association and a gathering of the Industrial business owners and operators to gain their input as well. The appendix contains meeting reports and survey summaries.

Over the course of time, various edits, revisions and additional content were accomplished based on input, from the working group consisting of the Planning Commission, Township Manager, and citizens-at-large in attendance. Subsequently an initial draft was compiled and presented to the Planning Commission working group and Township Supervisors for comment prior to preparing the Final Draft for

submittal to the Bucks County Planning Commission and neighboring municipalities for comments prior to the final required public hearing and adoption, pursuant to the requirements of the PA *Municipalities Planning Code*.

C. Structure of the Plan

To achieve the purposes outlined above, the update contains the following elements:

1. **Introduction and Background** – this section introduces the Plan, by describing its purpose and format. An overview of the planning process, and the parties involved in the process are also presented.
2. **Guiding Goals and Objectives** – this section establishes the major guiding goals that set the general direction of the 2010 Plan. The goals were derived from the goals and policies of the *1998 Comprehensive Plan* where and when deemed applicable, as well as those found in other relevant planning documents.
3. **Existing Land Uses** – this section inventories the current land uses and zoning so as to preserve and enhance the diversified mix of urban, suburban, rural and natural land uses by concentrating development and redevelopment.
4. **Characteristics** – this section presents the Township’s history and examines past and present data on socioeconomics demographics from the U.S. Census, evaluating changes, trends, and projections to inform the Plan’s recommendations.
5. **Natural and Historic Resources** – this section identifies and inventories natural, scenic and historic resources from past plans and documents so as to sustain, preserve, and enhance them for the benefit of current and future generations, while accommodating appropriate planned and desired growth.
6. **Economics and Economic Development** – this section identifies the recommendations from the *1998 Comprehensive Plan*, the influence of economics on the Comprehensive Plan, the current and projected conditions, the economic strengths of the Township, and the need for future assessment based on the 2010 U.S. Census data, which was not available at the time this Plan was formulated, plus the relationship of this section to the Revitalization Chapter.
7. **Transportation** – this section describes transportation facilities in the Township. The efficiency of the existing circulation network in moving goods and people throughout the region is analyzed and improvements such as traffic calming, signalization, congestion mitigation, and pedestrian crossings are evaluated to enhance driving, walking, and bicycling as modes of travel. Alternatives to automobile use are also examined.
8. **Recreation and Community Facilities** – this section, based on past and current planning studies and plans, inventories and identifies the general adequacy and projected needs of existing recreational, educational, and municipal facilities, libraries and postal services for current and future residents. It further develops strategies to improve existing service where identified as needed.

9. **Utilities** – this section inventories and identifies existing utilities (water resources and solid waste) so as to provide services to meet the current and projected needs in the Township, to protect the environment and public health, to evaluate the adequacy of such utilities, and to support development/re-development and revitalization consistent with the desired and identified future patterns for the Township.
10. **Housing** – this section characterizes existing housing and recommends the continuation of diverse, affordable and adequate housing to meeting the current and anticipated future needs of households and located in a manner consistent with revitalization and the future land use plan.
11. **Revitalization Plan** – this section brings forward past plans and studies for revitalization (Central Area Study, 1998 Comprehensive Plan) primarily for the Second Street Pike Corridor, and the “Town Center” area. It identifies and evaluates the recommendations of the Economics and Economic Development Chapter, while evaluating special study areas, including the Street Road Corridor, Second Street Pike Corridor, and the industrial and commercial areas and zoning districts comparing and identifying gaps in land uses, future opportunities and strategies for implementing current styles of redevelopment and revitalization, based on the resident surveys and input from business associations. Detailed improvements are recommended and supported by the Chapters on Transportation, Future Land Use Plan, and the Plan of Action.
12. **Growth Areas and Future Land Use Plan** – this section identifies where redevelopment, in-fill, and revitalization are applicable and achievable. It also considers previous plans and studies, as well as the Revitalization Chapter’s recommendations. It also considers current zoning regulations and zoning district boundaries for their appropriateness in light of existing conditions and assessed whether such regulations and boundaries serve to maintain and enhance the community or not.
13. **Planning and Coordination** – this section discusses the compatibility of this Plan’s elements to each other. It also identifies the relationship between conditions in the Township and in adjacent municipalities. The County Comprehensive Plan is examined to ensure consistency with its, goals, objectives, policies, and recommended actions. The 2010 Delaware Valley Regional Planning Commission’s *Connections 2035 – the Regional Plan for a Sustainable Future*, is also examined for this comprehensive plan update’s consistency with it. This section focuses on the relationships among land uses, the natural environment, transportation and community needs and the interdependences among all these elements of the Plan. It also reviews and considers the existing and future land use plans of contiguous municipalities in a regional context and identifies areas of concern and recommended actions.
14. **Plan of Action** – this final section of the Plan sets forth the goals and objectives of the Plan in terms of each component, the implementation steps with timetables, priorities, responsible parties and funding sources for the stated recommendations to carry out over time the full spirit and intent of this Plan as adopted.

D. Municipalities Planning Code Compliance:

This Comprehensive Plan has been prepared to be consistent and in compliance with and to the Pennsylvania Municipalities Planning Code (MPC), as amended and supplemented through its current

2005 edition. Further and in accordance with Section 301 (a) (6), this Comprehensive Plan and subsequent implementation actions are in compliance with the following nine Pennsylvania State Statutes, brought forward by the MPC, and as may be applicable:

1. Act of June 22, 1937 (P.L. 1987, No. 394), known as "The Clean Streams Law"
2. Act of May 31, 1945 (P.L. 1198, No. 418), known as the "Surface Mining Conservation and Reclamation Act"
3. Act of April 27, 1966 (1st SP.SESS.P.L. 31, No.1), known as the "The Bituminous Mine Subsidence and Land Conservation Act"
4. Act of September 24, 1968 (P.L. 1040, No. 318), known as the "Coal Refuse Disposal Control Act"
5. Act of December 19, 1984 (P.L. 1140, No. 223), known as the "Oil and Gas Act"
6. Act of December 19, 1984 (P.L. 1093, No. 219), known as the "Non-coal Surface Mining Conservation and Reclamation Act"
7. Act of June 30, 1981 (P.L. 128, No. 43), known as the "Agricultural Area Security Law"
8. Act of June 10, 1982 (P.L. 454, No. 133), entitled "An Act Protecting Agricultural Operations from Nuisance Suits and Ordinances under Certain Circumstances"
9. Act of May 20, 1993 (P.L. 12, No. 6), known as the Nutrient Management Act"...regardless of whether any agricultural operation within the area to be affected by the plan is a concentrated animal operation as defined under the act



2010 Upper Southampton Comprehensive Plan Update Chapter 2, Guiding Goals and Objectives

A. Vision for the Future

The 2010 Township Comprehensive Plan update seeks to build upon the goals and objectives from the 1998 Comprehensive Plan while at the same time examines the changes that have occurred during the 12 years since and provides for strategies that can better meet the challenges that the Township faces now and in the foreseeable future. Many of the goals and objective set forth in the previous plan are still relevant today. For that reason the goals and objectives of this updated Plan will, in some part, reflect back upon those goals.

The 1998 Plan, in The Statement regarding the Goal, Objectives, and Policies of a Comprehensive Plan established the Township's position regarding land use and development issues. It served as the framework for the land use controls that are attained through regulations in the zoning ordinance and in the subdivision and land development ordinance. The goal established the general course the Township wished to follow.

Objectives are means through which the Township may achieve goals. Policies set forth specific actions that the Township must undertake to satisfy the objectives.

B. The 1998 Plan's Statement of the Community Goals, Objectives, and Policies

The **Major Goal** of the *1998 Comprehensive Plan* was to maintain Upper Southampton Township as a distinctive and desirable place to live and raise families; to safeguard the health, safety, and welfare of its citizens through land use planning that will carefully manage the community's non-residential uses, open space, and its economic, environmental, cultural, and historical resources, while being fully compatible with and promotes the residential character of the Township.

It is recognized that in 1998 Upper Southampton Township was approximately 96% developed. This development consisted of extensive residential, commercial and light industrial uses, which in certain instances may be inconsistent with surrounding and/or adjoining permitted land uses. These inconsistent uses should be identified and studied in the future in order to achieve the major goal and objectives stated herein. The following objectives are brought forward into this current updated Plan.

Objectives of the 1998 Comprehensive Plan:

1. Ensure that development/redevelopment is fully compatible with the major goal of the Township
2. Maintain the residential character of the community
3. Encourage campus-like site design for office and light industrial development which compliments and is fully compatible with adjacent residential areas
4. Alleviate traffic congestion within the Township
5. Facilitate public transportation and safe pedestrian and bicycle movement throughout the Township
6. Provide recreational, educational, and cultural facilities for Township residents
7. Protect and promote green open space and park land
8. Prevent environmental degradation through appropriate regulations and guidance

9. Encourage the business community, in conjunction with the Township, to revitalize the Central Area through innovative policies and efforts which are consistent with the above objectives
10. Study and review certain nonconforming uses which may be inconsistent with the zoning districts in which they are located

C. Overall Goal of this Comprehensive Plan Update

The overall goal of this 2010 Comprehensive Plan Update is to provide a roadmap in terms of specific goals, objectives and recommended implementation actions for the enhancement of the quality of life of the residents of Upper Southampton Township as well as for the overall economic sustainability of the community. Protection of the health, safety and welfare of the citizens of Upper Southampton is paramount.

The following goals and objectives are organized by topics that generally correspond to each topical section/chapter of the Comprehensive Plan. A goal is an ideal or desired future condition and is usually not quantifiable or time dependent. An objective defines the purpose and commitment to achieve a goal or condition. Meetings were held with the Southampton Business and Professional Association and the owners/operators of the Industrial zone areas, public input at working meetings, as well as a resident survey to solicit comments and issues that helped shape This Comprehensive Plan vision of how to improve the business environment in Upper Southampton (See Appendix item C.)

To implement these goals and objectives, detailed recommended actions were created for each Chapter and are collectively summarized in Chapter 14 – Plan of Action. Overall guiding goals are as follows:

- Promotion of “Smart Growth” principles, which encourage a concentration of development and diversity of uses. This approach is intended to guide development and conserve natural systems, utilizing existing infrastructure, revitalizing growth centers, and encouraging alternative means of transit such as walking and biking.
- Promotion of “Sustainability” principles to preserve environmental resources for future generations. It encourages green building design in compliance with Leadership in Energy and Environmental Design (LEED) standards and the use of solar, geothermal, wind, or other on-site regenerative energy production for both public and private development projects, and bicycle traffic alike.
- Proper accommodation of the 2010 to 2020 population in sound housing supported by superior municipal services.
- Maintenance and/or re-establishment of land use patterns which create healthful, convenient and prosperous living and working arrangements, including employment opportunities for township residents considering new and innovative overlay zoning provisions for revitalization.
- Development of adequate tax rates that will allow the township sufficient income to provide required municipal services without placing a disproportionate tax burden on residential property owners.
- Provision of adequate, operationally-efficient, energy-efficient, and cost-effective public facilities and utilities.

- Development of efficient, convenient transportation facilities, including improvements to major intersections, circulation improvements, congestion mitigation, including vehicular, pedestrian, and bicyclers alike.
- Ensure that development and redevelopment is fully compatible with the overall goal of this Comprehensive Plan Update by requiring land development and redevelopment applications to compare their plans with the guiding goals and provisions of this Plan.
- Prevent environmental degradation through appropriate regulations and guidance.
- Provide recreational, educational, and cultural facilities for Township residents.
- Protect and promote green open space and park land.

Development Today and Projected Changes

A. Nonresidential Development

Goal: Encourage sustainable nonresidential development and redevelopment that is well integrated and compatible with the surrounding land uses and character of the area and that has minimal impact on the highway network and other services.

Objectives:

1. Encourage high-quality office, commercial, and industrial development and/or redevelopment to enhance the tax base within the township and support its economic sustainability and operations, based on the suggestions of a variety of associations and agencies.
2. Promote adaptive reuse and redevelopment initiatives for abandoned/vacant industrial and commercial sites.
3. Require high standards to control nuisances such as objectionable odors, noise, smoke, lighting glare, and hazardous material of any kind.

B. Residential Development

Goal: Provide safe and adequate housing for present and future residents.

Objectives:

1. Preserve the diversity of existing housing types.
2. Ensure that zoning and land development regulations incorporate provisions of Sustainable design and Smart Growth.
3. Continue to promote the public health, safety, and welfare by ensuring a quality living environment that provides quality housing through sound zoning and subdivision and land development standards and modern building and fire codes.
4. Explore the feasibility of the incorporation of alternative housing developments in appropriate locations in the Township, specifically Traditional Neighborhood Development (TND), and mixed users in the Second Street Pike, Street Road and Industrial Corridors to accommodate higher density residential uses to coincide with redevelopment.

Natural Resources

Goal: Maintain, protect, and enhance the natural resources found in the Township, whether on public or private lands.

Objectives:

1. Recognize that the protection of natural resources has direct effects on the health, welfare and safety of the community.
2. Continue and enhance provisions for the protection of critical natural resources including watersheds, groundwater, floodplains, floodplain soils, wetlands, steep slopes, woodlands, and streams.

Cultural, Architectural, and Historical Resources

Goals: Recognize and protect the cultural, architectural, and historical resources of Upper Southampton Township so that they are preserved for future generations.

Objectives:

1. Recognize and protect the cultural, architectural, and historical resources of Upper Southampton Township so that they are preserved for future generations
2. Preserve and protect historic resources in established historic areas and districts
3. Promote the preservation of historic resources outside of the established historic areas and districts
4. Continue to support efforts of individuals and groups to identify sites worthy of eligibility on the National Register and efforts to place resources deemed eligible onto the Register where and when appropriate
5. Consider the merits of establishing a historic district ordinance under the authority of The PA Historic District Act, of June 13, 1961
6. Consider applying for historical markers through the Historic Marker Program of the PHMC or developing a local-based historic marker program to designate the Township's significant resources
7. Consider applying for Certified Local Government status if a historic district ordinance is established under Act 167.
8. Seek funding sources for historic resources in need of rehabilitation

Parks, Recreation, and Open Space Planning

Goal: Continue to provide adequate parks and recreation facilities for all age groups and interests and promote the preservation of open space as a means to contribute to the quality of life of township residents, as stated in the Township's 2007 Parks, Recreation and Open Space Plan.

Objectives:

1. Recognize that the provision of parks, recreation opportunities, and open space contribute to the quality of life for township residents by offering relief from stress, enhancement of mental and physical fitness, and the ability to be closer to nature and to escape from the built-out environment.
2. Make use of existing infrastructure and natural and/or man-made corridors for recreation opportunities.
3. Coordinate and cooperate with governmental agencies and other recreation providers to support their efforts to achieve this goal and these objectives.

4. Pursue to the fullest extent possible the recommended park and recreation facility improvements cited in the Township's *2007 Parks, Recreation and Open space Plan*.

Community Facilities and Services

Goal: Continue to provide needed and desirable services within the constraints of the township's fiscal abilities.

Objectives:

1. Foster the efficient and cost-effective provision and utilization of community services and facilities (i.e., police, fire protection, medical services, Library).
2. Continue to provide adequate public protection and preserve Upper Southampton Township as a safe and desirable community within which to reside, recreate, and conduct business.
3. Continue to upgrade municipal facilities to ensure compliance with ADA requirements.

Water Resources and Usage

Goal: Protect the township's water quality, ensure an adequate water supply to support future growth and development, provide for continuing and enhanced stormwater management that focuses on water quality and groundwater recharge, and provide adequate wastewater transfer treatment capacity to allow for sustainable future development and redevelopment within the township and to be coordinated with and based on the programs of the township Sewer and Water Authorities.

Objectives:

1. Protect groundwater supply in the township by regulating the use of the land in the area around wellheads, where applicable, serving community water supply systems.
2. Control the quality and quantity of stormwater runoff to prevent the degradation of waterways and flooding.
3. Protect wellheads of community water supply systems from contamination by inappropriate land uses.
4. Provide for and/or maintain water supply and wastewater facilities that effectively serve the existing and anticipated service requirements of residents and businesses.
5. Coordinate all water supply water quality and wastewater transfer activities with the Township's Water and Sewer Authority.

Solid Waste Management

Goal: Strive towards achieving state-of-the-art performance by implementing Best Management Practices(BMPs) for the waste stream items to be recycled, increasing from the estimated current rate of just under 30%.

Objectives:

1. Review existing requirements, including Act 140 rules.
2. Expand the Township's education obligation to reach all residents and business owners.

3. Continue to work cooperatively with other Waste Advisory Committee members.
4. Offer needed waste reduction and recycling services at the lowest effective cost.

Electricity, Energy Efficiency

Goals: Improve local energy efficiency and the community economy, while encouraging and developing sustainable energy practices.

Objectives:

1. Identify barriers to energy efficiency.
2. Select projects that are cost-effective and implementable.
3. Determine environmental impacts and economic benefits of projects.
4. Select leadership and participants for successful implementation.
5. Promote energy surveys in the areas of residential, industrial/commercial and transportation.

Transportation and Circulation

Goal: Achieve a safe, efficient, rapid, and pleasant circulation system for both necessary and pleasure trips incorporating a variety of modes, including vehicular, bicycle and pedestrian travel in which to serve the needs of residents, visitors, commuters, those that pass-through and the business entities located within the Township.

Objectives:

1. Encourage the expansion and utilization of mass transit and non-automotive modes of transportation.
2. Maintain and promote vehicular and pedestrian mobility, access, and safety throughout the Township.
3. Establish, maintain, and promote a cooperative process for the future improvement of critical corridors in the region such as Second Street Pike, Street Road, and other roadways associated with these corridors.
4. Promote access management techniques along arterial and collector roads including limiting the number and location of access points; marginal access streets; shared driveways; and reverse frontage streets.
5. Carry out sustainability actions and activities to lessen vehicle miles traveled to the maximum extent possible.
6. Support the accessibility and circulation needs of the revitalization measures identified in this plan
7. Utilize Smart Traffic signalization measures where appropriate.

Economic Development, Revitalization, and Vitality

Goal: Accommodate the needs of the Township's existing and proposed business/industrial community and enhance the business climate by improving the Township's quality of life, workforce, and infrastructure.

Objectives:

1. Provide an attractive economic environment in which the Township's existing and future businesses can thrive.
2. Expand the township's tax base through appropriate commercial and industrial development and redevelopment, thus contributing to the Township's economic and budgetary sustainability.
3. Enhance the effectiveness and efficiency of the township's operation and financing when and where possible to foster, promote and make revitalization a reality.

Future Land Use

Goal: Maintain and/or re-establish land use patterns which contribute to healthy, convenient, and prosperous living and working conditions, including employment opportunities for township residents, and which contribute to economic sustainability of the township operations and supporting budget to continue to provide high-quality services.

Objectives:

1. Promote and implement the planning principles established in this Plan for future development and redevelopment/revitalization in the pre-established core areas centered primarily around and along Second Street Pike, Industrial Boulevard, Jaymor Road, James Way, Knowles Avenue, and Street Road.
2. Address the planning and development problems and issues identified in the Special Study Areas (as shown in the Future Land Use Plan and Map) and presented in the chapter on Revitalization.

Special Study Areas

1. Implement mixed-use commercial/light industrial overlay zoning district for the Second Street, Industrial Boulevard, Knowles Avenue/James Way, Jaymoor Road, County Line Road, and Street Road Corridor areas designated for revitalization measures and recommendations.
2. Amend the Township's land use regulations to implement recommendations of the Comprehensive Plan's Revitalization associated recommendations, such as: revitalization overlay districts for the stated corridors which would include guidelines for appropriate building scale, setback, façade treatment regulations and streetscape features for vehicular and pedestrian inter-modal circulation factored with safety enhancements.
3. Establish gateway features at roadway entrances along Second Street Pike and Street Road to include appropriate signage, landscaping and lighting, as part of the revitalization program effort and implementation.
4. Consider establishing and expanding design guidelines to provide more detailed and updated descriptions and illustrations, particularly in those areas and corridors recommended for revitalization from past and current plans.
5. Work with the Bucks County Redevelopment Authority and Economic Development Board to target underutilized developed lands in the study area for redevelopment and develop strategies for accomplishment of stated goals and strategies contained in the Revitalization Chapter, where and when deemed necessary and appropriate.

D. Summary

Many changes internal and external to the Township have occurred over the last 12 or so years since the 1998 Comprehensive Plan was prepared. It can be expected that many more changes could occur, particularly due to the technological changes on the horizon and beyond that may be a factor in shaping the future of the Township in many facets. It is recommended that these goals, objectives, and resulting policies be revisited from time to time to assess the impact of change over the next 10 plus years. In addition, when the 2010 census data is available, the Plan should be reviewed to test its projections and anticipations since this plan reflects data and is based on premises known at the time of its development and adoption.

This Chapter reflects the major goals and objectives contained in the Plan of Action, as well as the more detailed recommendations contained in each applicable chapter. Therefore, it is recommended that implementation of this Plan consider and refer back to each individual chapter as well as the Plan of Action. In carrying out implementation, it is recommended that the DVRPC's *Connections 2035 – The Regional Plan for a Sustainable Future* and applicable Bucks County Plans be referred to and utilized in areas of consistency with both organizations and plans as cited elsewhere in this Plan. Implementation of this Plan should also be based on the July 2010 "Implementing Connections – A Guide for Municipalities prepared and provided by the Delaware Valley Regional Planning Commission. Another recently released document by the U.S. Environmental Protection Agency, dated June 2010, entitled: "Sustainable Design and green Building Toolkit" should also be utilized to the maximum extent possible.

In many instances, beyond Township budgetary resources to conduct implementation, grant programs are also cited in the Plan of Action. In the future some programs may be modified or eliminated by newer ones taking their place. Consequently it is essential to track available funding sources from time to time, as well.



2010 Upper Southampton Comprehensive Plan Update **Chapter 3, Existing Land Use and Zoning**

A. General Description and Development Patterns

The evaluation of existing and projected land use is a crucial element to the comprehensive planning effort. The location of existing parks, schools, utilities, commercial uses, wetlands, and industry are all important to planning for Upper Southampton today and in the future. A review of existing land use, based on the analysis of aerial photography by the Delaware Valley Regional planning commission, is presented below followed by a discussion of zoning in the Township.

Land Use Classifications

The land uses in the Township have been classified as follows: Single Family Residential, Multi-Family Residential, Industrial, Transportation, Commercial, Community Services, Recreation, Agriculture, Wooded, and Vacant. The Township is primarily built-out, meaning that there is little land available for new development or public use. As of the date of this Plan less than 200 acres of land, approximately 5% of the total acreage, remain undeveloped in Upper Southampton Township. Most of these parcels are less than one acre with the possible exception of two, which are larger. The parcels less than one acre are in areas of industrial, commercial, and residential development. Some of the vacant parcels less than one acre in size are residential and are part of uncompleted subdivisions. More than 10 parcels are vacant in another subdivision. Each of these parcels is greater than one acre in size. The large vacant parcels in the township should be studied by township officials because of the potential future development could have on the area. Where surrounded by existing development, development on these vacant parcels should be consistent with their surroundings.

Land Use Characteristics and History

Because the township is almost built out and these vacant parcels are surrounded by existing development, it is important that development on these parcels coordinate with the character of the surrounding area to minimize conflicts with incompatible land uses. There are currently no agricultural lands in the Township. As recently as 1980, there were 573 acres of agricultural land in the Township.

Most of Upper Southampton Township is residential and predominantly single family. Single-family residential uses are located throughout the township, primarily in suburban style subdivisions with curvilinear streets and cul-de-sacs. There are numerous residential neighborhoods in the township, all of which are well kept and attractive. The average lot size for the Township is approximately one-half acre. Three percent of the land contains multi-family residential uses and seven percent is large lot residential (residential uses on 5 or more acres). Almost all homes in the Upper Southampton Township are served by public sewers. Approximately 100 single-family units are served by on-lot systems because they are too far from a public sewer line to be hooked up economically.

The oldest subdivisions of Bryn Gweled and WilloPenn were developed in the 1940's. Most residential development occurred in the 1960's and 1970's. Development continues today but on a very small scale as the remaining vacant land is minimal. Southampton Estates is a large residential community with a significant number of residents age 60 and older.

Large lot residential uses are single-family houses on-lots of five acres or more. Some of these uses are on parcels which also contain limited/minor agricultural use. They are located throughout the Township. In 1998, this use constituted 7 percent of the land area of the Township. Multi-family residential developments compose three percent of the land area in the Township and are mostly located along the Street Road corridor. This use is contained in complexes made up of attached housing and apartments which are owned or rented.

The commercial center of the Township is where the development began, at the intersection of Street Road and Second Street Pike. In 1998, commercial land uses comprised 6 percent (255 acres) of the area of the Township. These uses included retail, service, and office establishments. These commercial establishments are concentrated mainly in the four shopping centers on Second Street Pike between Street Road and the Pennsylvania Turnpike overpass. These centers are the Redwood, Southampton, Hampton Square, and Pike Plaza shopping centers. In addition to the shopping centers, several fast food restaurants are located on Second Street Pike. There has been little change to the acreage as described in the 1998 Comprehensive Plan to April, 2010.

The central area of the Township, as depicted in the *Central Area Study* (1984), is primarily commercial. However, numerous small residential uses are located there as well. Many residential buildings have been converted to commercial use and have parking lots in the front yard. Due to the traffic on Street Road and Second Street Pike, the small residential uses seem to not conform with the character of the majority use, which is commercial. Most of these small residential lots have individual driveways which also presents problems for access management. The number of curb cuts along the road permits uncontrolled access; turning movements from the road slow traffic; both create potentially hazardous situations.

The corridors in the central area have changed in character from residential to commercial. There are several small houses along Street Road between Davisville Road and Gravel Hill Road occupied by residents that have been converted to commercial enterprises. The newer homes built along Street Road as part of residential developments front on interior streets and are separated from Street Road by landscaped berms with trees and shrubs. These provisions shield the residences from the effects of traffic. In contrast, there are seven recently built homes at Pickering and Street Road, and six of them have curb cuts on Street Road. As the Township and surrounding area have grown, traffic along this corridor has increased and the character of the road has changed. In both Lower Southampton and Warminster townships this artery has almost completely changed to commercial corridor with individual stores and shopping centers with parking lots which front on the street. Residential developments which have built in the recent past have provided berms and landscaping to protect the neighborhood from the effects of the traffic on Street Road.

Industrial land use is located along Jaymoor Road, James Way, and Industrial Boulevard and along County Line Road between James Way and the railroad crossing. These industrial land uses are primarily light industry which involves wholesale trade, construction and manufacturing. These uses comprise 170 acres or 3 percent of the land area of the Township. Some commercial land uses are mixed with the industrial land uses.

Schools, faith-based institutions and government uses are found along major arteries as well as in residential neighborhoods. Bethanna is a major institutional use located along Second Street Pike, which contains significant undeveloped land. A combination of institutional and governmental uses constitute 7 percent of the land area in Upper Southampton Township. The Township offices as well as a library, fire station, and the Utilities Authority in the complex located on Street Road.

Upper Southampton Township has parkland, which is 5 percent of the land area. Tamanend Park is the Township's largest park, at 102 acres, and is located along the east side of Second Street Pike between Bristol and Street Roads. Smaller parks are located within residential neighborhoods and incorporate natural resources, primarily streams and woodlands. These areas offer unofficial passive open space as well as water recharge areas, natural stormwater catchment areas, and wildlife habitat.

Transportation and utility uses compose 21 percent of land use in the Township. Two rail lines, the SEPTA and Conrail lines travel through Upper Southampton Township and are bridged only at major arteries. The SEPTA line was used until 1983 when service was discontinued due to the fact that the line is not electrified and the lack of ridership. The Pennsylvania Turnpike also passes through the southeastern section of the township. A variety of smaller municipal utility uses such as water tanks and wells also make up this use.

If for no other reason, Table 3.1 is intended to demonstrate that the Township's (nearly built-out) land uses are comparable to the region as a whole. As shown in the below table of composite land use by the Delaware Valley Regional Planning Commission, the land use in Upper Southampton is roughly equivalent to the surrounding Townships. There are less commercial services in Upper Southampton than the surround Townships. As a whole, Bucks County has significantly more agricultural and wooded areas than most Townships adjacent to Upper Southampton, which points to the suburbanized character of the Township.

| | Total Sq Miles | Single Fam. Res. | Multi Fam. Res. | Industrial | Trans. | Utility | Comm. | Comm. Services | Rec. | Ag. | Mining | Wooded | Vacant | Water |
|-------------------|----------------|------------------|-----------------|------------|--------|---------|-------|----------------|------|--------|--------|--------|--------|-------|
| Upper Southampton | 6.6 | 2.9 | 0.2 | 0.2 | 1.4 | 0 | 0.3 | 0.1 | 0.2 | 0.3 | 0 | 1 | 0.1 | 0 |
| | | 43.9% | 3.0% | 3.0% | 21.2% | 0.0% | 4.5% | 1.5% | 5.0% | 4.5% | 0.0% | 15.2% | 1.5% | 0.0 % |
| Lower Southampton | 6.7 | 2.9 | 0.2 | 0.2 | 1.4 | 0 | 0.4 | 0.3 | 0.2 | 0.2 | 0 | 0.8 | 0.2 | 0.1 |
| | | 43.3% | 3.0% | 3.0% | 20.9% | 0.0% | 6.0% | 4.5% | 3.0% | 3.0% | 0.0% | 11.9% | 3.0% | 1.5 % |
| Warminster | 10.2 | 3.8 | 0.3 | 0.6 | 2.5 | 0.1 | 0.4 | 0.2 | 0.8 | 0.3 | 0 | 0.6 | 0.6 | 0 |
| | | 37.3% | 2.9% | 5.9% | 24.5% | 1.0% | 3.9% | 2.0% | 7.8% | 2.9% | 0.0% | 5.9% | 5.9% | 0.0 % |
| Northampton | 26.1 | 9.9 | 0.4 | 0.3 | 3.8 | 0 | 0.2 | 0.3 | 1.5 | 3.5 | 0 | 4.3 | 1.3 | 0.5 |
| | | 37.9% | 1.5% | 1.1% | 14.6% | 0.0% | 0.8% | 1.1% | 5.7% | 13.4 % | 0.0% | 16.5% | 5.0% | 1.9 % |
| Lower Moreland | 7.3 | 3 | 0 | 0.1 | 1.2 | 0 | 0.2 | 0.2 | 0.7 | 0.4 | 0 | 0.9 | 0.4 | 0 |
| | | 41.1% | 0.0% | 1.4% | 16.4% | 0.0% | 2.7% | 2.7% | 9.6% | 5.5% | 0.0% | 12.3% | 5.5% | 0.0 % |
| Upper Moreland | 8 | 2.8 | 0.3 | 0.4 | 1.7 | 0.1 | 0.4 | 0.2 | 0.7 | 0.2 | 0 | 1 | 0.2 | 0 |
| | | 35.0% | 3.8% | 5.0% | 21.3% | 1.3% | 5.0% | 2.5% | 8.8% | 2.5% | 0.0% | 12.5% | 2.5% | 0.0 % |
| Bucks County | 621.6 | 121.4 | 7.4 | 9.7 | 59.9 | 6.2 | 14.9 | 7 | 14.2 | 156.5 | 2.9 | 177.5 | 23.9 | 20.2 |
| | | 19.5% | 1.2% | 1.6% | 9.6% | 1.0% | 2.4% | 1.1% | 2.3% | 25.2 % | 0.5% | 28.6% | 3.8% | 3.2 % |

Source: Square mile values from the Delaware Valley Regional Planning Commission

B. Current Land Use Plan (2010)

The current land use plan/zoning map and zoning ordinances reflect moderate growth rates, a balanced land-use mix and conservation of natural resources. Preserving open space and parklands throughout, and especially at its edges, creates gateways into the community that defines Upper Southampton Township as a true “place” and not just one developed area that expanded and sprawled into the next.

C. Recent Changes in Land Use

The past land use plan reflected moderate growth rates, a balanced land use mix and conservation of natural resources. Little has changed in the past decade with minor exceptions for new residential subdivisions scattered throughout the Township. New or rehabilitated development should remain in character with the vision of this municipality as one that is rooted in conservation and having a small town feel. To maintain its predominately residential character, it is important to promote the commercial activity in the core areas and maintain the high quality of the surrounding residential neighborhoods. Preserving open space and parklands throughout will continue to be important. Several residential subdivisions were proposed and nearly completed in the Township. Gravel Hill Townhouses

with 62 attached units is proposed on a 16-acre parcel adjacent to the intersection of Gravel Hill Road and Industrial Boulevard.

D. Zoning

As of 2009 zoning in Upper Southampton Township closely reflects the existing land use. Over 42 percent of the land area is zoned R-2 for low density residential. The R-1 Residential Conservation District makes up 22 percent of the land area, followed by the R-3 Moderate Density Residential. The commercial district includes Controlled Commercial, CC, and Retail Services, RS, which make up 2.3 percent and 3.4 percent of land area, respectively.

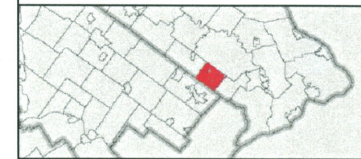
More detail on the location of zoning in Upper Southampton Township can be obtained from the zoning map in this section. Appendix A. of this Plan also contains the Township’s Zoning tables showing classifications, permitted uses, dimensional standards, and allowed densities of development, etc.

| | Total Acres | Percent of Total |
|---|-------------|------------------|
| CI - Campus Industrial | 3.7 | 0.1% |
| CC - Controlled Commercial | 95.8 | 2.3% |
| R-6 - Highest Density Residential | 18.3 | 0.4% |
| R-5 - High Density Residential | 56.1 | 1.3% |
| R-4 - Moderately High Density Residential | 154.1 | 3.6% |
| R-3 - Moderate Density Residential | 759.1 | 17.8% |
| R-2 - Low Density Residential | 1803.8 | 42.4% |
| R-1 - Residential Conservation District | 961.3 | 22.6% |
| RS - Retail Services | 146 | 3.4% |
| LI - Limited Industrial | 255.5 | 6.0% |
| Total | 4253.7 | |
| Source: Upper Southampton Zoning Map, Township Engineer, 2009 | | |

E. Summary

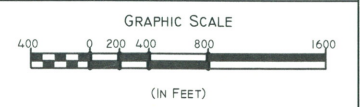
Generally, the land uses reflect the zoning throughout the Township with the exceptions where land uses have been changed via variance applications and approvals. The Township is considered near fully developed, with less than 5% (200 acres) designated as undeveloped. Residential land uses and zoning take a leading role in the land use of the Township. Of significance is the central commercial, retail and industrial core of the Township, dubbed *The Central Area* in 1984 in a study by this name. Industrial land uses in proximity to the commercial core area are in a state of change. Industrial facilities have some vacancies and other uses, such as office and recreational facilities, are taking place of former industrial uses.

ZONING MAP



LEGEND

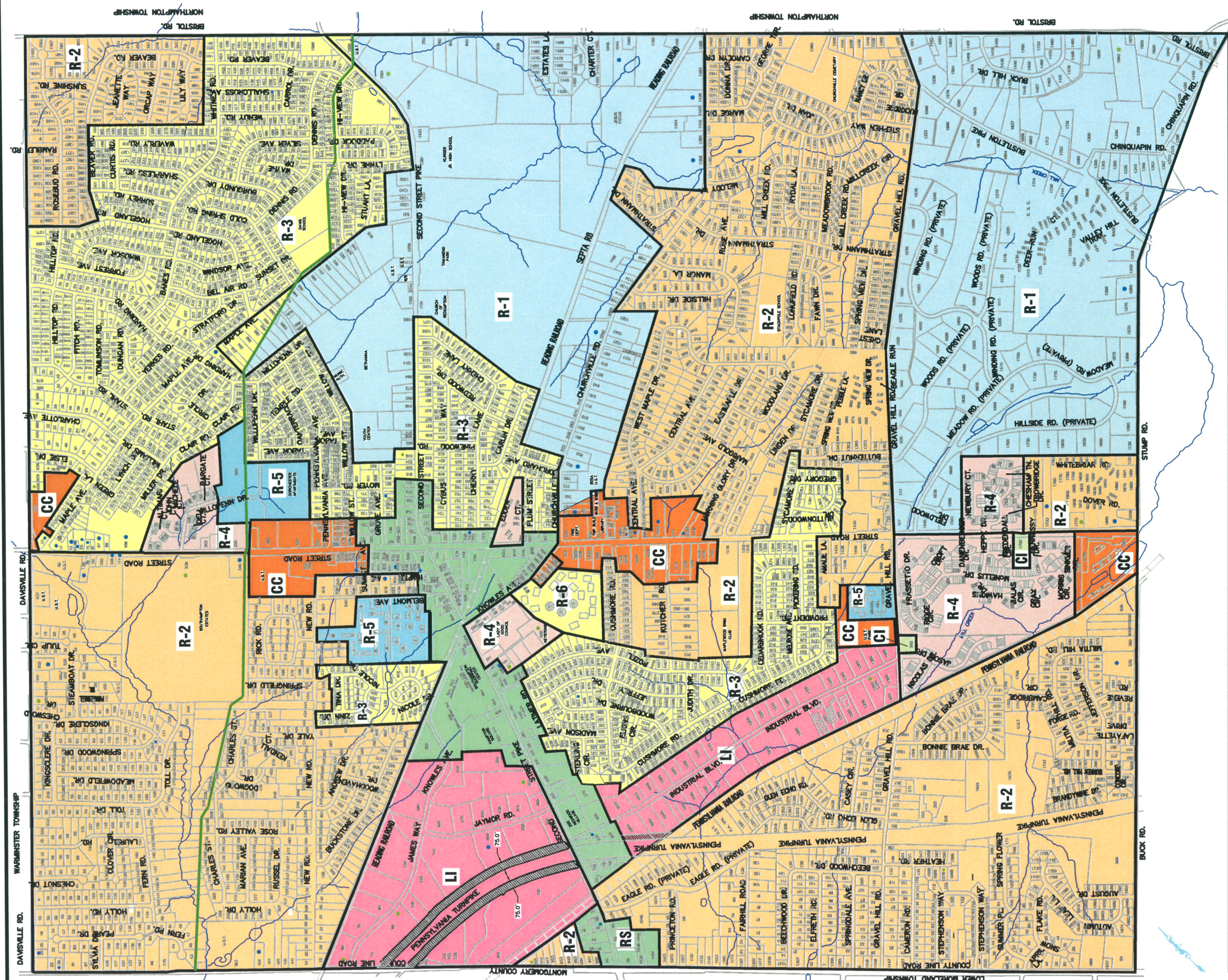
- MUNICIPAL BOUNDARY
- LOCAL STREET
- ZONING**
- R-1 - RESIDENTIAL CONSERVATION DISTRICT
- R-2 - LOW DENSITY RESIDENTIAL
- R-3 - MODERATE DENSITY RESIDENTIAL
- R-4 - MODERATELY HIGH DENSITY RESIDENTIAL
- R-5 - HIGH DENSITY RESIDENTIAL
- R-6 - HIGHEST DENSITY RESIDENTIAL
- RS - RETAIL SERVICE
- CI - CAMPUS INDUSTRIAL
- CC - CONTROLLED COMMERCIAL
- LI - LIMITED INDUSTRIAL
- OPAS - OFF-PREMISES ADVERTISING SIGN DISTRICT (OVERLAY ZONING DISTRICT, ORD. #361)



SOURCE: USHT ENGR TRI-STATE



Pennoni



F. Recommendations

In order to maintain the residential character of the community in the future, it will be important to promote and revitalize the commercial activity in the core area(s) while maintaining the high quality of life in the surrounding residential neighborhoods.

New or rehabilitated development should remain in character with the vision of this municipality as one that is rooted in conservation and having a small town feel. Preserving open space and parklands throughout will continue to be important. Disposition of the Stackpole School slated for closing and its current site for future use should be monitored and observed as mentioned in chapter 8.

Existing land uses and patterns, should be re-examined in light of the developed nature of the Township, particularly for the Future Land Use Plan, insofar as revitalization and redevelopment need to occur in the commercial, retail and industrial zones and areas to match the current and future projection of needs, populations, regional effects and the like for sustainability of the natural and fiscal environment. This reexamination is an essential ingredient to Chapter 11, Revitalization. Consideration must be given to the needs and uses of current and future regional populations that are likely to frequent the Township. The future plan must be both reactive and proactive to the near term changes and the changes that are forecast to be.

It is also essential to evaluate, for the purposes of creating the plan for future land use, the current plan, current zoning, and any approved or applied for waivers and variances. After the adoption of this 2010 Plan Update, the Zoning Hearing Board of Adjustment and the Board of Supervisors of the Township should refer to this Plan and especially to Chapter 12, Future Land Use, when considering zoning departures.

The Central Area and associated studies and plans need to be brought forward into the future land use plan, including the zoning recommendations for implementation as well as the redevelopment and revitalization plans and elements of this 2010 Comprehensive Plan. Consideration should be given to the influence that changing demographics and the revitalization efforts of communities in the region will have on the future opportunities afforded the Township.

It is absolutely essential that the Township work with the business community and organizations to maximize revitalization and redevelopment that satisfies the needs and visions of both. Lastly, both the existing land uses and zoning of abutting municipalities as well as their future land use plans need to be carefully evaluated and noted, particularly where the uses and zoning are not compatible. Where changes are proposed by these municipalities which may further negatively impact residents in the Township, concern is to be noted and documented.



2010 Upper Southampton Comprehensive Plan Update **Chapter 4, Township Characteristics**

A. Introduction

When preparing a Comprehensive Plan, it is essential to study, measure, and evaluate a community's past and its socio-economic and demographic character to identify changes and to make projections based on historic data and values and to chart the future of the community, such as Upper Southampton Township. When making projections for the future for the accommodation of current and future residents and businesses, it is desirable to evaluate past trends and consider origins, actions, and which result in valid projections to maintain and improve upon the quality of life under changing circumstance.

Because this Plan has been prepared a short period in advance of the 2010 Census and available data, it is recommended that the data and projections contained in this chapter be revisited when the 2010 Census data is made available to track changes of significance and make, if necessary mid-course corrections that may factor implementation of this Plan. Given the nearly built out nature of the Township, from a land development perspective, the new data from the 2010 Census may be more minor in nature. Nevertheless, to ensure a proper course of action in carrying out this Plan over the next decade or more, the influence of data from the 2010 Census should be determined.

B. Brief History

Full recorded history is available from a variety of sources within the Township, and at the Library. The area now known as Upper Southampton was part of a tract of land purchased by William Penn from the Lenni Lenape Chief Tamanend by Deed dated June 23, 1683. Changes to the rural landscape were initiated by the first English settlers and continued by the Dutch who migrated south from Long Island, New York. Others followed and have made their mark over time.

Southampton, PA is a namesake of Southampton, England, the seaport from which adventurous followers of William Penn sailed to the Province of Pennsylvania. By 1685, Southampton was recognized by the Provincial Council as a Township, and the lands within its borders had been allocated to thirteen original purchasers. Southampton's boundaries at that time extended eastward to Bensalem, and it was not until 1929 that the township was divided into Upper Southampton and Lower Southampton. The area between the Pennypack and Neshaminy Creeks, encompassing Southampton Township, was conveyed by the Lenni-Lenape Chief Tamanend, to William Penn by Deed dated June 23, 1683.

Farming was the way of life for most Southampton residents throughout the 18th and 19th Centuries, and roads were constructed from farm to mill, to market and to church. Second Street Pike was the thoroughfare used to carry produce by horse and wagon to the markets in Philadelphia. In the mid

1800's the villages of Davisville, Churchville, and Southamptonville (formerly "Fetter's Corner") sprouted at the various crossroads in the township, and Second Street Pike became a toll road.

The railroad arrived in the 1870's and brought with it many changes. "Southamptonville" was shortened to Southampton, and farmers now had a faster and more efficient way to market their milk and produce. Tradesmen and craftsmen opened shops along Second Street Pike, and residents began commuting into Philadelphia.

Changes continued through the 20th Century. Electricity and telephone lines were installed, and Street Road was widened and a railroad overpass constructed, necessitating the removal and/or demolition of the toll house, several shops and residences.

Upper Southampton Township has embraced industry and development, but retains a certain small-town feeling. It is a "nice place to live."

The Depression and World War II brought growth to a virtual standstill, although a new high school was constructed in 1932. The return of peace brought explosive development, starting with Southampton Heights, which was planned as an extension of the existing village, then continuing with more typical, decentralized suburban developments. The passage of a zoning code in 1954 and a township comprehensive plan in 1968 have helped to control and maintain a balance between residential and commercial / industrial development.

In 1955 Upper Southampton joined with Warminster and Ivyland to create the Centennial School District. Recreational facilities in the township were developed, beginning with the Youth Center on Willow Street. In 1974 the township and school district purchased the former Southampton Nursery, including the historic Leedom homestead, transforming it into Tamanend Park.

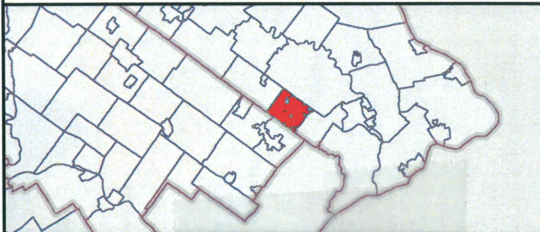
The past 50 years have seen Southampton change from a rural, agricultural community to an almost completely developed suburb. Despite these changes, Southampton remains "a nice place to live," proud of its past and working to preserve that heritage for the future.

Two buildings in Upper Southampton Township, the Southampton Train Station and the Harry Parker house, have been designated as landmarks on the Bucks County historic registry.

C. General Demographics

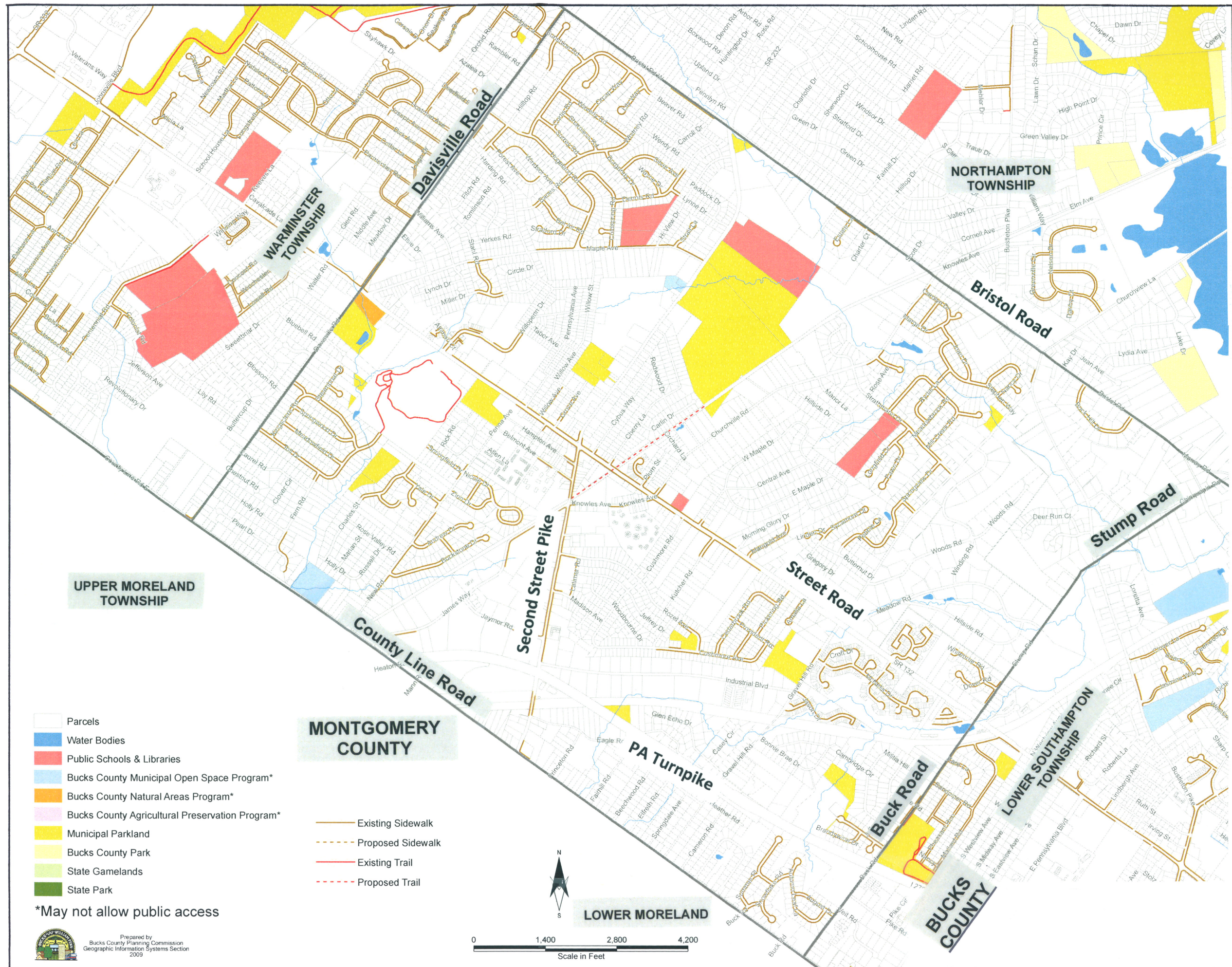
Planning for a community is best achieved when based on detailed knowledge of the demographics, population, employment, and housing data and trends of the residents. These data can inform school expansion, community recreation facility, and work force policy on a local and regional level.

Upper Southampton Comprehensive Plan Update General Features Map



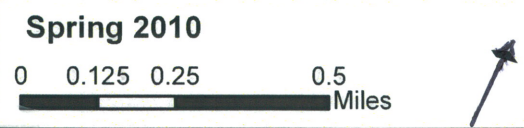
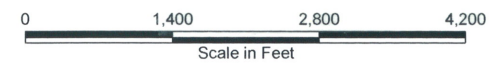
Legend

- Parcels
 - Water Bodies
 - Public Schools & Libraries
 - Bucks County Municipal Open Space Program*
 - Bucks County Natural Areas Program*
 - Bucks County Agricultural Preservation Program*
 - Municipal Parkland
 - Bucks County Park
 - State Gamelands
 - State Park
- *May not allow public access
- Existing Sidewalk
 - Proposed Sidewalk
 - Existing Trail
 - Proposed Trail



- Parcels
 - Water Bodies
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 - Municipal Parkland
 - Bucks County Park
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 - State Park
- *May not allow public access

- Existing Sidewalk
- Proposed Sidewalk
- Existing Trail
- Proposed Trail



Source: DVRPC, Pennsylvania State Data Center, Tiger Census Files, Upper Southampton Township, Bucks County GIS



Pennoni

This section presents population and employment data and trends from the US Census 2000, the Delaware Valley Regional Planning Commission, the Penn State Data Center, Bucks County Planning Commission, and available data from adjacent municipalities.

Population

Upper Southampton was a rural community with a population of approximately 1,300 in 1940. In 1950, the population grew rapidly and reached 13,936 by 1970. This period of explosive growth occurred at a rate of 587 percent between 1950 and 1970 and ended by 1980. Growth in the Township slowed to 13 percent between 1970 and 1980, 1.6 percent between 1980 and 1990, and there was a decline between both 1990 and 2000 and 2000 and 2007, -1.9 and -2.9 percent, respectively.

Two communities adjacent to Upper Southampton Township, Warminster and Lower Southampton Townships, show tremendous growth rates similar to those of Upper Southampton between 1950 and 1970. However, between 1970 and 1990 Warminster lost 6 percent of its residents and Lower Southampton grew by 13 percent. Between 1990 and 2007, Lower Southampton lost 4 percent of its population and Warminster grew by 1.7 percent.

The population increase picture for the County was similar to that of Upper Southampton Township and its neighbors. Bucks County’s population exploded between 1940 and 1970, growing by 287 percent. Most of that growth took place in the lower Bucks County in areas such as Levittown and Fairless Hills, in the 1950s. Growth in the 1960s and '70s was in lower and parts of central Bucks. Growth slowed to 30 percent between 1970 and 1990. The population of Bucks County increased by 14.7 percent between 1990 and 2007.

Table 4.1 – Population, 2000

| Municipality | 1930 | 1940 | 1950 | 1960 | 1970 | 1980 | 1990 | 2000 | 2007 Estimate |
|-------------------|--------|---------|---------|---------|---------|---------|---------|---------|---------------|
| Upper Southampton | 1,229 | 1,314 | 2,027 | 7,941 | 13,939 | 15,806 | 16,067 | 15,764 | 15,300 |
| Lower Southampton | 1,077 | 1,843 | 3,562 | 12,619 | 17,578 | 18,305 | 19,860 | 19,276 | 19,060 |
| Warminster | 1,452 | 1,977 | 7,127 | 15,994 | 34,900 | 35,543 | 32,832 | 31,393 | 33,380 |
| Northampton | 1,375 | 1,734 | 2,248 | 6,006 | 15,807 | 27,392 | 35,406 | 39,384 | 40,825 |
| Lower Moreland | 1,298 | 1,451 | 2,245 | 5,731 | 11,665 | 12,472 | 11,768 | 11,281 | 12,419 |
| Upper Moreland | 4,023 | 5,103 | 8,936 | 21,032 | 24,866 | 25,874 | 25,313 | 24,993 | 24,299 |
| Bucks County | 96,727 | 107,715 | 144,620 | 308,567 | 416,728 | 479,211 | 541,174 | 597,635 | 621,144 |

Source: Penn State Data Center and US Census 2000

Projected population values are periodically calculated by the Delaware Valley Regional Planning Commission (DVRPC). In the below table, forecast population is shown as compared to Census 2000 values and the DVRPC 2007 population estimate. Upper Southampton Township is projected to grow by 8% to/in the year 2035, while Bucks County may grow up to 21%. Adjacent municipalities may grow up to 16%.

Table 4.2 – Projected Population, 2000 - 2035

| | 2000 | 2007 Estimate | 2010 Forecast | 2015 Forecast | 2020 Forecast | 2025 Forecast | 2030 Forecast | 2035 Forecast | Absolute Change 05 - 35 | Percent Change 05 - 35 |
|-------------------|---------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-------------------------|------------------------|
| Upper Southampton | 15,764 | 15,300 | 15,784 | 16,018 | 16,239 | 16,448 | 16,645 | 16,827 | 1,291 | 8% |
| Lower Southampton | 19,276 | 19,060 | 19,469 | 19,583 | 19,696 | 19,801 | 19,899 | 19,990 | 645 | 3% |
| Warminster | 31,393 | 33,380 | 34,200 | 35,005 | 35,767 | 26,484 | 37,161 | 37,785 | 4,436 | 13% |
| Northampton | 39,384 | 40,825 | 42,333 | 43,508 | 44,619 | 45,666 | 46,655 | 47,565 | 6,474 | 16% |
| Lower Moreland | 11,281 | 12,419 | 11,954 | 12,116 | 12,270 | 12,415 | 12,551 | 12,677 | 895 | 8% |
| Upper Moreland | 24,993 | 24,299 | 25,026 | 25,136 | 25,240 | 25,338 | 25,430 | 25,515 | 605 | 2% |
| Bucks County | 597,635 | 621,144 | 649,187 | 672,674 | 694,893 | 715,819 | 735,579 | 753,784 | 129,433 | 21% |

Source: Penn State Data Center, Bucks Co Planning Commission, DVRPC

The age breakdown of the Township can be used to provide the appropriate community services to all age groups. In 2000, the median age in Upper Southampton Township was 42.8, which was significantly higher than several adjacent municipalities and Bucks County. The majority of the population was over 45 years of age. The population breakdown was 21.6% under the age of 18, 6.0% from 18 to 24, 25.7% from 25 to 44, 27.1% from 45 to 64, and 19.6% who were 65 years of age or older.

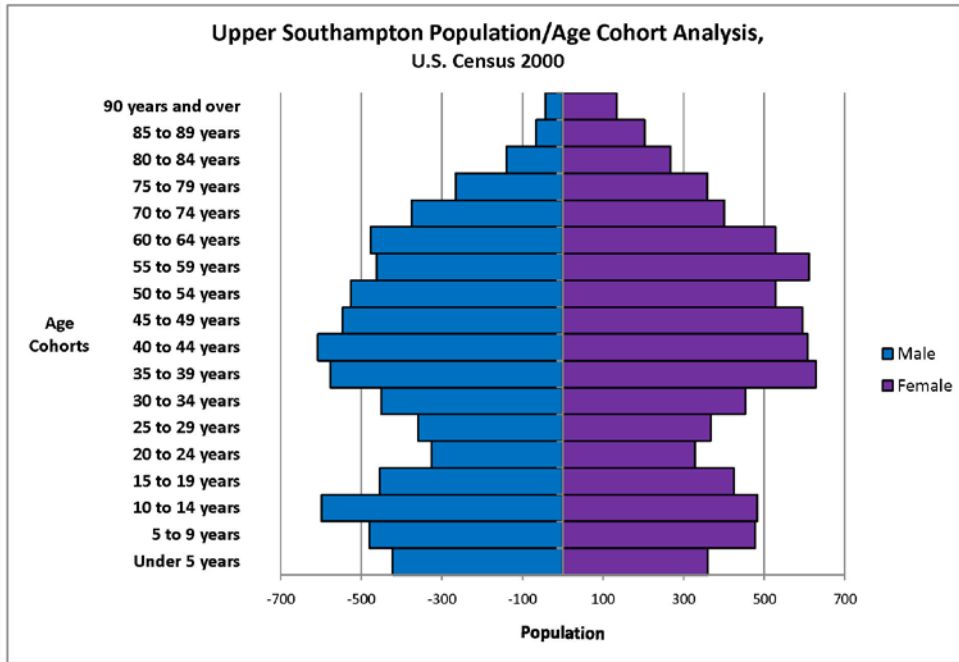
Table 4.3 – Population by Age Group, 2000

| Municipality | 2000 Population | 0 - 4 | 5 - 19 | 20 - 44 | 45 - 64 | 65+ | Median Age | People over 18 |
|-------------------|-----------------|--------|---------|---------|---------|--------|------------|----------------|
| Upper Southampton | 15,764 | 782 | 2,916 | 4,705 | 4,273 | 3,088 | 42.8 | 12,363 |
| Lower Southampton | 19,276 | 1,036 | 3,816 | 6,609 | 5,053 | 2,762 | 39.7 | 14,870 |
| Warminster | 31,383 | 1,979 | 6,432 | 10,788 | 7,402 | 4,782 | 35.4 | 12,460 |
| Northampton | 39,384 | 2,263 | 9,719 | 12,399 | 11,074 | 3,929 | 38.9 | 28,277 |
| Lower Moreland | 11,281 | 451 | 2,299 | 2,776 | 2,458 | 2,297 | 45.5 | 8,760 |
| Upper Moreland | 24,993 | 1,460 | 4,571 | 9,034 | 5,349 | 4,579 | 38.8 | 19,473 |
| Bucks County | 597,635 | 38,288 | 128,592 | 211,603 | 145,058 | 74,094 | 37.7 | 214,468 |

Source: DVRPC

Table 4.4, on the following page shows that there were two significant age groups in the Township, the 10 – 14 year olds and the 35 – 44 year olds. These values are from the 2000 Census and very likely the population has aged significantly since this data was gathered. The large population bulge of 35 – 60 years old in year 2000 numbers points towards a likely need for older adult and senior services, housing, and health care facilities.

Table 4.4



As of the 2000 Census, the racial composition of Upper Southampton was primarily white with Asian and Hispanic as the most populous minority groups. The racial makeup of the township was 96.87% White, 0.77% African American, 0.06% Native American, 1.50% Asian, 0.02% Pacific Islander, 0.19% from other races, and 0.58% from two or more races. Hispanic or Latino individuals of any race were 0.81% of the population.

Table 4.5 – Racial Composition, 2000

| | White | Black | Amer Indian/Alaska Native | Asian | Pacific Islander | Other Single Race | Two or More Races | Hispanic or Latino |
|-------------------|---------|--------|---------------------------|--------|------------------|-------------------|-------------------|--------------------|
| Upper Southampton | 15,270 | 122 | 10 | 237 | 3 | 30 | 92 | 127 |
| Lower Southampton | 18,571 | 207 | 12 | 264 | 2 | 80 | 140 | 272 |
| Warminster | 28,558 | 1,038 | 35 | 624 | 20 | 695 | 413 | 1,454 |
| Northampton | 38,205 | 163 | 14 | 708 | 3 | 64 | 227 | 325 |
| Lower Moreland | 10,757 | 60 | 6 | 380 | - | 22 | 56 | 103 |
| Upper Moreland | 22,767 | 1,246 | 34 | 2,271 | 14 | 178 | 354 | 432 |
| Bucks County | 552,588 | 19,495 | 765 | 13,627 | 164 | 4,932 | 6,064 | 14,005 |

Source: DVRPC

Educational attainment in Upper Southampton Township was comparable to the surrounding municipalities. Approximately 91 percent of the population 25 years or older attained their high school degree or a higher level of education and 28 percent attained a Bachelor’s degree or higher.

| | Population 25+ | Percent No High School Diploma | Percent High School Degree or Higher | Percent Bachelor's Degree or Higher |
|-------------------|----------------|--------------------------------|--------------------------------------|-------------------------------------|
| Upper Southampton | 11,386 | 7 | 91.4 | 28.3 |
| Lower Southampton | 13,435 | 10.3 | 87.2 | 25.2 |
| Warminster | 21,291 | 11.3 | 85.7 | 22.8 |
| Northampton | 25,541 | 4.3 | 94.7 | 43.2 |
| Lower Moreland | 8,119 | 6.4 | 90.4 | 45.1 |
| Upper Moreland | 17,768 | 7.6 | 89.7 | 29.9 |
| Bucks County | 402,575 | 8.7 | 88.6 | 31.2 |

Source: US Census 2000

In 2000, the median income for a household in the township was \$59,493 and the median income for a family was \$66,889. The per capita income for township residents was \$26,362. Approximately 1.5% of families and 2.6% of the population were below the poverty line, including 3.1% of those under age 18 and 5.5% of those of age 65 or over.

| Municipality Name | Total Households | Median Household Income | Total Families | Median Family Income | Per Capita Income | Families below Poverty Level | Individuals Below Poverty Level |
|----------------------------|------------------|-------------------------|----------------|----------------------|-------------------|------------------------------|---------------------------------|
| Upper Southampton Township | 6031 | \$59,493 | 4,463 | \$66,889 | \$26,362 | 66 | 416 |
| Lower Southampton | 7152 | 57011 | 5479 | 62209 | 24367 | 150 | 632 |
| Warminster | 11350 | 54375 | 8774 | 60907 | 22285 | 356 | 1651 |
| Northampton | 13014 | 82655 | 10982 | 91477 | 33028 | 150 | 691 |
| Lower Moreland | 4112 | 82597 | 3320 | 98656 | 40129 | 35 | 233 |
| Upper Moreland | 10120 | 50454 | 6635 | 61143 | 25382 | 198 | 1214 |
| Bucks County | 218725 | 59727 | 161840 | 68727 | 27430 | 5076 | 26562 |

Source: DVRPC, US Census 2000

Employment

Employment statistics are used to gauge both the employment status of residents of the Township and the employment opportunities within the Township. Census 2000-based employment trends were such to indicate that residents of a municipality rarely work within the same municipality.

Residents of Upper Southampton Township and the surrounding municipalities were employed in a variety of trades. The US Census categorized jobs into six types, as shown in the table below. Over 39 percent of residents in Upper Southampton were employed in Management, Professional, and Related occupations. This was close to the Bucks County value for those occupations, 38.4 percent. The next highest occupation category in the township was the Sales and Office occupations category, with 33.4 percent. This category was also close to the Bucks County value as well as adjacent municipalities. The

Township showed no one in Farming, Fishing, and Forestry. The remaining occupations types – Service and Construction, Extraction, and Maintenance each employed about 9 percent of Township residents..

Table 4.8 – Occupation, 2000

| | Employed Civilian Population 16+ | Management, Professional, and Related | Service | Sales and Office | Farming, Fishing, and Forestry | Construction, Extraction, and Maintenance | Production, Transportation, and Material Moving |
|-------------------|----------------------------------|---------------------------------------|---------|------------------|--------------------------------|---|---|
| Upper Southampton | 8,021 | 3,168 | 682 | 2,676 | - | 772 | 723 |
| Lower Southampton | 10,163 | 3,439 | 1,059 | 3,395 | - | 1,306 | 964 |
| Warminster | 15,647 | 5,434 | 2,139 | 4,760 | 40 | 1,514 | 1,760 |
| Northampton | 20,438 | 9,599 | 1,745 | 6,452 | 17 | 1,185 | 1,440 |
| Lower Moreland | 5,516 | 2,961 | 389 | 1,655 | - | 251 | 260 |
| Upper Moreland | 13,054 | 4,982 | 1,358 | 4,214 | 24 | 1,043 | 1,433 |
| Bucks County | 308,281 | 118,482 | 32,973 | 91,460 | 559 | 27,802 | 37,005 |

Source: US Census 2000

The DVRPC projected employment within the region out to 2035, as shown in the table below. The projected increase in employment in Upper Southampton is 43 percent. This value is significantly higher than the projected increase in the adjacent townships and Bucks County as a whole.

Table 4.9 – Employment Forecast, 2000 - 2035

| | 2000 | 2005 Estimate | 2010 Forecast | 2015 Forecast | 2020 Forecast | 2025 Forecast | 2030 Forecast | 2035 Forecast | Absolute Change 05 - 35 | Percent Change 05 - 35 |
|-------------------|---------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-------------------------|------------------------|
| Upper Southampton | 8,075 | 8,133 | 8,802 | 9,434 | 10,032 | 10,596 | 11,128 | 11,618 | 3,485 | 43 |
| Lower Southampton | 19,275 | 19,345 | 19,469 | 19,586 | 19,696 | 19,801 | 19,899 | 19,990 | 645 | 3 |
| Warminster | 31,383 | 33,349 | 34,200 | 35,005 | 35,767 | 36,484 | 37,161 | 37,785 | 4,436 | 13 |
| Northampton | 9,611 | 9,867 | 10,155 | 10,427 | 10,685 | 10,928 | 11,157 | 11,368 | 1,501 | 15 |
| Lower Moreland | 5,585 | 5,741 | 5,774 | 5,805 | 5,835 | 5,863 | 5,889 | 5,913 | 172 | 3 |
| Upper Moreland | 14,952 | 14,917 | 15,140 | 15,351 | 15,557 | 15,739 | 15,916 | 16,080 | 1,163 | 8 |
| Bucks County | 267,124 | 277,886 | 290,233 | 301,910 | 312,957 | 323,367 | 333,185 | 342,236 | 64,350 | 23 |

Source: DVRPC

D. Analysis

An understanding of population and housing characteristics and projections will assist Township officials to guide growth and redevelopment in the upcoming decades as well as help to meet the needs of present and future residents.

Existing employment data and forecasts are useful for setting the stage for sustainable redevelopment and revitalization and understanding the region's effects on the Township's retail, commercial and industrial areas. This data will assist the Township in steering the development towards a strategy for the future, particularly in the central portion of the Township recognized as "Town Center", and referred to as the "Core Area."

Upper Southampton Township has seen tremendous growth after 1950 and the population is projected to increase in the future, albeit much more slowly. Bucks County and the townships surrounding Upper Southampton grew at similar rates and are also expected to continue to grow.

Several demographic characteristics distinguish Upper Southampton from the surrounding municipalities and the County as a whole. The average age in 2000 was 42.8 years, which is higher than the county average of 37.7 years. This clearly points towards an aging population. The existing population pyramid for the Township shows that the age groups between 35 and 60 years are among the largest population groups. Again, these values are from the 2000 Census, and therefore the population has aged since the data was collected. These age group concentrations indicated a need for assisted living and active adult communities, as well as senior services and health care facilities, locally and regionally.

The median household income in 2000 was \$59,493, whereas the County level was \$50,727 per year according to the U.S. Census. Over 39 percent of the Township's workers were employed as managers and professionals, whereas 38.4 percent of the county's work force were employed in this category. All other occupational categories were fairly similar. The final demographic characteristic examined was that of average household size. This figure was 2.58 persons per household down from 2.75 persons per household in the 1998 Plan, which had declined from 3.17 persons per household in 1990. This reflected a regional and national trend of decreasing household size.

E. Summary

It is essential to understand that these statistics play a key role in Chapter 6, Economics and Economic Development and serve as indicators upon which carefully to base future needs projections. Given the historic changes over the last decade and that to come, tracking and revisiting the data from the 2010 Census, when available, should be considered as a foundation for implementation, revitalization planning, and so forth.



2010 Upper Southampton Comprehensive Plan Update **Chapter 5, Natural and Historic Resources**

A. Introduction:

Natural and historic resources are co-partners in the use of land and quality of life of and in a community. The physical environment and natural resources quite often are associated in and around places of historic significance and the *PA Municipalities Planning Code* considers them as a unit of inventory and an element for/of planning. Much of the following information was taken from the 2007 Upper Southampton Township Park, Recreation and Open Space Plan, as adopted. The sheer magnitude of natural and environmental topics below gives credence to their importance. Clearly the “Smart Growth, and “Sustainability” initiatives bear this out, and in the interest of protecting these valuable assets to the public good, this Comprehensive Plan update stresses adherence to these initiatives.

B. Natural Resources Elements, Recommendations, and Summary

Upper Southampton Township is largely built out. However, many diverse natural resources remain that should be properly managed by ecologically sound approaches for the benefit of future generations. Having an understanding of the natural resources of the Township is crucial for making decisions concerning all land use planning and development. Conservation of natural resources helps to maintain the character of a place and enhances the municipality, overall. Ultimately, if natural resources are destroyed, they cannot be replaced.

Among the important natural resources that should be protected and regulated in Upper Southampton are steep slopes, woodland, wetlands, and floodplains. Other related topics of environmental concern for an urbanized municipality such as Upper Southampton would be air quality and water quality. The natural features of the Township help to make it a desirable place to live. The 1968 Comprehensive Plan for Upper Southampton Township addressed the critical natural features. Over the years, the Township has adopted zoning ordinance provisions to implement protection of many natural features. The plan’s review continues to emphasize a strong protection policy of natural resources. This policy is based on the Constitution of the Commonwealth; in particular, Article I, Section 27.

The Township’s natural resource protection policy is reinforced by Article VI of the Pennsylvania *Municipalities Planning Code* which authorizes “provisions for the protection and preservation of natural resources and agricultural land and activities.” The *Municipalities Planning Code* has charged local governing bodies with the responsibility of protecting the citizens’ health, safety and welfare through comprehensive planning and land use ordinances. The code permits local governing bodies to regulate the use of land, watercourses, and bodies of water not only by area requirements and lot sizes, but also by the determination of densities and the location and amount of open space. In addition, Section 605(2) specifically authorizes local officials to regulate, restrict or protect land uses and structures at or near natural or artificial bodies of water, (iii) places of relatively steep slope or grade, (vii) flood plain

areas and other places having a special character or use affecting or affected by their surroundings.” Through Comprehensive Planning, the Township has the power to adopt conservation goals and development guidelines which protect environmentally sensitive areas.

A high quality natural environment is an important goal for the Township. Development without concern for the natural limitations and amenities of the land can be costly for people, as individuals and as taxpayers in the community. Development in flood plains, alluvial soils, and filling of lakes, ponds, and watercourses can result in property damage and the loss of life due to increased flooding. The overuse of steep slopes and the stripping of woodland and vegetative cover can cause undue soil erosion and excessive sedimentation in the natural drainage systems.

Through the use of various sources, the natural features have been mapped on a work map in order to analyze and determine the extent of their influence on land use planning. An analysis on a tract-by-tract basis is not appropriate for a township-wide Comprehensive Plan. That level of detail is required for all subdivision or land development applications. Therefore, the purpose is not to identify the extent of natural features on a tract-by-tract basis, but rather, to identify natural feature protection areas and general sustainability practices.

Geology

Upper Southampton is located mostly within the Triassic Lowland section of the Piedmont Province, an uplifted plain formed on relatively soft, red sandstone and shale. Higher ridges mark the locations of sheets of hard, dense rock or lenses of quartz conglomerate. The general level of this rolling plain is less than 400 feet above sea level. The southeastern corner of the Township is located within the Piedmont Upland section of the Piedmont Province. This section contains metamorphosed igneous rock of the pre-Cambrian geologic era.

Two major subsurface geological formations underlie the Township. These are the Stockton Lithofacies of the Triassic Lowland section and Gneiss of the Piedmont Upland section. The Stockton formation, one of the best groundwater sources in the county, covers more than three-quarters of Upper Southampton. However, today, most of the Township is dependent upon public water supply, rather than upon private well water.

A unique underlying dike of metadiabase borders on the lower eastern edge of the Township. This dike is about 300 feet thick and extends 1.4 miles in Bucks County. Southward, it continues approximately an equal distance into Montgomery County; to the northeast it is overlain by the Stockton Lithofacies. The metadiabase dike was injected into a fracture in the Gneiss along the Cream Valley-Huntingdon Valley fault and was subsequently metamorphosed.

Slopes

Surface characteristics in Upper Southampton range from a topography that is nearly level to gently sloping in valleys, to sloping on ridges. The areas of steep slopes are those areas where the average

slope is greater than 8 percent. Slopes of 8 to 15 percent grades are moderate steep slopes and construction activity will produce moderate rates of erosion and sediment loading if not controlled. For slopes in the 8 to 15 percent range, construction employing proper engineering methods is safely possible. However, those areas of steeper slopes should be considered as sites more suitable for development which would disturb less soil and leave more land open and undisturbed.

Slopes of 15 to 25 percent grades are considered steep and disturbed areas will yield heavy sediment loads, while very steep slopes over 25 percent grade produce heavy erosion and sediment loading areas should have at least 80 percent undisturbed open space.

Specifically, the Township Zoning Ordinance, Section 185:20 deals with natural resource restrictions, and should serve as the guiding rule for encroachment on steep slopes, allowing an encroachment coverage of 30% maximum permissible for slopes with gradients of 15 to 25%, and a maximum permissible encroachment coverage of 40% for slopes with gradients of 8% to 15%. Areas of steep and very steep slopes that are less than 1,000 square feet are exempted from these standards.

Woodlands

Loss of woodlands could impact other environmentally sensitive areas. For Upper Southampton, this would be of importance particularly along the Township's stream valleys, where some of the land is steeply sloped, or else is flood prone.

According to the *Bucks County Natural Resources Plan*, for development sites not located on environmentally sensitive or other designated preservation areas, woodland protection standards may be more flexible. On those sites, 50 percent open space protection may be implemented¹

Street trees are another element related to woodland resources in urbanized areas. Trees planted along streets and in parks are valued for aesthetic and recreational purposes. Furthermore, they screen out noise and aid in pollution abatement. The Township has acknowledge the importance of street trees with a subdivision and land development ordinance requirement for street tree planting within any land development or subdivision where suitable trees do not exist. The Township also has formed a Shade Tree Commission that reviews plans of proposed street tree planting. In addition, the historic tracts of land that compose Tamanend Park, where a nursery once stood, contain many rare specimen trees that are prized by both residents of the community and visitors to the Township.

Section 185:20 of the Township Zoning Ordinance stipulates that woodlands, in all zoning districts, shall following these standards:

Woodlands in environmentally sensitive areas – no more than 20% of woodlands shall be altered, re-graded, cleared or built upon. For other areas, no more than 50% of woodlands which are not located in

¹ *Bucks County Natural Resources Plan* (1986) P. 19.

environmentally sensitive areas (as defined in Subsection B.1 (1) (a) shall be altered, re-graded, cleared or built upon.

Consideration should be given to the impact of invasive species of vegetation and their negative impacts to the native species of woodlands and associated vegetation. Native plant materials should be utilized and there are a number of viable sources and resources of information available for this region of the State and region.

Further, it may be prudent to establish and enforce a tree-replacement program such as afforestation and reforestation to supplement existing woodland resources, particularly along riparian areas. Such a program as *TreeVitalize* could help supplement these resources.

Wetlands

The National Wetlands Inventory Map shows that individual wetland areas larger than two acres exist throughout Upper Southampton Township, except in the northwestern quadrant. Where it is deemed necessary by the Board of Supervisors, wetlands are delineated through field surveys by professionals such as hydrologists and soil scientists, who determine their existence by analyzing vegetation, soils, and hydrology. The Township requires wetland delineations to be validated by the Pennsylvania Department of Environmental Resources and the U.S. Army Corps of Engineers.

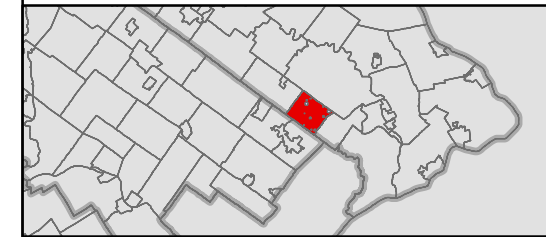
Typically, wetlands occur as marshes, swamps, and bogs. Often, they are saturated lands or areas that display a seasonal high water table. Some of the wetland areas in Upper Southampton Township are along creeks or coincide with streams, creeks, and ponds. Even in built out and urbanized areas, wetlands are important. They help to improve water quality by filtering toxins. In addition, wetlands assist with groundwater recharge. Wetland areas act as natural retention basins for stormwater, after storms. After a storm, the slow release of the water helps to reduce the amount of flooding for the surrounding areas. The Natural Resources Map- Hydrology shows these wetland areas within the township and should be utilized for general planning purposes only. A qualified environmental or soil scientist should perform an onsite reconnoiter to establish the actual presence of wetlands on any given site.

The Township's zoning ordinance requires 100 percent protection of wetlands. Furthermore, any encroachment for approved dedicated roadways must have permits from the Pennsylvania Department of Environmental Resources and the U.S. Army Corps of Engineers. The Township zoning ordinance also requires a wetland margin as a transitional area extending from the delineated wetland boundary. Only limited intrusion into wetland margins is permissible only in accordance with regulations.

Watersheds

Both Southampton Creek and Mill Creek flow through the Township. Southampton Creek has a total drainage area of 5.8 square miles at its confluence with Pennypack Creek outside of the Township. Mill Creek has a total drainage area of 17.4 square miles at its confluence with the Neshaminy Creek, also

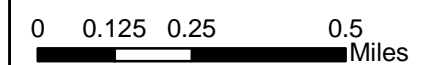
Upper Southampton
Comprehensive Plan Update
**Natural Resource
Features**



Legend

- Municipal Boundary
- Major Roadway
- Local Street
- Wetlands
- FEMA q3 Floodplain
- Stream
- HUC 11 Watershed Boundary

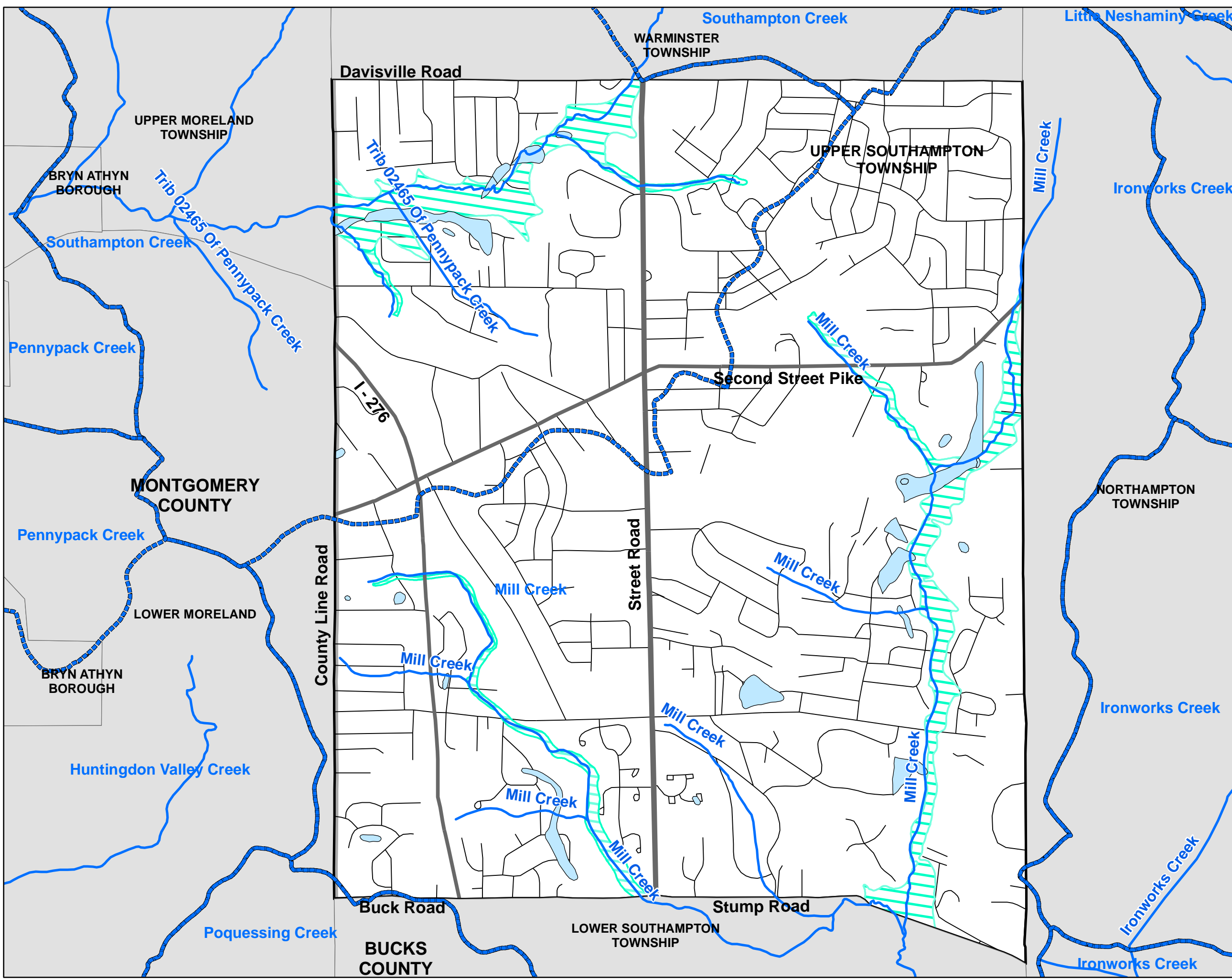
Spring 2010



Source: DVRPC, Pennsylvania State Data Center, Tiger Census Files, Upper Southampton Township, Bucks County GIS



Pennoni



outside the Township. These two waterways drain the entire 6.7 square mile area of the Township. Southampton Creek, which is within the Pennypack watershed, drains about a third of the Township. Mill Creek, which is within the Neshaminy Watershed, drains the remaining part of Upper Southampton Township. The Natural Resources Map- Hydrology shows the HUC-11 watershed located within the township. HUC-11 watersheds are the smallest individual watersheds studied and/or monitored by regulatory agencies such as the Department of Environmental Protection.

It is noted that new storm water regulations for municipalities within the Neshaminy Creek Watershed are contained in a Plan drafted by the Bucks County Planning Commission, establishing new criteria by rules and management standards. This Plan pending approval by the County Commissioners and a public hearing has a primary goal to protect groundwater recharge, and control the amount of runoff resulting from new development with a focus on storm water and growth. Upper Southampton is one of the municipalities containing portions of this watershed and has an estimated 2,999.3 acres in the watershed. The Township is represented on a working committee of municipal representatives.

Floodplain and Alluvial Soils

Floodplains are areas adjoining streams that accommodate floodwater. The floodplain is defined by the 100-year or base flood which has a 1 percent chance of being equaled or exceeded in a given year. The floodplain includes floodways and flood fringes.

A floodway is defined as the watercourse channel and adjacent lands reserved to carry the base flood without cumulatively increasing the base flood elevation more than a designated height. The maximum increase allowed by the National Flood Insurance Program is one foot.

The flood fringe is part of the base floodplain outside of the floodway. Under the National Flood Insurance Program (NFIP) obstructions causing any rise in the base flood elevations are prohibited. The flood fringe, on the other hand, may be developed under federal guidelines. However, structures must be elevated or flood-proofed up to the base flood elevation.

Floodplain soils, or alluvial soils, indicate where flooding has occurred in the past. Sometimes, these soils appear in areas that have not been mapped under the National Flood Insurance Program. However, areas where alluvial soils exist, or had existed in the past, must be considered as part of the floodplain. An enforceable buffer needs to be established for all floodplain areas as a development management device.

The current Upper Southampton Zoning Ordinance does not permit encroachment coverage in streams, rivers, watercourses, ponds, flood hazard areas, or floodplain soils. The Township's Flood Hazard Area Map is based on land delineated by the *Flood Insurance Study* for the Township of Upper Southampton as performed by the Federal Emergency Management Agency/Federal Insurance Administration (FEMA/FIA) dated 1978, and by the Interim Soil Survey Report, Volume II, prepared by Soil Conservation Service, 1970. The flood hazard area has also been designated by the U.S. Army Corps of Engineers

Study.³ However, some older areas of the township have flooding problems because they were built in flood prone areas prior to any local regulations. The Natural Resources Map- Hydrology shows the FEMA q3 data, which demonstrates the approximate locations of the 100 year flood boundaries based on FEMA's flood insurance panels for the Township.

Water Quality

As an urban/suburban area, Upper Southampton Township's creeks may exhibit the unacceptable types of water quality problems that are generally associated with automobile dependent, residentially developed communities. Nonpoint source pollutants stem from urban runoff such as gasoline and motor oil on parking lots. Sidewalks, driveways, and other residential yard surfaces produce pollutants from the use of herbicides, pesticides and fertilizers. These materials flow into storm drains which in turn may affect the entire creek.

Furthermore, construction sites contribute to stream pollution by erosion and sedimentation carried in runoff washing into storm drains. The runoff transports suspended solids and other toxins that may harm organic and aquatic life in streams. Therefore, Upper Southampton Township like any urbanized community must plan for water quality and remediation to address stream maintenance and stormwater collection systems. Also, there is a small portion of the municipality where residential dwellings use on-lot sewage disposal facilities. Regular maintenance of these types of facilities, i.e., septic tank inspection and pumping, is essential to avoid contamination. It is also helpful for urbanized communities to perform an environmental inventory to include mapping of significant natural features and wetlands, and institute public education programs about these areas with regard to damage from nonpoint pollutants.

Air Quality

Upper Southampton Township lies within the Philadelphia Consolidated Metropolitan Statistical Area (CMSA) which has been characterized as a severe non-attainment area for air quality because of unacceptable levels of ozone, carbon monoxide, and particulate matter. Typical pollution that is experienced in the area may be attributed to regional industrial activity and motor vehicle emissions.

Subsequently, the Township should address how air pollution affects public health, plant, and animal life. Although Upper Southampton Township is an automobile dependent suburb, it will be important to plan future development and redevelopment (revitalization) to be sustainable in efforts to reduce pollution and to improve air quality.

Businesses which are located in the Philadelphia Consolidated Metropolitan Statistical Area (CMSA), should, and are encouraged to, plan an Employee Trip Reduction Program that is designed to increase Average Passenger Occupancy (APO). In the region, there are several Transportation Management Associations (TMA's), like the Bucks County TMA, which can work with employers, and the Delaware

³ Upper Southampton Township Zoning Ordinance, Section 1409 (2)(A).

Valley Regional Planning Commission offers various programs to encourage ride-sharing and monetary rewards for mass transit usage through employment firms.

Water Resources Protection

Protection of water resources involves management of the supply and demand for water. The use of water conservation devices, changes in water use habits, and changes in individual water consumption processes will extend the life of existing water supplies and alleviate the need for the development of new sources.

Groundwater resources serve many Township residents. These resources must be protected from contamination to ensure their quality and adequacy for future use. This issue is important when industrial parks are located in a community. Processes used in these areas may pose potential groundwater pollution problems. It is very difficult and costly to remediate contaminated groundwater supplies to the extent that they meet drinking water standards. The impacts of polluted water are not only harmful to the health of the residents, but also to a community's economic health because new businesses and residents are reluctant to move into such areas. However, measures can be taken to prevent the contamination of groundwater resources from industrial processes.

Wellhead Protection

The Federal Safe Drinking Water Act Amendments of 1986 required the establishment of State Wellhead Protection Programs to protect public groundwater supplies. The goal of the legislation is to make sure that public water supply wells are not contaminated due to certain land use activities. Wellhead protection actions involve the careful management of certain types of land use activities in and around public water supply wells to prevent water quality contamination.

Some municipalities in Pennsylvania have taken the initiative to protect their water supplies by developing wellhead protection programs, which protect limited geographic areas around wells and well fields that provide public water supplies. Because Upper Southampton Township relies on groundwater for some of its needs, proper planning and water resource management, including groundwater pollution prevention is critical to ensure the quality and quantity of future water needs.

Pennsylvania's state wellhead protection program also addressed protection. Some municipalities and water systems across the state have begun implementing local programs. In addition, incentive grant money has been available for water supply planning and wellhead protection and may continue to be available through the United States Environmental Protection Agency and the Pennsylvania Department of Environmental Resources.

Riparian Buffer Requirements

Riparian buffer requirements are designed to protect woodlands, soils, and floodplains along streams and waterways as well as enhance water quality and stormwater management. A buffer is an area

where clearing, grading, paving, and structures are not permitted within a designated setback from a stream to provide an added degree of protection. A minimum width buffer can be established on private land and land owners should be encouraged to plant streamside vegetation.

The PA Department of Environmental Protection has prepared a guidance document (#394-5600-001) entitled: *Riparian Forest Buffer Guidance*, which recommends installation and protection of riparian forest buffers based on a two-zone approach, which could establish a foundation for a Township riparian buffer requirement. Riparian forest buffers should be located on stable areas along perennial or intermittent streams, rivers, lakes, ponds and reservoirs. IF there are trees and shrubs in the area along the perennial or intermittent stream, river, lake, pond, or reservoirs, the project sponsor should determine whether or not there is an existing riparian forest by using classification criteria set forth in the guidance document. Both recommended zones are intended to filter surface runoff as sheet flow and down slope subsurface flow which occurs as shallow groundwater. Zone 1 is basically undisturbed forest trees/vegetation. Zone 2 is considered managed forest trees and shrubs. Beyond these two zones, concentrated flow along with accelerated erosion and sedimentation being controlled is suggested.

Environmental Advisory Council (EAC) & Southampton Creek Improvements

Upper Southampton Township already has an EAC, as permitted by Pennsylvania Act 148, to advise the Township on matters dealing with protection, conservation, management, promotion, and use of natural resources. The EAC identifies environmental problems, recommends plans and programs to the appropriate agencies, promotes a community environmental program, keeps an index of all public and private open areas in the Township, and communicates closely with the Planning Commission and Park and Recreation Board. Participation in the EAC should be encouraged and the Township government should continue to work closely with the EAC in all environmental and natural resource matters. Currently, the Township Environmental Advisory Council is working with the U.S. Army Corps of Engineers and the U.S. Fish and Wildlife Service on a project to improve the Southampton Creek. The project looks to: stabilize and restore a section of Southampton Creek, address stream and bank stability and ecological restoration and will also serve as a demonstration project.

Low Impact Development

Low-Impact Development (LID) is a principle of site development and environmental protection that is typically integrated into municipal ordinances. LID is a comprehensive land planning and design approach intended to protect and maintain water resources and focuses on maintaining and conserving natural systems and hydrologic functions on a site. These goals are accomplished by a combination of planning and design strategies to reduce site development impacts. The LID development strategy includes one or more of the following:

- Preserve open space and minimize land disturbance;
- Protect natural systems and processes;

- Reexamine the use and sizing of traditional site infrastructure and customize site design to each site;
- Incorporate natural site elements as design elements; and
- Decentralize and manage stormwater at its source.

Under Pennsylvania Act 167, which regulates stormwater management planning on a watershed basis, all current and future stormwater proposals will be encouraged to use these practices. Site specific improvements include preserving natural drainage features, protecting natural depression storage areas, avoiding the introduction of impervious surface areas, reducing street widths, using permeable paving materials, reducing building setbacks to allow for more green space elsewhere, and constructing cluster developments. The use of these strategies in development and redevelopment in Upper Southampton Township would help to maintain the natural features of the community.

Sustainable Development Practices

Sustainable development and redevelopment practices will maintain and preserve the existing natural resources in the Township and the region. In addition to protecting the above resources through zoning and subdivision and land development ordinances, additional sustainability and environmental protection measures should be pursued. The following subjects can be addressed by the ordinance requirements during development or redevelopment of any type of land use in the Township.

- Density requirements that reduce the need for automobiles and encourage walking near the central business district
- Encouraging alternative energy sources, like solar panels, geothermal heating, and wind power
- Encouraging site-sensitive design to take advantage of sun orientation and natural features on the site, such as existing trees and proximity to open space
- Amend the subdivision and land development ordinance to regulate land clearing and topsoil removal over large areas and limiting permissible site area disturbance
- Amend the subdivision and land development ordinance to require replacement of trees that are removed or destroyed during development
- Amend the zoning ordinance to include a riparian buffer requirement
- Encourage continued active involvement of the Environmental Advisory Council (EAC)
- Incorporate Low Impact Development (LID) techniques into the zoning ordinance and subdivision and land development ordinance

Natural Resources Summary

Upper Southampton Township contains several critical areas or tracts that may be considered environmentally sensitive to some extent, due to various ecological functions. These areas include tracts that contain one or more of the following elements: alluvial soils, wet soils, steep slopes, woodlands, and floodplains. Other related topics of environmental concern for an urbanized municipality such as Upper Southampton, are air quality and water quality.

Goal:

Prevent environmental degradation through appropriate regulations and guidance.

Objectives:

- Include/enforce woodland protection standards in the zoning ordinances and in land development and subdivision requirements.
- Enforce wetlands margin regulation more effectively.
- Institute a wellhead protection program.
- Continue to control stormwater runoff and reduce flooding problems in the Township in accordance with stormwater management policies.
- Enact tree and landscape regulations to reflect current standards and recommended plant materials.
- Protect the integrity of existing floodplains and wetlands in the Township.
- Enact riparian buffer requirements.
- Continue with and take actions to maintain scheduled improvements to Southampton Creek, working with the U.S.A.C.E, and the Township's Environmental Advisory Council.
- Encourage and implement low-impact development guidelines and standards.
- Encourage and implement sustainability measures that directly impact and affect the natural resources of the Township

C. Historic Resources Elements, Recommendations, and Summary

The Importance of historic resources and preservation to Upper Southampton Township is a quality of life issue for many. Links to the past – even the distant past – provide a sense of place and belonging. Furthermore, these links provide insight into the present and create occasions to appreciate the rich cultural and historic nature of the Township.

The area now known as Upper Southampton was part of a tract of land purchased by William Penn from the Lenni Lenape Chief Tamanend by Deed dated June 23, 1683. Changes to the rural landscape were initiated by the first English settlers and continued by the Dutch who migrated south from Long Island, New York. Others followed and have made their mark over time.

Today, Upper Southampton Township's overall massing and contemporary architectural forms with curvilinear streets, cul-de-sacs, and strip shopping centers visually depict a typical post World War II suburb. However, the Township also contains many locally significant historic properties that add to the distinctiveness of the community, such as the Southampton Baptist church, the North and South Reformed Church, and the Davisville Seminary, the Township's first public school and cemeteries.

Upper Southampton Township's historical resources are not concentrated in any particular area. They are scattered in pockets throughout the Township similar to the pattern in which the area was first settled. Logistically, this makes historic preservation more of a challenge. Over the years, however, both Township Officials and dedicated residents have delved into the heritage of the community and have promoted efforts to preserve significant local historical resources.

Often, in communities that are growing, accelerated development and expanding neighborhoods tend to encroach upon architectural, historic, and archaeological resources, resulting in a loss of “sense of place.” Ideally, sound preservation planning should occur before historic elements are threatened, since eleventh hour preservation responses are rarely effective in the long term. Ultimately historic preservation process fosters civic pride and appreciation for historic values. In addition, appropriate preservation and restoration projects enhance and improve even surrounding non-historic property values. Therefore, the need for continued protection of cultural, historical and archaeological resources is crucial in an urbanized suburb such as Upper Southampton Township.

In Pennsylvania, the primary responsibility for protecting historic resources falls to the owner. However, local regulations and laws may be established to preserve historic resources. The Pennsylvania *Municipalities Planning Code* Section 605(2)(vi) enables municipalities to devise zoning for regulation, restriction, or prohibition of uses and structures at or near places having unique historical, architectural or patriotic interest or value.

The Pennsylvania Legislature has also adopted the Historical Architectural Review Act (Act 167 of 1961) which authorizes municipalities to create historic districts and architectural review boards. The purpose of the board is to review proposals that would alter or demolish buildings or change the landscape in areas of designated historic districts.

Involvement of the Community

In 1989 members of the Upper Southampton Township Historical Advisory Commission, through the Bucks County Conservancy, now known as the Heritage Conservancy, launched a survey to identify important local historical resources that were 50 years of age or older. All structures thus identified were photographed and on-site reports prepared briefly describing the architectural style and detail of each residence, barn and outbuilding. As a result, the Conservancy determined that over 35 selected properties contained architectural or engineering elements of local historical significance, for which detailed reports were prepared containing chains of title and pertinent historical facts. Such an inventory is a logical beginning toward devising a workable local preservation program since a survey becomes the basis for determining priorities for future preservation planning efforts.

Another example of the support and involvement of Township residents regarding history of the Township was the publication in 1985 of a comprehensive local history of the Township in commemoration of the tri-centennial of Southampton’s settlement.

With the exception of the Southampton Baptist Church and a section of the northeastern border of the Township along Bristol Road, which has been listed on the National Register, most of the properties surveyed are not currently eligible for this respected listing since they do not meet the guidelines set forth in National Register Criteria.

National Register listing does not guarantee that the resource will be saved. Private owners are free to do whatever they wish to their properties. However, federal agencies must not harm registered or eligible resources. There are other effective land use tools that Upper Southampton Township will investigate to preserve elements of the Township's past (see Appendix A).

The Need for a Preservation Program

If the historic resources in the Township are to be retained, it is essential to develop an effective local heritage protection program. The scattered local historic resources, most of which are privately owned and maintained, are at risk unless residents are properly educated about the historic importance of their properties and are encouraged to cooperate with the Township's preservation agenda. Community-wide events that emphasize preservation and cultural and heritage protection are instrumental to inform the public about the issues.

The older, traditional commercial district of Upper Southampton Township along Second Street Pike may contain historic elements of interest. However, these are not evident in the shopping area's current format. Many other built-out communities have minimized conflicts between preserving the historic resources and providing economic development by encouraging the revitalization of central commercial districts. Special incentives are given for rehabilitation of historic or older buildings, thereby advancing preservation goals. Provisions relating to the DVRPC's *Connections 2035 – The Regional Plan for a Sustainable Future* should be referred to and utilized in implementation where relevant and as cited elsewhere in this plan update.

Various grant programs administered by the State and Federal governments as well as private foundations may be available for local preservation projects. The State Historic Preservation Officer at the Pennsylvania Historic and Museum Commission, the Regional office of the National Park Service, and the National Trust will provide information regarding available funding to eligible parties.

National Register Criteria

The quality of significance in American history, architecture archeology, engineering, and culture is present in districts and/or areas, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. that are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. that are associated with the lives of persons significant in our past; or
- C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. that have yielded, or may be likely to yield, information important in prehistory or history.

Considerations

Ordinarily, cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties that are primarily commemorative, and properties that have achieved significance within the past 50 years are not considered eligible for the National Register. Such properties will qualify, however, if they are integral parts of districts that do meet the criteria or if they fall within any of the following categories:

- A. a religious property deriving primary significance from architectural or artistic distinction or historical importance
- B. a building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event
- C. a birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his or her productive life
- D. a cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events
- E. a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived
- F. a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance
- G. a property achieving significance within the past 50 years if it is of exceptional importance

Source: *The National Register Process in Pennsylvania*

Historic Resources Summary

Southampton was one of Penn's historic original settlements, purchased from the Lenni Lenape Indians in 1683. While many changes have occurred to the landscape, the Township still contains distinctive properties of historical significance.

The Township and residents have already conducted a local historic resources survey and published a local history of Southampton, which is in need of updating. However, there is a need for continued protection of cultural, historic and archaeological resources in the community, therefore the following objectives and manners to proceed are recommended below in/for the consideration of a protective ordinance.

Goal:

Promote knowledge of Southampton's history through local educational facilities.

Objectives:

- Coordinate with the Centennial School District to integrate the history of Southampton into the curriculum at all levels.
- Coordinate with the Southampton Free Library to establish and maintain a historical genealogical collection for the use of anyone interested in Southampton history or the genealogy of Southampton's past residents.

Goal:

Identify parts of Southampton suitable for delineation as areas of historical significance by updating the survey conducted in 1989 with the Heritage Conservancy and any other sources appropriate to an inventory to reflect loss, additions or alteration of resources, before proceeding with districting or other preservation activities.

Objectives:

- Cooperate with the Board of Supervisors in the drafting of a municipal historic preservation ordinance.
- Given the scattered historic site resources, consider potential need and methods to protect them, such as historic overlay district zoning and adaptive reuse or other expended use possibilities.
- Recognize and take measures to preserve and protect historic features, including structures, sites, waterways, villages, and landscapes having a special character or use, affecting and affected by their environment.
- Continue to support efforts of individuals and groups to identify sites worthy of eligibility on the National Register if qualified, and when appropriate.
- Consider Historic Markers designating the Township's historic resources.
- Seek funding sources to restore and/or rehabilitate historic resources.



2010 Upper Southampton Comprehensive Plan Update **Chapter 6, Economics & Economic Development**

A. Economics and the Effect on the Comprehensive Plan

Economic conditions will play a major role in the growth, development and revitalization of Upper Southampton Township. Global, national, regional, and local economic forces need to be taken into account in the planning efforts of the Township. Actions by entities such as OPEC on the costs and availability of energy, Congress and the White House in terms of fiscal and tax incentives, and decisions by the leadership in the State, County and regional authorities will have an impact on the Township's ability to carry out many of the policies and actions articulated in this Comprehensive Plan. It will be important for the Township to stay current on economic conditions and trends and to adapt to the economic reality of future years.

B. Current Economic Conditions (2010)

At the time that this plan was drafted, the world, national and local economies are suffering through one of the longest economic recessions in the past 100 years. The nation's unemployment rate is hovering in the 10% level. The Philadelphia regional unemployment rate stands at 8.8% and, during September 2009, the Bucks County and Montgomery County unemployment rates were 7.3% and 7.0% respectively. This is the highest unemployment rate for Bucks County since February of 1993 and the highest for the Philadelphia Region in the past 20 years.

C. Projected Economic Conditions

The majority of professional economists in various media presentations believe that the current economic recession experienced during the latter half of 2009 has bottomed out and that the nation and the local regional economy will begin to recover slowly over the next two to three years and more. Again, global and national economic decisions on growth, investment, spending, energy and the environment will have an effect on the future growth of employment, income, investment and development – all of which will have an effect on the Township's plan for the next decade.

D. Economic Status of the Township

It should be noted that real estate taxes have nearly doubled (94%) in the past 10 years coupled with the observation that the Township has numerous vacant office and commercial spaces/units. The Township's revenue has not, for many years, kept pace with its ever increasing operation costs. Therefore, revitalization of its Town Center is needed in an attempt to provide a measure of economic sustainability. Hopefully as recommendations of the Revitalization chapter are implemented this scenario will change for the better, along with the national, state, and regional economy in the future.

E. The 2010 Census Data

Starting on April 1, 2010 the US Census was initiated and a whole new set of population and economic data will be available as it is released later in 2010 and beyond. The Township should re-visit the new data and compare it to the 2000 US Census data particularly in terms of the changes that have occurred in this decade and how the changes will impact the Township's planning process. As the new official data become available, the "Economics" and "Characteristics" chapters of this Plan should be updated.

EDUCATION AND OCCUPATION

Data in Chapter 4. Township Characteristics based on data from the 2000 census tend to indicate that residents had a 28.3 % rate of having a bachelor's degree or higher as compared to the county at 31.2% Northampton and Lower Moreland Townships had rates of 43.2% and 45.1% respectively. This seems to correlate with the occupational fields of management, professional and related categories.

It is noted that the Delaware Valley Regional Planning Commission projected employment increase for Upper Southampton is 43% from 2000 – 2035 and significantly higher than projected for the surrounding communities and Bucks County. Given that the Township is extremely limited in future developable land areas, this figure appears to be very high.

Until such time as the 2010 Census information is available and the Revitalization Plan Chapter implementation begun, establishing a more definitive relationship between education and occupation as it relates to the future potential for Upper Southampton Township's economic growth and re-growth is difficult to measure at this time. It is also recommended that either a part-time employee or consultant be positioned to aggressively market the retail, commercial and industrial benefits of locating in the Township, working together with the Bucks County Economic Development Boards and agencies as well.

F. Review of the Objectives of the 1998 Economic Development Chapter

The Township's *1998 Comprehensive Plan Review & Open Space Preservation Plan* contained a chapter on Economic Development. The chapter stated the following objective for economic development:

Encourage campus-like site design for office and light industrial development (such as Campus-Industrial District) that compliments and is fully compatible with adjacent residential areas.

The policies and guidelines that were included in the *1998 Comprehensive Plan* were intended to encourage high-quality design for office and industrial buildings and to protect residential areas from potential negative impacts on the quality of life of residents from these economic development projects. It appears that the Township's objective stated in the 1998 Plan has been successful in preventing the potential negative aspects of economic development on nearby residential areas -- although the development of a large number of campus-like office buildings has been limited by local and regional market forces. The "high quality design" office spaces didn't produce enough annual revenue to prevent significant property tax increase amounting to 128% since 1998. In light of the fact that Upper Southampton does not collect a Business Privilege Tax, having a lot of office spaces is/was not the

answer to economic sustainability especially if many of those who work in these offices are not Township residents and thus whose Earned Income Taxes, are most likely not paid to the Township.

G. Relationship to the Revitalization Plan Chapter

This Comprehensive Plan has expanded upon the objectives and policies that are included in the 1998 Plan's Economics Chapter and includes in Chapter 11 a *Revitalization Plan* that addresses the need to encourage high-quality economic development and focuses on the revitalization of three key commercial corridors within the Township. The reader is directed to Chapter 11 where economic development policies and action steps are detailed.

H. Considerations for the Future

In addition to the initiatives towards "Smart Growth" and "Sustainability" expressed by the U.S. Departments of Environmental Protection and Transportation, the United States Economic Development Administration is currently a strong national influence on building a new framework for sustainable economic growth that meets the needs of the 21st Century. These agencies, together with the U.S. Department of Commerce, have a mission to advance economic growth and job opportunities for the American people, especially in the area of environmental sustainability.

Additionally, there are strategies and implementation measures contained in the new 2010 DVRPC *Connections 2035 – The Regional Plan for a Sustainable Future* that support economic development and redevelopment, and an energy-efficient economy, that should be referred to and utilized where applicable.

The U.S. Economic Development Administration (EDA) and the American Planning Association (APA) stress that as companies and government agencies continue to pursue opportunities to mitigate climate change and build a cleaner economy, it is essential for economic development practitioners to recognize and tap into trends of a cleaner and greener economy. New Projects and ventures should focus on:

- More efficient use and conservation of energy resources
- The discovery and development of renewable energy resource
- The reduction of greenhouse gas emissions

"There is no single path for going green. Enabling and implementing green opportunities at the regional level is critical to our nation's economic success. Economic developers can work closely with the regions to recognize that multi-tiered approaches to environment sustainability must be taken for communities to reap the benefits." – from the U.S. Economic Development Administration's (EDA) and the American Planning Association's (APA) Partnership.

RECOMMENDATIONS

It is therefore recommended and encouraged that future economic development activities –not only the measures contained in this Plan's "Revitalization" Chapter, but also others where relevant – reflect

strategies to promote sustainability through emerging technologies, policies, and governmental (federal, state, and regional) agencies and programs. Many such programs become the focus of county planning commissions and MPO's (Metropolitan Planning Organizations) such as the Delaware Valley Regional Planning Commission (DVRPC) in this region of the Commonwealth and may include possibilities of grants to support such efforts.

It is recommended that to reduce or minimize municipal expenditures, where possible joint or mutual sharing programs, such as is the case for solid waste management be instituted to at a minimum address shortfalls emanating from increasing tax burdens.

It is recommended, since this chapter is a preamble to the Chapter addressing a Revitalization Plan that needs to be implemented as a next step to the continuation of this planning effort, that matters of the economy and economic impacts of potential build or rebuild scenarios be further evaluated in that context upon the economy of the Township and resultant hoped-for benefits of revitalization. This would include potential newer land uses and employment trends and needs, yet to be determined in greater detail as the Revitalization Plan process unfolds.



2010 Upper Southampton Comprehensive Plan Update **Chapter 7, Transportation & Circulation Plan**

A. Introduction

Upper Southampton Township's transportation and circulation plan focuses on the current road systems, daily traffic volumes and the related impacts associated with local land uses, mass transit, pedestrians and bicycles. Most of the roadways within the Township function as a cohesive traffic network serving the personal automobile, the primary transportation mode in the Township. Thus, issues addressed in the Township's transportation plan are improved coordination and maintenance of traffic signals to facilitate both safety and efficiency concerns, and the necessities of bicycle routes, pedestrian paths, and public transit (bus). While transportation alternatives to the personal automobile may only nominally relieve congestion and reduce vehicular emissions, it is important to provide transportation options for the Township's residents for shorter trips within the Township and to encourage and provide for shared parking when and where possible. For revitalization of the Second Street Pike, future plans should consider wider sidewalks to accommodate bikers and walkers as desirable.

The Transportation element of the Comprehensive Plan contains an inventory and description of the transportation system and infrastructure within Upper Southampton Township and presents direction for the enhancement of transportation alternatives and infrastructure within the Township. This chapter examines the existing transportation systems and provides recommendations for the various transportation modes that serve the Township to improve efficiency, safety and health of residents, shoppers, and visitors to Upper Southampton Township.

This chapter includes four sections: Objectives, Inventory of Travel Modes, Prior Planning Studies and Planning Principles, and Recommendations. The objectives offer guidance for the recommendations found throughout the chapter, shown in italics. They are summarized at the end of the chapter as well as carried over into other relevant chapters for consistency and compatibility purposes. The inventory describes the existing transportation network including streets, signalized intersections, terminals, public mass transit, and pedestrian and bicycle facilities. The planning studies and planning principles section describes one planning study and three planning principles that are applicable to Upper Southampton Township. Finally, the recommendations section provides both general and specific recommendations for subsequent implementation, including support for revitalization efforts where and when applicable.

B. Goals and Objectives

- Facilitate vehicular, public transit, and pedestrian/bicycle movements safely and efficiently throughout the Township.
- Support economic development through reduced congestion and an improved transportation network, particularly around these intersections: Second Street Pike and Knowles Avenue, Second Street Pike and County Line Road, Street Road and Maple Avenue/Davisville Road, and Second Street Pike and Street Road.

- Develop a practical and strategic transportation improvement plan and identify funding sources.
- Provide safe transportation operations, such as walking and bicycling, by developing safe passages between residential, recreational, community and educational uses, which would include filling in gaps in sidewalks along current and future heavily-travelled pedestrian routes.

C. Inventory of Travel Modes

This section provides an inventory of all the transportation modes and facilities within Upper Southampton including streets, signalized intersections, terminals, public mass transit, pedestrian and bicycle facilities.

The personal vehicle is the primary mode of transportation within Upper Southampton Township. Major regional roadways that facilitate access to and from the Upper Southampton Township area include the Pennsylvania Turnpike (I-276), US Route 1 and US Route 611. Within the Township boundaries, major roadways include Street Road (S.R. 0132), Second Street Pike (S.R. 0232) and County Line Road (S.R. 2038). There is limited bus mass transit service within the Township. Sidewalk facilities are present along many major roads and residential roadways, although there are gaps that exist which reduce the overall mobility provided by the pedestrian network – which need to be addressed. There are no roadways within the Township that provide dedicated bike lanes.

Street Hierarchy

An extensive roadway network serves Upper Southampton Township. The roadway network provides a hierarchy of streets with higher level streets providing mobility through the Township and lower level streets providing accessibility between specific origins and destinations throughout the Township. This section provides a description of the recommended roadway classifications, as defined by the Pennsylvania Department of Transportation (PennDOT) and the Upper Southampton Subdivision and Land Development Ordinance. The categories, which basically identify the purposes that a road serves, are:

- Expressways (Limited Access)
- Arterials (Principal and Minor)
- Collector
- Local Roads

Expressways provide the highest level of mobility with limited access to the rest of the roadway network. These roadways serve the regional trips passing through urban areas. There is only one such roadway in the Township, the Pennsylvania Turnpike (I-276). While this roadway passes through the Township, there is no Turnpike interchange in the Township. The closest Turnpike interchanges are approximately three (3) miles to the east at Exit 351 (US Route 1) and approximately five (5) miles to the west at Exit 343 (Route 611). As such, traffic that is oriented to or from Upper Southampton and that uses the Turnpike must also utilize other roadways outside of the Township boundaries to access the Township area. Interstate 95 and US Route 1 are other limited-access expressways that provide

access to and from the surrounding region and are within relatively close proximity to Upper Southampton Township, although neither passes through the Township.

Arterials typically provide service for major through movements at high speeds with limited access to abutting properties. Principal arterials serve intra-area trips and minor arterials interconnect and augment principal arterials. Principal arterials in the Township include Street Road (S.R. 0132), Second Street Pike (S.R. 0232), and County Line Road (S.R. 2038). Minor arterials in the Township include Davisville Road (from Street Road to County Line Road), Bustleton Pike (S.R. 2061) and Bristol Road (S.R. 2025) west of Second Street Pike.

Collectors provide service for land access and local traffic movement. These roadways connect arterial roadways to local roadways to channel traffic from the arterials to their ultimate destinations. Collector roadways carry moderate traffic volumes over lengths typically shorter than arterials, but longer than local roadways. Collector roadways in the Township include Davisville Road, from Bristol Road to Street Road, Churchville Road (S.R. 2014), Industrial Boulevard, Gravel Hill Road, Buck Road, Bristol Road (S.R. 2025), east of Second Street Pike (S.R. 0232), Maple Avenue (S.R. 2016) and Knowles Avenue.

Local Roads provide direct access to land uses and access to higher order streets and carry little through traffic. Local roadways in the Township comprise all roadways not identified above.

The following table provides more detailed descriptions of roadways classifications according to the Federal Classification System.

TABLE 7.1
Urbanized Area Functional Classification Characteristics

| SYSTEM | CHARACTERISTICS |
|--|--|
| INTERSTATE HIGHWAYS, FREEWAYS, EXPRESSWAYS | <ol style="list-style-type: none"> 1. Provide service for major through movements and for long trips that bypass urban areas 2. Serve long distance intra-city travel 3. Include almost all fully and partially controlled access facilities |
| PRINCIPAL ARTERIALS | <ol style="list-style-type: none"> 1. Provide continuity for all rural arterials that intercept the urban boundary 2. Widely spaced from other principal arterials 3. Usually carry high volumes |
| MINOR ARTERIALS | <ol style="list-style-type: none"> 1. Interconnect with and augments urban principal arterials 2. Provide service to moderate length trips, although with lower level of mobility than principal arterials 3. Ideally, should not penetrate identifiable neighborhoods 4. Ideally, should be spaced no more than one mile from other minor arterials in urbanized areas. 5. Place more emphasis on land access than principal arterials |

| | |
|---------------|--|
| | 6. Connect to rural major collectors at urban boundary |
| COLLECTORS | <ol style="list-style-type: none"> 1. Length is generally shorter than arterials but longer than local streets 2. May penetrate identifiable neighborhoods 3. Collect traffic from local streets and channels it to arterial systems 4. Provide service for both land access and for local traffic movement within neighborhoods, commercial areas, and industrial areas |
| LOCAL STREETS | <ol style="list-style-type: none"> 1. Comprise all facilities not on higher systems 2. Provide access directly to land uses and access to higher order systems 3. Offer minimum through service |

Source: American Association of State Highway and Transportation Officials (AASHTO). *A Policy on Design of Urban Highways and Arterial Streets*, AASHTO Washington, D.C. p. 110.

Table 7-2 summarizes the current average daily traffic (ADT) volume on the roadway network within the Township. This data is reflective of count information collected by the Delaware Valley Regional Planning Commission (DVRPC) between the years 2004-2007.

TABLE 7.2
Average Daily Traffic Volume

| Roadway | Classification | Average Daily Traffic |
|---|--------------------|---------------------------|
| Street Road (S.R. 0132) | Principal Arterial | 26,000 to 48,000 vehicles |
| Second Street Pike (S.R. 0232) | Principal Arterial | 15,000 to 19,000 vehicles |
| County Line Road (S.R. 2038) | Principal Arterial | 16,000 vehicles |
| Davisville Road (from Street Rd. to County Line Rd.) | Minor Arterial | 9,900 vehicles |
| Bustleton Pike (S.R. 2061) | Minor Arterial | 11,000 vehicles |
| Bristol Road (S.R. 2025, west of 2 nd Street Pike) | Minor Arterial | 18,000 vehicles |
| Davisville Road (from Street Rd. to Bristol Rd.) | Collector | 10,300 vehicles |
| Bristol Road (S.R. 2025, east of 2 nd Street Pike) | Collector | 7,000 to 12,000 vehicles |
| Churchville Road (S.R. 2014) | Collector | 6,900 vehicles |
| Industrial Boulevard | Collector | 7,000 vehicles |
| Gravel Hill Road | Collector | 4,300 vehicles |
| Buck Road | Collector | 7,000 vehicles |
| Knowles Avenue | Collector | 11,100 vehicles |
| Maple Avenue (S.R. 2016) | Collector | 3,700 vehicles |

Signalized Intersections

Within the Township, there are currently 22 traffic signals within or bordering the Township as listed below:

1. County Line Road (S.R. 2038) & Davisville Road
2. County Line Road (S.R. 2038) & Second Street Pike (S.R. 0232)
3. County Line Road (S.R. 2038) & Sylvia Drive/Shopping Center

4. County Line Road (S.R. 2038) & Buck Road
5. County Line Road (S.R. 2038) & James Way
6. Second Street Pike (S.R. 0232) & Jaymor Road
7. Second Street Pike (S.R. 0232) & Industrial Boulevard
8. Second Street Pike (S.R. 0232) & Knowles Avenue
9. Second Street Pike (S.R. 0232) & Bristol Road
10. Second Street Pike (S.R. 0232) & Hampton Square Drive
11. Second Street Pike (S.R. 0232) & Maple Avenue
12. Second Street Pike (S.R. 0232) & Southampton Shopping Center
13. Street Road (S.R. 0132) & Second Street Pike (S.R. 0232)
14. Street Road (S.R. 0132) & Knowles Road
15. Street Road (S.R. 0132) & Gravel Hill Road
16. Street Road (S.R. 0132) & Davisville Road/Maple Avenue
17. Street Road (S.R. 0132) & Willopenn Drive
18. Street Road (S.R. 0132) & Kutcher Road
19. Street Road (S.R. 0132) & Stump Road
20. Bristol Road (S.R. 2025) & Churchville Road
21. Bristol Road (S.R. 2025) & Davisville Road
22. Knowles Avenue & James Way/Jaymor Road

Signalized intersections are often the controlling point of the local roadway network (Arterials, Collectors, and Local Streets) within most municipalities. Optimization improvements to signalized intersections can typically result in significant overall savings to motorists in terms of reduced delay, reduced fuel consumption, and reduced emissions.

Level of Service

The performance of intersections and roadways in the Township can be evaluated through Level of Service, a qualitative measure of operating conditions. Level of Service are defined with letter designations from 'A' to 'F', with Level of Service 'A' representing the best operating conditions, measured by vehicular delay and travel speeds, and Level of Service 'F' the worst operating conditions. Level of Service is determined using various methodologies as outlined in the 2000 Highway Capacity Manual (Transportation Research Board, Washington, D.C.).

The Township should consider developing a capital improvements plan for vehicular transportation within the Township. This plan would evaluate intersections and roadways within the Township using the Level of Service, as described above, to establish the existing operations and to determine improvements necessary to meet an identified desired Level of Service. This Comprehensive plan also identifies additional recommendations to improve Level of Service throughout the Township using enhanced signal timings such as a Closed Loop System or adaptive timings.

Terminals; airport; port; railroad; water

There are no water-ports, active railroad lines/stations, or airports in the Township.

Public Transit

There is limited public mass transit service today in Upper Southampton Township. In the past, a Southeastern Pennsylvania Transit Authority (SEPTA) Regional Rail served nine (9) stations along 15.2 miles of track for the Newtown Line (R8) including a station in Upper Southampton, adjacent to Second Street Pike in the central area of town. Train service was terminated in January 1983, primarily due to lower ridership and cost considerations. SEPTA has removed the Newtown Line Improvement project and projected funding from the Fiscal Years 2009-2020 Capital Program and Comprehensive Plan. Further, SEPTA has **suggested** that the Township make use of the rail right-of-way for a “Rails-to-Trails” project tailoring an agreement with SEPTA patterned after a similar agreement with Montgomery County for the same purpose. There are currently several Regional Rail stations that provide an alternate transportation option for Township residents located within three (3) miles of the Township border as shown in Table 7-3.

**TABLE 7.3
SEPTA Regional Rail Locations**

| SEPTA Regional Rail Line | Station | Location | Distance to Upper Southampton Border |
|---------------------------------|----------------|--|---|
| R3 West Trenton | Trevoze | Ridge & Boundbrook Avenues, Lower Southampton Township, PA | Approximately 2 miles east along Street Road |
| R3 West Trenton | Somerton | Bustleton & Philmont Avenues, Philadelphia, PA | Approximately 1.5 miles east along County Line Road |
| R3 West Trenton | Bethayres | Huntingdon Pike & Welsh Road, Bethayres, PA | Approximately 3 miles south along Route 232 (2 nd Street Pike/Huntington Pike) |
| R2 Warminster | Warminster | Jacksonville Road & Station Drive, Warminster, PA | Approximately 1.75 miles west on Street Road |

SEPTA maintains a daily bus service (Route 24) from several Regional Rail stations and the Frankford Transportation Center to the center of the Township at Street Road and Second Street Pike. Additionally, Bucks County Transport, Inc. provides a limited ride-share program for Bucks County Residents. With the ride-share program, point-to-point rides can be scheduled on a first-come, first-service basis.

The Township should consider coordinating with SEPTA regarding the un-used rail line, station, and expanding bus service to, from, and within the Township including substitution for restoring the R8 line and connections thereto, elsewhere. The Township should also work with the Bucks County Transportation Management Association to research the possibility of adding a Rush-Bus service from one of the adjacent regional rail stops.

Pedestrian and Bicycle Facilities

Provisions for pedestrian and bicycle access has become increasingly important for suburban planning to provide an alternative to motor vehicles. The Subdivision and Land Development Ordinance requires sidewalks to be built for all new residential development. Future planning should consider redesigning the shopping areas and sites in order to create strong and centralized pedestrian/biking systems linking shops to one another as well as adjacent residential areas.

The Township is largely developed with a mix of land uses including residential neighborhoods throughout, commercial corridors along Second Street Pike and Street Road, light industrial uses along the Pennsylvania Turnpike and five public parks and two operational school facilities. The Township was developed predominantly as single family developments with some clustered and multi-family projects. The heavily traveled roadways of Street Road, Second Street Pike and the Pennsylvania Turnpike as well as the unused rail line presently present barriers for pedestrian circulation.

While there are no roadways in the Township that provide dedicated bike lanes, there are several that provide "Average" riding according to the Bicycle Coalition of Greater Philadelphia. Average riding conditions are considered "moderately suitable for on-road cycling". Inexperienced cyclists may be uncomfortable on these roads. Roadways with average riding conditions are shown in blue below (Davisville Road, Maple Avenue, New Road, Willow Street, portions of 2nd Street Pike, Knowles Avenue, Industrial Boulevard, Gravel Hill Road, and Buck Road). The roadways indicated in white and orange are considered "Below Average" for cycling (portions of 2nd Street Pike, Bristol Road, County Line Road). For Knowles Avenue, Churchville Road, and Gravel Hill Road (north of Street Road, in particular) special needs and safety considerations should be further addressed.

FIGURE 7.1
Bike Route Map



Source: Bicycle Coalition of Greater Philadelphia

As indicated in the Upper Southampton Township Comprehensive Parks, Recreation, and Open Space Plan (2007), a *Township-wide pedestrian and bicycle master plan should be developed to determine roadways and location to enhance pedestrian and bicycle facilities. The pedestrian and bicycle plan should focus on facilitating trips between residential, community, educational, recreational uses, and the commercial/retail areas.*

D. Prior Planning Studies and Planning Principles

Street Road Corridor Study

The *Street Road Corridor Study* was conducted in 2007 by the Delaware Valley Regional Planning Commission. The study, a part of the DVRPC's 2030 long-range plan, evaluated traffic safety and mobility along the Street Road (S.R. 0132) through Bucks County. For each location, issues were identified and recommendations were provided. The study focused on sixteen (16) locations with three locations in Upper Southampton Township. The study document is available at: <http://www.dvrpc.org/asp/pubs/reports/07012.pdf>. In summary, the report focused on several key areas within the Township and a brief evaluation of the recommendations follow.

Street Road east of Second Street Pike - Issues identified the heavy traffic volumes along Street Road resulting in delay for motorists on Second Street Pike and frequent curb cuts increasing number of conflict points along Street Road and Second Street Pike. The study recommends consolidating access points for the existing properties and implementing an access management ordinance to regulate future development.

This implementation of this recommendation would improve the efficiency and safety for motorists traveling along Second Street Pike and Street Road and accessing businesses along these roadways. The Access Management portion of this chapter provides additional information and recommendations for implementing Access Management within the Township.

Intersection of Second Street Pike and County Line Road - Issues identified are high traffic volumes along both Second Street Pike and County Line Road and high delay (i.e. "Level-of-Service F") during both the morning and afternoon commuter peak hours and a high crash rate. "Level-of-Service F" is essentially considered a failure condition in traffic flow, where traffic comes to a complete stop over time and contributes to gridlock conditions. The study recommends optimizing signal timings and constructing a connection between the northern and southern sections of Gravel Hill Road to provide relief to the intersection.

Signal timing optimization and coordination would likely provide some relief to congestion at this intersection. Additionally, connecting the northern and southern sections of Gravel Hill Road would reduce the traffic traveling through the Second Street Pike and County Line Road intersection. However, Gravel Hill Road is a residential roadway and is not suited to carry heavy traffic volumes.

Intersection of Street Road and Davisville Road/Maple Avenue - Issues analysis identified high levels of delay at the intersection, especially during the afternoon peak hour. The left-turn movement from westbound Street Road to Davisville Road is very heavy and results in high delay for this movement. Additionally, the unique configuration of the intersection makes the signalized control difficult. The study recommends the construction of a far-side jug-handle for the westbound left-turn movement.

This recommendation may reduce delay at the intersection. However, a detailed analysis of the costs and benefits is necessary to determine the feasibility and practicality of the improvement. This Study's recommendation should be part of the Plan of Action to solve congestion related problems.

Transportation Improvement Program

The Transportation Improvement Program (TIP), administered by the Delaware Valley Regional Planning Commission (DVRPC), is a list of priority projects that are federally funded or have regional significance. The TIP is updated every two years in Pennsylvania and includes highway, public transit, bicycle, pedestrian, and freight projects. In the recent past, Upper Southampton Township has submitted several applications for State and Federal funding assistance, which unfortunately have not been approved to date:

- Second Street Pike Interconnected Traffic Signal System
- Second Street Pike and Knowles Road Intersection Reconfiguration

The TIP currently has no projects listed within Upper Southampton Township.

The Township should work with the Bucks County Planning Commission to develop a list of transportation related improvements needed in the Township that incorporate the Street Road Corridor Study recommendations and other congestion-related studies/plans in the Township.

Access Management

Street Road (S.R. 0132) and Second Street Pike (S.R. 0232) provide mobility regionally and throughout the Township, but also provide access to the local land uses and small business. Traffic congestion and lack of roadway safety are evident along such thoroughfares. High traffic volumes along these roadways are aggregated by the 'friction' of many access points. An access management program is an important strategy for the Township officials to consider as a means to improve the efficiency of these roads. While access management ordinances apply only to new or altered development, land uses change over time. With an access management ordinance in place within the Township, any redevelopment/revitalization would be required to meet the ordinance requirements.

The number of access points along a roadway must be controlled such that the roadway can perform its intended function. With little or no access control the number of conflict points increase which impacts the mobility along the major roadway and motorists' safety. Access management focuses on providing safe and efficient access to the abutting properties without significantly affecting the mobility of the

roadway. Examples of access management practices include consolidating driveways, accessing secondary roadways and providing auxiliary turn lanes.

The Township should develop an access management ordinance. Alternatively, the existing Subdivision and Land Development Ordinance could be updated to facilitate access management principles during the land development process.

The Pennsylvania Department of Transportation's Center for Program Development has several resources for Access Management, including the following:

An Access Management program contains three basic elements: a classification system, requirements for a traffic impact or access study, and a list of best practices.

Classification systems assign specific design criteria to roadways based on the function and desired level of access control for various functional classifications of roadways. An access classification can be developed based on the projected land use patterns and the roadway functional classification system contained in the adopted municipal comprehensive plan. Other resources that can assist a municipality in developing an access classification system include the roadway functional classification system adopted by the county or state. Some municipalities desire to implement an access management program for a particular area of their jurisdiction. In these cases, an area specific access management study can be used to develop the classification system and best access management practices.

Requirements for a traffic impact or access study determine when a new development must complete a traffic impact or access study. The requirements are usually based on threshold volumes of new peak hour trips that a development will generate. In other cases, the requirements are based on the safety and congestion issues of affected roadways. The traffic impact or access study should be the starting point for the evaluation of access management practices. When a traffic impact study is not warranted based on the threshold or other criterion, an access study that evaluates all access roads or driveways should be required.

List of best practices - used to accomplish access management goals and objectives. The project team has developed a list of best practices for access management, including land use regulations that may be employed by local governments in Pennsylvania. The list of best practices for access management included in this report was developed from common practices employed by other states, and guidance on access management provided by the Transportation Research Board (TRB) and the Federal Highway Administration. This report analyzes the positive and negative aspects of each practice in terms of practicality, ease of implementation, schedule to achieve desired outcomes, cost of implementation, and coordination issues. This report does not include a discussion of the Pennsylvania *Municipalities Planning Code* (MPC) as it will be reviewed in detail during the next deliverable, Legislative and Policy Barriers Technical Memorandum.

Traffic Calming

Traffic calming principles can be implemented in areas experiencing problems with speeding or high cut-through traffic. The Pennsylvania Department of Transportation's Center for Program Development

developed a Traffic Calming Handbook (PennDOT Publication 383) that contains information on various traffic calming issues. The Traffic Calming Handbook provides a comprehensive description of traffic calming objectives:

Traffic calming measures are mainly used to address speeding and high cut-through traffic volumes on neighborhood streets. These issues can create an atmosphere in which non-motorists are intimidated, or even endangered, by motorized traffic. Additionally, high cut-through volumes become an increased concern when larger commercial vehicles are involved. Along with the additional amount of traffic generated within the neighborhood, cut-through motorists are often perceived as driving faster than local motorists. By addressing high speeds and cut-through volumes, traffic calming can increase both the real and perceived safety of residents, pedestrians and bicyclists, and improve/enhance the quality of life within the neighborhood.

The role of physical measures in traffic calming has been emphasized because they are “self-policing”. This means that traffic calming measures, such as speed humps and traffic circles, have the ability to slow motor vehicles in the absence of enforcement. On the other hand, traffic control devices, such as turn prohibition signs, weight limits, and one-way streets, depend upon the level of police enforcement and the willingness of motorists to comply with the posted restrictions to be effective. Therefore, the use of traffic calming measures can often lead to a more certain accomplishment of the neighborhood’s goals.

In order to initiate traffic calming projects, the Township should develop a traffic calming policy. The policy should include guidelines for implementing the “three E” stages of traffic calming: Education, Enforcement and Engineering. This policy can then be utilized if cut-through or speeding problems arise on one of the Township’s residential or local roadways.

Smart Transportation

The historic transportation and land use cycle and “wider and faster” roadway construction approach is no longer sustainable for various reasons including financial, social and environmental. The goal of *Smart Transportation* is to provide a revised way of roadway design that integrates context-sensitive design and smart growth principles to create transportation solutions that address the needs of all users in a safe, efficient and affordable manor. Context-sensitive designs are “a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility.” Additionally, Smart Growth emphasizes environmental preservation, compact development, alternative transportation and social quality through walk-able neighborhoods, community and stakeholder collaboration, mixed land uses, preservation of open space; and predictable, fair, and cost effective decisions.

There are six principles of Smart Transportation that are described below. Additional information can be found in the Smart Transportation Handbook (March 2008) available free of charge. (<http://www.smart-transportation.com/assets/download/Smart%20Transportation%20Guidebook.pdf>)

1. *Tailor solutions to the context.* All projects should consider and enhance the community, transportation and financial context of the project area.

2. *Tailor the approach.* The project should be developed and designed by all stakeholders for the specific location and community since all “projects vary in need, type, complexity and range of solutions”.
3. *Plan all projects in collaboration with the community.* State officials, local officials and citizens should all collaborate in the development and design of the project.
4. *Plan for alternative transportation modes.* Pedestrians, bicyclists and transit users must all be considered in the design process.
5. *Use sound professional judgment.* There is no one-size-fits-all solution to transportation problems. Additionally, “the smart solution on some projects may be to seek design exceptions or waivers to allow for true context-based design.”
6. *Scale the solution to the size of the problem.* “Find the best transportation solution that fits within the context, is affordable, is supported by the communities, and can be implemented in a reasonable time frame. Examine lower scale alternatives like network additions or transportation system management before developing alternatives such as new or widened roadways. If safety and not congestion is the problem, consider focused solutions that can improve safety without increasing capacity. Safety must be considered on all roadway projects.”

E. Recommendations

General Recommendations

- Develop a Township-wide pedestrian and bicycle master plan to determine roadways and location to enhance pedestrian and bicycle facilities, including walkways and closing of gaps in sidewalks along roadways used for that purpose. This may include the use of the SEPTA R8 Line’s unused corridor for biking and walking, as also recommended in the 2007 Park, Recreation and Open Space Plan from Tamanend Park to the Township Center area at Knowles Avenue and Second Street Pike.
- Work with the Bucks County Planning Commission to develop a list of projects (Township Transportation Capital Improvement Plan) to recommend for the region’s Transportation Improvement Program.
- Establish membership and work with the Bucks County Transportation Management Association.
- Practice Context-Sensitive Design, using PennDOT’s recently developed ‘Smart Transportation’ approach as roadways are being considered for reconstruction.
- Develop an Access Management Ordinance or appropriately amend the Subdivision and Land Development Ordinance, accordingly.

- Optimize the existing roadway network including maximizing the capacity of existing signalized intersections to function as designed, particularly along Second Street Pike and at the Knowles Avenue intersection.
- Continue to require developers to install pedestrian facilities such as bus shelters, sidewalks (appropriately located and installed) in addition to necessary street upgrades for all new construction.
- Use right-of-way areas by providing marked crosswalks, safe school crossings, pedestrian signalization, sidewalks, signage and pedestrian overpasses when and where appropriate, particularly along major thoroughfares, key intersections and in support of revitalization efforts.
- Support efforts concerning adaptive reuse of the former regional rail corridor for “Rails-to-Trails” usage and accessibility to the Second Street Pike corridor businesses from various part of the Township which should support the former rail station and Knowles Avenue area in proximity to the Newtown line corridor and rail right of way to provide alternative means of transportation such as walking and biking to and from the Second Street Corridor business community and land uses. Use of the R8 corridor for rails and trails could be considered, while recognizing the ultimate future potential restoration of rail transit in this corridor.
- Plan for bicycle facilities which include bike paths, bike lanes, and bike routes that link recreational trails with road network, with particular attention to the area surrounding the Knowles Avenue and Second Street Pike intersection to support and encourage the revitalization effort.
- Apply for funding through federal and local programs to complete operational and safety improvement projects to the Township’s transportation network. Various funding sources are attached for information.

Specific Recommendations

- Complete short-term improvement at intersection of Second Street Pike and Knowles Avenue to implement ‘split-phasing’ in lieu of complete intersection reconfiguration using some funding allocation provided by the Giant Supermarket store as part of its site improvements.
- Follow up short-term traffic signal timing improvements at Second Street Pike and Knowles Avenue with long-term improvements such as roadway widening and alignment. This work may also make use of a roadway widening easement from SEPTA for a sliver of land from its former regional rail right-of-way to accomplish the necessary widening to make way for another lane of traffic at the intersection.
- Consider conducting a Township-wide study that evaluates the efficiency of the existing signal timings and coordination settings at the signalized intersections within the Township, particularly along Second Street Pike, Street Road and County Line Road. Also identify congestion reduction measures such as improved signage, lane utilization, and delay reduction to improve the flow of traffic and reduce congestion while improving air quality and accessibility to various sites in the vicinity of these intersections and points in between. This

may also be conducive to the planned revitalization efforts to Second Street Pike, Street Road, Industrial Boulevard, Jaymoor Road and James Way.

- Consider implementation of a Closed Loop Traffic Signal System within the Township that includes traffic-responsive or adaptive timing capabilities.
- Provide improved directional and way-finding signage at key intersections including, but not limited to: Industrial Boulevard and Second Street Pike, Street Road & Second Street Pike, Churchville Road/Knowles Ave. and Street Road, Maple/Davisville Roads & Street Road, and County Line Road and Second Street Pike.
- Consider implementation of Internally Illuminated Street Name Signs at signalized intersections along arterials and major collector roadways.
- Develop a Traffic Calming Policy and Public Interaction Program for Residential Areas.
- Recognize that use of the former R8 rail service and corridor as future restoration of service is a Bucks County policy, and was also so endorsed by vote by a previous Upper Southampton Board of Supervisors, and consider a joint meeting between SEPTA, Bucks County and the Township before proceeding with a “rails-to-trails” project.
- Investigate enhancements to access the central business district, and more particularly Second Street Pike as part of the revitalization plans and programs with early-on emphasis of the former rail station area near Knowles Avenue at Second Street Pike, and the former Newtown rail corridor for “rails to trails” use to promote revitalization, until such time as rail service may be restored or as a combination of rails and trails, as suggested by the Township’s Environmental Advisory Council.
- Add sidewalk from Southampton Estates to the intersection of Second Street Pike and Street Road, along Maple Avenue, from Klinger Middle School to the intersection of Second Street Pike and Street Road, and Davis Elementary School to the intersection of Second Street Pike and Street Road.
- Conduct a study and plan of missing sidewalks connections and gaps, particularly along portions of Davisville Road, Maple Avenue, Jaymoor Road, Second Street Pike, and other locations of high pedestrian movements in the interest of safety and separation of vehicular and pedestrian flows. This would also involve a plan of action for filling in the missing sidewalk gaps.
- Coordinate with PennDOT to further consider the widening County Line Road to four (4) lanes in some areas.
- Consider working with PennDOT and the PA Turnpike Commission to evaluate the feasibility of a turnpike interchange in the Township, near Second Street Pike which would involve detailed

traffic engineering and land use evaluation and analysis, but would also serve to improve accessibility to the industrial and commercial areas and the operations of land uses within these areas particularly for employees, trucking operations, and customers.

- That the recommendations of this chapter be brought forward in support, as a priority, of revitalization and future land use plan implementation and the overall Plan of Implementation component.
- That a future traffic and transportation Plan be accomplished to address other issues that do not directly support revitalization but are community-wide in addressing circulation and the traveling needs of motorists, pedestrians, hikers and bikers throughout the Township recognizing the traveling needs of abutting and adjacent municipalities as well.
- Refer to and apply strategies and measures presented in the new 2010 DVRPC's *Connections 2035- The Regional Plan for a Sustainable Future* when carrying out implementation of this chapter and other relevant chapters and provisions of this Plan.

F. Table 7.4 Funding Programs

The following summarizes programs that enable funding for transportation related improvement projects.

| Funding Programs and Research | | | | | |
|--|--------------|--|---|---|--|
| Name | Source | Administrator | Goals | Typical projects | Funding Details |
| Congestion Mitigation and Air Quality Improvement (CMAQ) | Federal | DVRPC | To help manage pollution and increase air quality to meet the National Air Quality Standards | Bike and pedestrian trails, coordination of traffic signals, efforts to increase the use of public transportation, road intersection improvements and freight projects which promote reduced truck emissions. | Reimbursement program - funds 80% |
| Transportation Enhancements (TE) | Federal | DVRPC | To strengthen the cultural, aesthetic, and environmental aspects of the nation's intermodal transportation system. | Bicycle and pedestrian trails, restorations of historic train stations, downtown streetscape improvements, roadside beautification, and the preservation of scenic vistas, Schuylkill River Park, Schuylkill River Trail | Funds construction phase only, except for scenic or historic sites |
| Safe Routes to School | Federal | DVRPC | To enhance walking and biking paths to schools | Sidewalks, crosswalks, bike lane or trails, traffic diversion improvements, curb extensions, roundabouts and raised median islands, Mill Creek Community Improvement Project | Monies come from TE |
| PA Home Town Streets | Federal | DVRPC | To enhance downtown area environments and promote interactions between people in the area. | Sidewalks, planters, benches, street lighting, pedestrian crossings, transit bus shelters, traffic calming, bicycle amenities, kiosks, signage and other visual elements, Roxborough Streetscape Improvement Project | Monies come from TE. |
| HUD Community Development Block Grants Program (CDBG) | Federal | Philadelphia Office of Housing and Community Development | To develop viable communities by providing suitable housing, a proper living environment, and expanding economic development opportunities. | Property acquisition for public purpose, construction or reconstruction of streets, water and sewer facilities, neighborhood centers, and recreation facilities, rehabilitation of public and private buildings, landplanning activities. | At the City of Philadelphia's discretion, a portion of CDBG funding can be designated towards greenway improvements. |
| PA Recreation Trails Program | FHWA, TEA 21 | DCNR | To develop and maintain recreational trails and trail related facilities for motorized and non-motorized recreational trail use. | maintenance and restoration of existing recreational trails, development and rehabilitation of trailside and trailhead facilities and trail linkages; purchase and lease of recreational trail construction and maintenance equipment; acquisition of easements or property for recreational trails or recreational trail corridors | Development: 20% match (up to \$100,000 project total) Acquisition: 50/50 Match |

| | | | | | |
|--|-----------------------|---|--|--|---|
| Transportation & Community Development Initiative (TCDI) | PennDOT | DVRPC | To support local planning projects that lead to additional residential, employment and retail opportunities, improve the character and quality of life within communities, enhance and utilize the existing transportation infrastructure capacity to reduce demands on the region's transportation network, and reduce congestion and improve transportation system's efficiency. | Revitalization master plans, sidewalk improvement projects to improve pedestrian safety and mobility, transit oriented improvement projects, traffic calming studies, congestion management studies, and downtown streetscape projects. | |
| PA Community Transportation Initiative: Smart Transportation | PennDOT | PennDOT, other agencies | To integrate the planning and design of the transportation system in a manner that fosters development of sustainable and livable communities. | A mix of projects that demonstrate a range of smart transportation principles, including those that support local economic or community development projects, encourage walkable, multimodal, mixed use development or corridors, enhance and utilize the existing transportation network infrastructure, and improve regional connectivity. | Not a grant program, up to \$60 million of federal and state transportation funds over the first two years of the TIP |
| Community Conservation Partnership Program | DCNR | DCNR | To provide grants for comprehensive recreation and park planning, greenways, and master site development planning. | Rehabilitation and Development of Public Park, Trail, and Recreation Facilities, Acquiring land for Park and Conservation Purposes, Undertake Feasibility Studies, Site Development planning and Comprehensive Recreation, Greenway, and Open Space Planning | Most grants are 50/50 match |
| Community Revitalization Grants | DCED | DCED | To promote community revitalization and improvement projects that will improve the stability of the community, promote economic and/or community development, improve existing and/or develop new civic, cultural, recreational, industrial, and other facilities or activities, enhance the health, welfare, and quality of life for citizens of the Commonwealth. | Park and sports field improvements, safety surfacing, development of streetscape plan, historic restoration, climate change action program | Varies |
| Preserve America Grant | National Park Service | National Park Service Historic Preservation Grants Division | To support preservation efforts through heritage tourism, education, and historic preservation planning. | Interpretation and Education, Promotion and Planning of Heritage, Research and Documentation, and Training | A 50/50 non-federal match |



2010 Upper Southampton Comprehensive Plan Update
Chapter 8, Recreation and Community Facilities

The Recreation and Community Facilities chapter describes the facilities and services that are available to residents of Upper Southampton Township. This section also describes the projected needs and goals for future facilities and programs in the Township.

A. Parks, Recreation, Open Space

Though almost built-out with development, Upper Southampton is fortunate to have several public parks and private recreational areas. To plan for parks and recreation areas, the Township initiated a planning process to best strategize for the future of parks, recreation, and open space. In 2007, the Township worked with an experienced consultant to prepare the *Upper Southampton Township Comprehensive Park, Recreation, and Open Space Plan* as a guide to enrich the quality of life of the community through enhancing park and recreation resources. The plan provides a strategy for improving park and recreation facilities, enhancing programs, and meeting the needs of the changing population of Upper Southampton. This section summarizes the 2007 Plan. More detailed information on facilities, recreation programming, and maintenance and financing techniques can be found in the 2007 Plan.

The Park and Recreation Plan committee developed four goals that represent the long-term ideal condition of the parks and recreation services of the Township:

Goal 1: Establish a premier system of parks, recreation facilities, greenways, and trails balanced for resource conservation and responsible public use

Goal 2: Provide recreation opportunities, programs and services that will enrich the quality of life for the people who live, work, and visit in Upper Southampton Township

Goal 3: Manage the park and recreation system in a professional manner that conveys the greatest possible benefit to the public

Goal 4: Invest in park and recreation to sustain and enhance the quality of life in Upper Southampton in the 21st Century

These goals and accompanying recommendations present a course of action for Upper Southampton Township to pursue over the next ten years. The Township can work on the actions incrementally, through an annual action plan, a medium term program over five to ten years, and long term programs that require more detailed planning and implementation strategies. As noted in table 8.1 improvements have been initiated and planned, when compared to the 2007 Park, Recreation, and Open Space Plan.

Park Facilities

Upper Southampton has approximately 192 acres of land dedicated to park or recreation uses. Existing parks and recreation facilities include four large park areas and several smaller neighborhood parks and school sites that are used for public recreation. Existing parks are as follows and facilities are shown in the following table. Detailed information on the size and type of each recreation facility can be found in the 2007 Plan. It is noted that several features of the 2007 Plan have been set in motion and changes made, as reflected in the following table, including Veterans Field funded in 2010:

| Table 8.1 – Upper Southampton Township Recreational Facilities | | |
|---|------------------|--|
| | Acreage | Facilities |
| Township Parks | | |
| Community Center | 8 | 5 baseball fields, 1 football field, 1 announcing booth, 1 batting cage, 2 outdoor basketball courts, 1 outdoor volleyball court, 2 tennis courts, 1 playground complex (with a multi-purpose area and a separate swing area), including indoor facilities as well |
| Schaefer Field (Gravel Hill) | 15 | 1 Baseball, 1 Softball, 1 concession stand, restrooms, 2 soccer fields (1 regular, 1 8v8 field & 3 mini-soccer fields) |
| Veterans Field (Formerly Shelmire Field) | 14.8 | 2 soccer fields, 1 walking path, 1 combination restrooms /concessions/storage bldg., 1 playground area, a veterans' remembrance area |
| Tamanend Park | 103 +/- | 3 softball fields, 1 batting cage, restrooms, concession stand, picnic area, bandstand, 2 tennis courts, 1 sand volleyball court, picnic areas, 2 pavilions, 5 miles of walking trails, a pond, 1 outdoor theater |
| Other | | |
| Davis Elementary School | 9.6 | School closed to be rebuilt, equipment unknown at this time |
| Klinger Middle School | 31.3 | 1 baseball, 2 softball, 1 football, 4 basketball, 1 gym, multi-purpose room, 1 swimming pool, exercise trail/track |
| Stackpole Elementary School | 13.2 | To be closed in 2012, and vacated for sale purposes |
| Southampton Estates | | 3 soccer fields (1 listed as a regular field, and 2 as 8v8 fields) |
| Total | 191.9 +/- | |
| Source: 2007 Park, Recreation, and Open Space Plan, Township Park and Recreation Department for revisions | | |

The 2007 Plan offered several recommendations for sports facilities, including:

- Consider relocating some uses from the Community Center to another site to increase the efficient use of the site. (in progress)
- Develop a formal management strategy for the natural areas within Tamanend Park
- Consider the addition of a formal (cleared of vegetation and rough-graded, with signage) or informal path system at Tamanend Park and better integration with Klinger Middle School
- Consider function and aesthetic improvements at Schaefer Field
- Develop the former Shelmire School Site (now Veterans Field) to include passive park facilities, such as a playground, pavilions, benches, and restrooms (in progress)
- Consider building out the Veterans Field School Site to include additional sports fields to meet the increasing demand for fields (in progress)

- Consider grading and including a retaining wall at the Davis School Site to allow space for two new ball fields and a new practice area for soccer, now subject to the construction of a new building at the Davis Elementary School site by the Centennial School District.
- On the Klinger School site, consider improving drainage of the softball fields, the addition of lighting features and a trail connection to the school and adjacent Tamanend Park.
- Consider providing facilities or expanding existing facilities for activities that are in-demand in the Township, including rock climbing, skate boarding, soccer, and facilities like weight rooms and social areas.

Recreation Programs

The Upper Southampton Township Parks and Recreation Department offers programs in a variety of recreational categories, from major community events to sports and arts programs that last several weeks. The Township offers or facilitates over 215 programs annually in virtually every type of activity classification, including music, drama, dance, fitness and wellness, sports, self-improvement, arts, crafts, special events and volunteerism. These programs take place in a variety of municipal parks, outdoor recreation facilities, and indoor locations.

There are several large-scale community events as part of the Township programming, such as Tamanend Park Day, Southampton Days, the Parade, and concert series. These events draw from the larger region as well as from Upper Southampton Township. Another key factor to the success of recreational programs in the Township is partnerships with other providers of services in the region, such as the Northampton Township Parks and Recreation Department and commercial providers of recreation classes, such as dance and martial arts studios and sports camps.

The Township also offers opportunities and facilities for self-directed recreation activities, such as tennis courts, trails, picnic pavilions, and meeting rooms. The Friends of Tamanend Park have produced both a birding guide and nature and history maps for the trails in the park to facilitate self-directed recreation.

The residents of Upper Southampton have other options for recreational services providers beyond the Township Park and Recreation Department, including the Southampton Watershed Association, the Southampton Free Library, the Southampton Sports Clubs, and the Centennial School District. The Township Park and Recreation Department includes their programs in Township guides and bulletins and encourages collaboration with these providers whenever possible.

The 2007 Plan includes recommendations for recreation programming, as follows:

- Consider the increased need for equitable access to recreation programming for low and median-income individuals by including low-cost provisions for these individuals

- Consider changing the recreation from a four-season schedule to a three-season schedule to provide more time for planning and advertising as well as save money in brochure printing and distribution
- Consider enhancing the indoor facilities in the Community Center and Tamanend Park to maximize the use of the buildings year round
- Streamline the planning of recreational programs by having a three-season schedule and limiting the addition of new programs to allow for effective use of staff time. Include an online registration option for recreational programming to increase the ease of the registration process for some users
- Increase the dissemination of information about programming to the residents by continuing to develop a targeting mailing technique and other marketing options
- Continue to develop guides to self-directed programming to increase use of trails and parks
- Establish a Park Connector between Tamanend Park, along/within the R8 rail corridor to the Town Center area at Knowles Avenue and Second Street Pike.

Current Recommendations/Responses

The Park and Recreation Board has suggested that, in association with the announced sale and structure demolition of/on the existing Bethanna property, the use of the field adjacent to the lower parking lot at the community center could be a space for football or needed additional parking, and other associated uses, if this could happen as either an acquisition or donation. This area is estimated to be about 4 acres or less, and would be ideal to help address and satisfy the needs of residents and in furtherance of the 2007 Park, Recreation and Open Space Plan's goals and objectives.

Open Space Preservation - beyond Tamanend Park and other public spaces, the Bucks County Open Space Plan is underway, which also includes pedestrian linkages. The general features map in Chapter 4. of this Plan, on page 4-2a. shows those areas designated as water bodies, public schools and libraries, parcels designated as Bucks County Municipal Open Space Program components, and municipal parklands, as they relate to Upper Southampton and portions of adjoining municipalities. The Township has reviewed and commented on the Draft Planning Map, and is expected to comply. Open Space recommendations actions beyond the above are contained in the full edition of the referenced 2007 Park, Recreation and Open Space Plan, as adopted. It is noted that given the nearly built-out composition of the Township, additional open spaces may be more of a function of remaining development and set-asides or ordinance requirements, rather than raw un-developed land options for increasing open spaces.

Management and Financing

As part of the 2007 Plan, the team compiled a management and financing assessment to review operations, revenues and expenditures of the Park and Recreation Department. The assessment

addressed organizational structure, staffing, employee development, public involvement, maintenance, information, and budget including revenues and expenditures.

The Township Park and Recreation Department consists of one full-time employee, two part-time employees, and over 100 seasonal and part-employees and independent contractors. The Director of the Department, a full-time employee, reports to the Township Manager and oversees the two main part-time staff, the Office Manager and the Program Assistant. The Parks and Recreation Director is responsible for implementing the policy directives of the Board of Supervisors (Conveyed by the Township Manager) by administering the day-to-day functions of the Parks and Recreation Department.

The Township's organizational structure is set up to empower the Director to manage day to day operations and coordinate with volunteer boards and committees. Four main functional areas emerged in the assessment: Recreation Programs & Services, Parks, Maintenance, and the Community Center.

The 2007 Plan explored each function of the Park and Recreation Department and recommended the following actions to increase the efficiency and effectiveness of the program:

- Transition to a three-season recreation calendar
- Develop the program management plan for the new fiscal year in the fall of each year
- Eliminate hand-recorded program management system and introduce computer-based management
- Consider forming a policy on paying recreation-oriented bills and instructors
- Develop park master plans to encourage advanced and strategic planning of existing and planned park resources
- Develop policies on gifts and donations to the Department
- Continue and increase collaboration between the Parks and Recreation and Public Works Departments
- Encourage continued and increased volunteer cooperation in activities and programs
- Consider relocating the Park and Recreation Department office to the Community Center to increase opportunities for customer interaction
- Develop a strategic written marketing plan
- Build a database on program users to track popularity of programs and effectiveness of marketing
- Develop standards of care for the facilities, parklands, and natural areas
- Create a written maintenance management plan for both the parks and the Community Center
- Consider applying for a Peer-to-Peer Grant from the PA DCNR to bring in a parks-professional to help design a formalized maintenance management system
- Develop a Maintenance Impact Statement for all capital improvements and park master site plans
- Encourage certifications and licensures that are essential to department operations and for employee development

- In-house training for employees
- Plan to fund the regular revitalization of parks on a ten-year schedule
- Develop a strategic marketing plan for identified target areas
- Develop financial recommendations for capital development and operations, including capital development areas, capital expenditures, phasing in natural and environmental education, and pursuing a strong partnership with the Centennial School District

B. Educational Facilities

This section will focus on the existing and planned educational facilities within the Township and the educational needs of the school-aged and adult populations. The analysis will focus on both youth and adult educational facilities.

Schools and Enrollment

The Township is within the Centennial School District, which encompasses Ivyland Borough, Upper Southampton Township, and Warminster Township. In 1990, the school board amended the division of classroom attendance. The Elementary School grade range became kindergarten through 5th grade, Middle School became 6th grade through 8th grade, and High School became 9th grade through 12th grade. This shifted some students into the middle school category but, in general, better accommodated the needs of middle school students.

As indicated in the previous section, the Township has three school sites within its boundaries: Davis Elementary School, Klinger Middle School, and Stackpole Elementary School.

Our Lady of Good Counsel School provides a private school option for kindergarteners to 8th graders in Upper Southampton Township. The school is supported by tuition and parish funds. As of 1997, the school's enrollment was 630 children, with 494 of these from Centennial School District jurisdictions. There is no foreseeable need to expand the facility in the near future.

Enrollment statistics are compiled each year by the Centennial School District. Between 2005 and 2007, In the past three years, elementary school enrollment decreased by approximately 2.5%. Enrollment trends in middle and high schools have not varied significantly in that timeframe.

| School | 05-06 Total | 06-07 Total | 07-08 Total |
|---------------|--------------------|--------------------|--------------------|
| Davis | 369 | 340 | 318 |
| Leary | 360 | 383 | 377 |
| Longstreth | 433 | 378 | 393 |
| McDonald | 659 | 637 | 656 |
| Stackpole | 418 | 437 | 408 |

| | | | |
|--|------|------|------|
| Willow Dale | 506 | 565 | 528 |
| Totals | 2745 | 2740 | 2680 |
| Source: Centennial School District Annual Report, 2008 | | | |

| Table 8.3 – Enrollment in Middle Schools, 2008 | | | |
|--|-------------|-------------|-------------|
| School | 05-06 Total | 06-07 Total | 07-08 Total |
| Klinger | 724 | 671 | 701 |
| Log College | 811 | 775 | 760 |
| Totals | 1535 | 1446 | 1461 |
| Source: Centennial School District Annual Report, 2008 | | | |

| Table 8.4 – Enrollment in High School, 2008 | | | |
|--|-------------|-------------|-------------|
| School | 05-06 Total | 06-07 Total | 07-08 Total |
| William Tennent | 2098 | 2082 | 2093 |
| Source: Centennial School District Annual Report, 2008 | | | |

School Board and Tax Base Composition

The Centennial School Board is made up of representatives from each municipality. Upper Southampton Township holds three seats out of nine on the board. In 1998, approximately 40% of the school tax base revenue was derived from Upper Southampton residents, according to the *1998 Comprehensive Plan*. For 2009, the approximate school tax base revenue derived from the Township was 37%, representing a modest decrease.

School District Construction Plans

In order to achieve a more equitable distribution of children in elementary schools and to provide diverse resources most economically, the Centennial School District is working towards having three elementary schools rather than six. The School District worked with Burt Hill Architects on an *Elementary School Expansion Study* to identify strategies for consolidating the older elementary school buildings in the District.

The *Elementary Feasibility Study*, completed in February 2008, analyzed the facilities, amenities, and projected student population needs for elementary students in the School District. (Capacity and projected enrollment for high school and middle school students were not part of this study.) As a result of questions and concerns raised by the School Board Directors and the public, a follow up study was conducted. The findings of this study established the School District’s Building and Construction Plan entitled “*Centennial School District Inspiring Students, Building Intellect, Forging Partnerships.*”

Briefly stated, as of march 2010, Centennial’s School construction and closure plans are as follows:

- Renovate the William Tennent High School
- Renovate the Willow Dale Elementary School

- Build a new school at the Davis Elementary School site
- Build a new school behind the existing McDonald Elementary School
- Sell the existing McDonald School building site upon completion of the new building
- Close the Stackpole, Longstreth and Leary Elementary Schools and sell the properties to help pay for the construction of the new elementary schools

The existing Davis Elementary School is scheduled to close June 2010, while the Stackpole Elementary School is planned to be closed in June, 2012.

The table below shows enrolment and facility details of elementary school in the Centennial School District, Only Stackpole and Davis are located in Upper Southampton Township.

| School | Township | Year Built | Acres | Capacity | Enrollment |
|--|-------------------|------------|-------|-------------|-------------|
| Willow Dale K-5 | Warminster | 1970 | 21.9 | 897 | 485 |
| Leary K-5 | Warminster | 1959 | 15.0 | 506 | 375 |
| Longstreth K-5 | Warminster | 1963 | 14.7 | 575 | 393 |
| Davis K-5 | Upper Southampton | 1956 | 13.6 | 506 | 318 |
| McDonald K-5 | Warminster | 1967 | 25.78 | 1012 | 656 |
| Stackpole K-5 | Upper Southampton | 1964 | 13.54 | 644 | 408 |
| Total | | | | 4140 | 2633 |
| Source: Elementary Feasibility Study, Burt Hill Architects, 2009 | | | | | |

Use of School Facilities for Non-School Activities

The facilities of the Centennial School District are used by the community beyond school hours. During the 2007/2008 school year, approximately 30,095 members of the community of all ages used the facilities of the District. Of this number, approximately 27,020 were children or young adults that participated in activities sponsored by community-based athletic groups, including baseball, softball, basketball, soccer, and swimming. Non-public schools within the boundaries of the school district sponsored athletic activities using seven of the District’s schools and involving more than 1,460 student participants (Centennial School District Annual Report 2008).

C. Southampton Free Library

The Southampton Library has been in Upper Southampton since 1921. The original location was on Second Street Pike and a new library was built on Street Road in 1971. The library is located at 947 Street Road, close to the fire station and administration building. The library receives funding from the

Township and individual gifts. A 3,000 square foot addition was completed in 1990 and a new elevator was added in 2008. Township residents can borrow books and take part in educational programs at the Southampton Free Library. As of March 2009, 11,306 residents are registered at the Library and the yearly circulation is 187,710. There are fifteen full and part time paid staff and approximately 45 volunteers.

The American Library Association and State Library of Pennsylvania utilize a standard of 1.5 volumes per person to determine the adequacy of a library's collection. In 2009, the Southampton Free Library had 80,526 items which serve an estimated 2007 Township population of 15,300 people. Thus, the Township's ratio of books/media per person (5.26) is more than triple the recommended standards.

The library is affiliated with the Bucks County Free Library Network, and is one of eleven community public libraries in Bucks County that receives support from the Bucks County Free Library with: various levels of administration and funding assistance, inter-library loan, cataloging, purchasing services, program support, reference resources, and professional training.

In 2009, the Southampton Free Library (SFL) Board and Staff prepared a Strategic Plan for expansion and improvements. The full Plan is included as an appendix to this Plan. It proposes to address: facilities, finance, marketing, and programs by stating: objectives, action plans, resources needed, timelines and responsibilities. For facilities, the goal is to renovate the interior of the adult area library by improving the ambience of the adult area. For finance, the goal is to increase outside funding for library improvements and programs, thereby reducing dependence upon tax dollars. For marketing, the goal is to develop a strong marketing/communications initiative by improving public awareness of services offered by SFL. And, for programs, the goal is to broaden program offerings by developing and implementing a teen program with more features.

Recommendations for utilization of the School District and Library educational facilities

The 1998 Comprehensive Plan and School District annual reports detailed several policy recommendations for the schools and educational facilities of the Township as follows:

- Maintain flexibility in school planning by considering improvement or expansion to existing facilities
- Further the cooperative use of school and Township facilities
- Encourage, support, and implement educational programs and library services of the Southampton Free Library
- Maintain a capital improvement program to address long-term needs concerning library facilities
- If any school facility in Upper Southampton Township will be closed, it should be available to the public for public purposes first and possibly including library services. When Stackpole School is closed in 2012, the property is proposed to be put up for sale

D. Municipal Services

This section focuses on community facilities and services, fire protection, police, and emergency services. Planning for community facilities services location and expansion is integral to the health and safety of a community and should be closely coordinated with land use, transportation, housing, and economic development planning. This section discusses the general adequacy of the community facilities and services serving the Township. Public Works are more detailed, including water, wastewater, stormwater, and solid waste utilities, in a separate chapter of this Plan.

The PA Municipalities Planning Code requires that municipal comprehensive plans include an inventory and updated plan for community facilities. Most services discussed in this chapter have been found to be adequate to serve the current and projected population of the Township. As described in the Land Use Chapter of this Plan, the Township is nearly built-out, leaving little space for additional development and therefore there will not likely be a significant increase in community service demand. In the event that the Township or a business plans to expand or extend a facility or service, it was previously recommended that the entity conduct a separate comprehensive expansion study. This study was conducted and completed, with the result being an elevator being installed in the Library whereby the basement floor was made ADA accessible and used for expanded space including the primary meeting room.

There are no immediate plans for new spaces, equipment, or work force members. Trash collection and recycling changes are projected to bring about a modest cost and convenience savings. Other measures that could contain municipal operating costs given economic condition constraints could be energy conservation in and to municipal facilities and operations.

Township Administration

The Township Administration facilities are located at 939 Street Road in the center of the Township. The main building houses the offices of the Township Manager, Assistant Manager/Finance Manager, Tax Collector, Fire Marshal, Code Enforcement offices, Licenses and Inspections, and the Police Department. Adjacent buildings house the public works department, fire and ambulance companies, Municipal Authority, and Library.

Specific responsibilities include the coordination of all departmental operations, establishing the goals and objectives for each department, meeting all local, county, state, and federal guidelines, and reporting requirements for governmental entities in the Commonwealth. One of the most important jobs, however, is to provide service to all residents in the Township both with information and the resolution of complaints from services or problems.

Another area of responsibility is the financial operation of the Township. Funds provide services in the following areas:

Building and zoning
Debt reduction

Pension Fund administration
Public Works

| | |
|--------------------------|--|
| Fire hydrant maintenance | Parks and Recreation |
| Fire protection | Refuse collection and disposal |
| Highway maintenance | Rescue Squad |
| Library | Storm sewer construction / maintenance |
| Police | Street lights |

Police Services

The Upper Southampton Police Department consists of 22 full-time sworn police officers and three administrative personnel. Staffing includes a police chief, lieutenant, two detectives, four patrol sergeants, and 14 patrol officers. The Police Department has special operations including the Tamanend Park Patrol, bicycle patrol in the business district and park areas, a crime prevention unit, and a highway safety unit.

Several officers from the department also participate in the South-Central Emergency Response Team (S.E.R.T.). The team is designed for emergency responses to tactical situations which include hostage situations, barricaded subjects and high-risk warrant services. The officers perform several roles ranging from tactical operators to crisis negotiators.

Some officers also participate with the Bucks County Major Incident Response Team (M.I.R.T.) This team, which has representatives from nearly every police department in Bucks County, is trained to respond to major incidents within Bucks County. One of the most recent incidents responded to was to provide extra security during the tremendous floods in Yardley and New Hope.

The detectives, as well as a few officers, are sworn as special Bucks County Detectives. They perform narcotic investigations throughout the County with emphasis on their jurisdiction and assist other agencies with their investigations.

Upper Southampton Township is a community of slightly less than seven square miles located north of the city of Philadelphia, with a population of just under 20,000 and a considerably larger transient population. The need to enforce the laws of the Commonwealth of Pennsylvania, Upper Southampton Township, and to uphold the Constitution of the United States, is a common procedure of law enforcement agencies and is a requirement subscribed to by Upper Southampton Police Department.

Fire Protection

The Southampton Fire Company responds to fire calls in the Township and is located at 925 Street Road. The company is all-volunteer and is aided by nearby companies on multiple alarm calls. The fire company's central location in the Township places it within good proximity of residential areas. The Insurance Service Office (ISO) standards for fire protection, a national industry service group, recommends that suburban neighborhoods be within a 2.5 mile radius of a fire station with a first response engine.

The company's equipment consists of two pumpers, a ladder truck, and a heavy rescue vehicle. The staff consists of 50 volunteer firefighters and four fire chiefs. The company is supported by the annual

request for donations, and a Township tax. However, the township's fire protection facilities are adequate.

Fire protection is provided to Upper Southampton Township by volunteers. However, staffing shortages have occurred due to the limited number of new volunteers and attrition of existing staff. Because of the costs of full time professional fire services, this option is not a viable one. Also, full time paid staffing is too expensive. Therefore, it appears that a combination of paid and volunteer staff may be needed in the future.

Public Works

The Upper Southampton Public Works Department consists of a Public Works Director, 10 full-time employees, and four seasonal employees. The department is responsible for maintaining all township-owned roads, storm sewers, traffic lights, signs, public buildings, and Park and Recreation facilities. The Director plans and schedules all of the employees in managing new construction and maintenance of all of these facilities. The Department is located behind the Police and Administration Building and the Library.

The township maintains a pavement management program whereby approximately five miles of roads are paved annually, along with sidewalk, handicapped ramp construction, and curbing maintenance. Additionally, street sweeping and snow plowing are all handled by the department. Residents can keep the Public Works Department abreast of problems in their areas, by reporting a problem by going to the [Citizen Complaint Form](#) and following the directions, or call the township office at 215-322-9700.

Emergency Medical Services

The mission statement of the Tri-Hampton Rescue Squad reflects that it is dedicated to providing the best possible emergency Medical Services, Marine Rescue Operations, Disaster and General Support to the residents and visitors to Bucks County, Pennsylvania in general, and the Bensalem, Lower Southampton, Northampton, and Upper Southampton Township area specifically. These services will be provided in times of illness, injury, crisis or disaster and will be rendered in a professional manner, twenty-four hours a day. The Squad will succeed in this mission through the dedication of its highly trained and devoted personnel, with help from the communities, including their governing bodies, residents, and businesses.

The Upper Southampton location of the Squad is based out of a building at Street Road, adjacent to the Township Fire Station. The Tri-Hampton Rescue Squad—Feasterville, which works with the Southampton Squad, under a mutual contract, serves a small area in the northeastern portion of Upper Southampton and is located on Bridgetown Pike just east of Buck Road in Lower Southampton Township. The squads are obligated under state law, to transport a patient to the nearest hospital, unless a waiver is signed.

The Squad is composed of an Executive Board, Administrative Officers, Operational Line Officers, and other key people, such as: medical director, clinical & training coordinator, communications officer, supply & logistics officer, and a privacy officer. From past service studies, it can be concluded that the Township appears to be adequately served by both Basic and Advanced Life Support service. The Upper Southampton Station is number 113, Feasterville is 114, and Richboro (headquarters) is 115.

The Rescue Squad has paid staff on-duty during the daytime hours, and is staffed primarily by volunteers around the clock. At this time, the squad will continue to rely on a combination of paid and volunteer staff, and should continue volunteer recruitment efforts to increase the staff. The Southampton Squad is financially supported by an annual Contribution from the Township. Information about the Squad and their affiliations and links can be found at: www.tri-hampton.org.

911 Service

The 911 emergency service is functional within Upper Southampton Township. The service is connected to police, emergency medical, and fire service stations.

Postal Services

The US Postal Service office is located at 1050 Street Road. This location is a full service post office that offers passport application services, PO Boxes, and an automated postal center.

E. Health Care Facilities

Several hospitals serve the immediate health care needs of the Township by providing inpatient and outpatient medical services. The closest are Holy Redeemer in Huntington Valley and Abington Memorial Hospital in Abington.

The *2005 Montgomery County Comprehensive Plan’s Community Facilities Plan* provides the following information, which came from the PA Department of Health’s questionnaire as shown below.

| Table 8.6 – General Hospitals, 2000- 2001 | | | |
|--|-------------|-------|-------|
| Facilities | Psychiatric | Other | Total |
| 9 | 1 | 1 | 11 |
| Source: Montgomery County Comprehensive Plan, 2005 | | | |

| Table 8.7 – General Hospital Statistics, 2000-2001 | |
|---|---------|
| Beds Set Up and Staffed | 1,942 |
| Occupancy rate (%) | 70.4 |
| Number of licensed beds | 2,514 |
| Number of municipal locations | 7 |
| Average length of stay (days) | 4.7 |
| Ownership (* non-profit, ** profit) | *8. **1 |
| Source: Montgomery County Comprehensive Plan, 2005 | |

Abington Memorial Hospital, had in the above statistics, 508 licensed beds and 445 beds set up and staffed, while Holy Redeemer had 268 licensed beds, and 196 beds set up and staffed.

Long-term health care for the elderly is available at Southampton Estates, in Upper Southampton, Genesis Elder Care, in Huntington Valley; and Majestic Oaks Health Care Center, Ann’s Choice, and Christ Home Retirement Community in Warminster Township.

| Table 8.8 – Nursing Homes, 2006 | | | |
|---|-------|--------------------|--------------------|
| | Total | Certified Medicare | Certified Medicaid |
| Nursing Homes | 31 | 30 | 27 |
| Licensed/Approved Beds | 3,565 | 3,241 | 3,296 |
| Source: Bucks County Health Profile, 2008 | | | |

| Table 8.9 – Nursing Home Statistics, 2006 | |
|--|-------|
| Total Licensed/Approved Beds/1,000 Population Age 65 and Older | 43.2 |
| Average Occupancy Rate | 93.9 |
| Average Length of State | 175.9 |
| Median Semi-Private Daily Room Rate | \$233 |
| Source: Bucks County Health Profile, 2008 | |

Although an increase in the elderly population is projected, the need for long-term care may be addressed through less costly and more appropriate alternative care methods to meet the medical and personal needs of many members of this population. These alternatives include adult day care, personal care facilities, continuing life care facilities and in-home services.

F. Goals and Objectives

Continue to provide needed and desirable services within the constraints of the Township’s fiscal constraints by fostering the efficient and cost-effective provision of community services and facilities.

Monitor population trends and anticipate needs of aging baby-boomers and seniors to ensure that zoning regulations and districts provide appropriate housing.

Continue to seek out grant program opportunities.

Support the goals and objectives of the Library, and support the volunteer agencies operating within and for the Township.

Prepare and adopt capital improvement programming to schedule and fund (grants and Township budget and resources) such improvements.

G. Summary

Recreation and community facilities and services are an essential ingredient to the quality of life and success of a community such as Upper Southampton Township. This chapter brought forward the recommendations of the Park and Recreation Board and the Library Board and staff. As time progresses, the need for improved or new facilities and services will be assessed annually. Based on these assessments, recommendations to address any shortfalls will be submitted to the Township Manager.

Solid Waste Management will be included in the next chapter, on Utilities.



A. Introduction

This chapter describes the existing utilities service, features, and network in Upper Southampton Township as well as any known plans for future expansion of the utilities infrastructure. A more detailed study of each service or facility should be undertaken if the Township determines that extensions, expansions, or other major changes to facilities or service levels are required. The types of utilities described here include: wastewater, water, solid waste, stormwater management, gas, and electric. Planning for these services should be interrelated with land use planning, redevelopment and revitalization efforts to plan efficient growth within the Township.

The Comprehensive Plan Steering Committee, consisting of the Planning Commission assigned the duty of preparing the Comprehensive plan, together with interested members of the public, the Library Board and Township Department Heads, developed several major goals and objectives, several of which refer to utilities, such as striving to provide efficient, cost effective utilities services for Township residents and businesses alike and to accommodate sustainable redevelopment and revitalization, as suggested in the new 2010 DVRPC's *Connections 2035 – The Regional Plan for a Sustainable Future* as applicable.

B. Utilities Services

1. Waste Water Service: Upper Southampton Sewer Authority

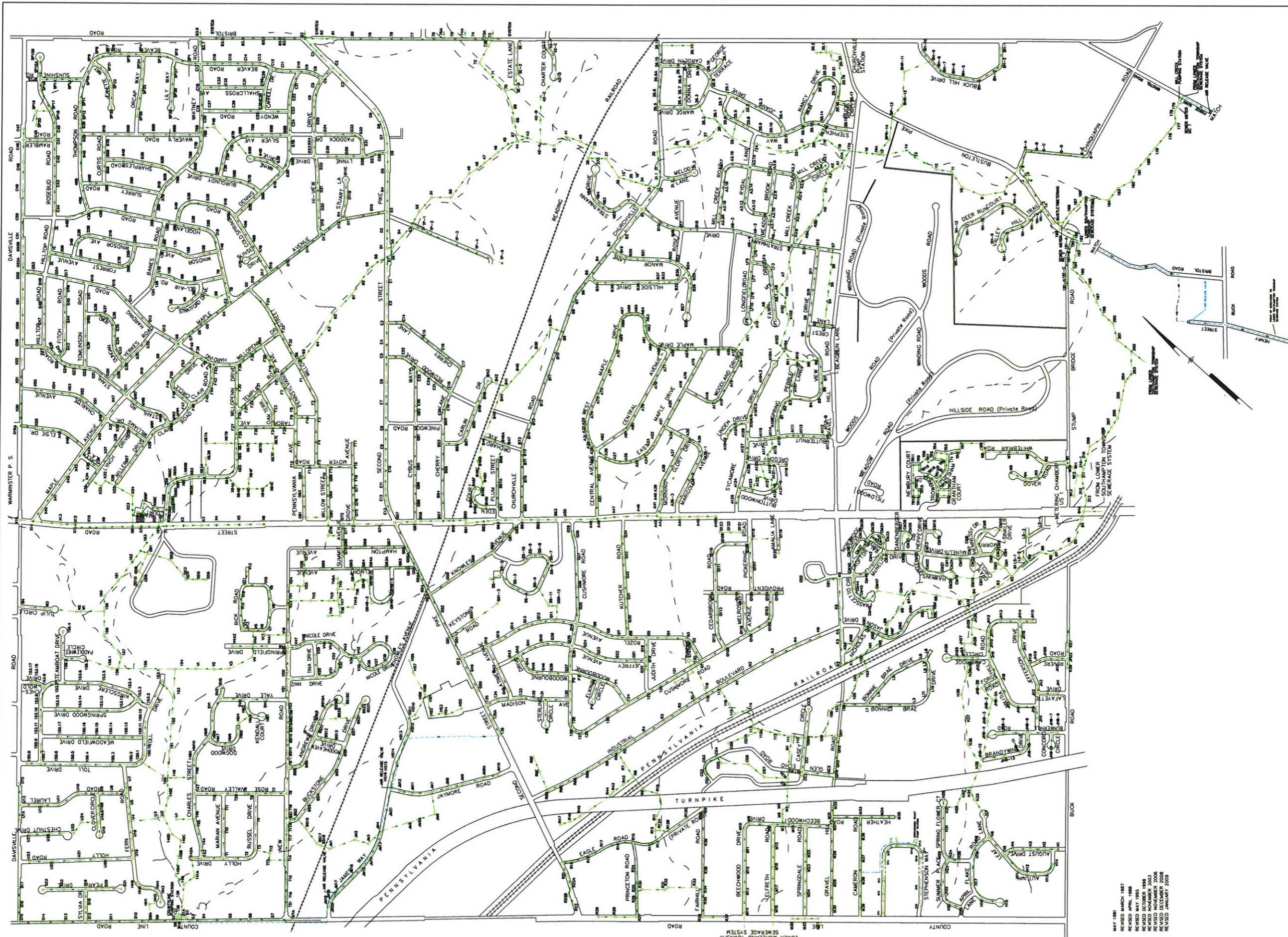
Existing Conditions

All sewage flows through Lower Southampton Township to Philadelphia's Northwest Treatment Plant. The Authority owns and operates approximately 80 miles of 8-inch through 24-inch sanitary sewer main, 1,700 manholes, 5 pump stations and conveys wastewater for approximately 5,500 residential, commercial and industrial facilities in Upper Southampton, 1,235 residential, commercial and industrial properties in Lower Southampton, 687 residential properties in Northampton and 264 residential properties in Lower Moreland. A map of waste water system is attached at the end of this section.

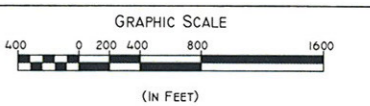
Current information on sewer service tapping fees including connection, capacity, and collection fees, are available at the offices of the Authority or by phone. A quarterly flat sewer fee is charged for each residential dwelling unit.

Only one substantially area of the Township is not served by sewer service; the Bryn Gweled Homesteads, where 1 or 2 homesites may be connected to public sewer service. There are estimated to

UPPER SOUTHAMPTON
COMPREHENSIVE PLAN UPDATE
SEWER MAP



SEWER
UPPER SOUTHAMPTON
SEWER AUTHORITY
PENNONI ASSOCIATES INC.
CONSULTING ENGINEERS
JANUARY 2009

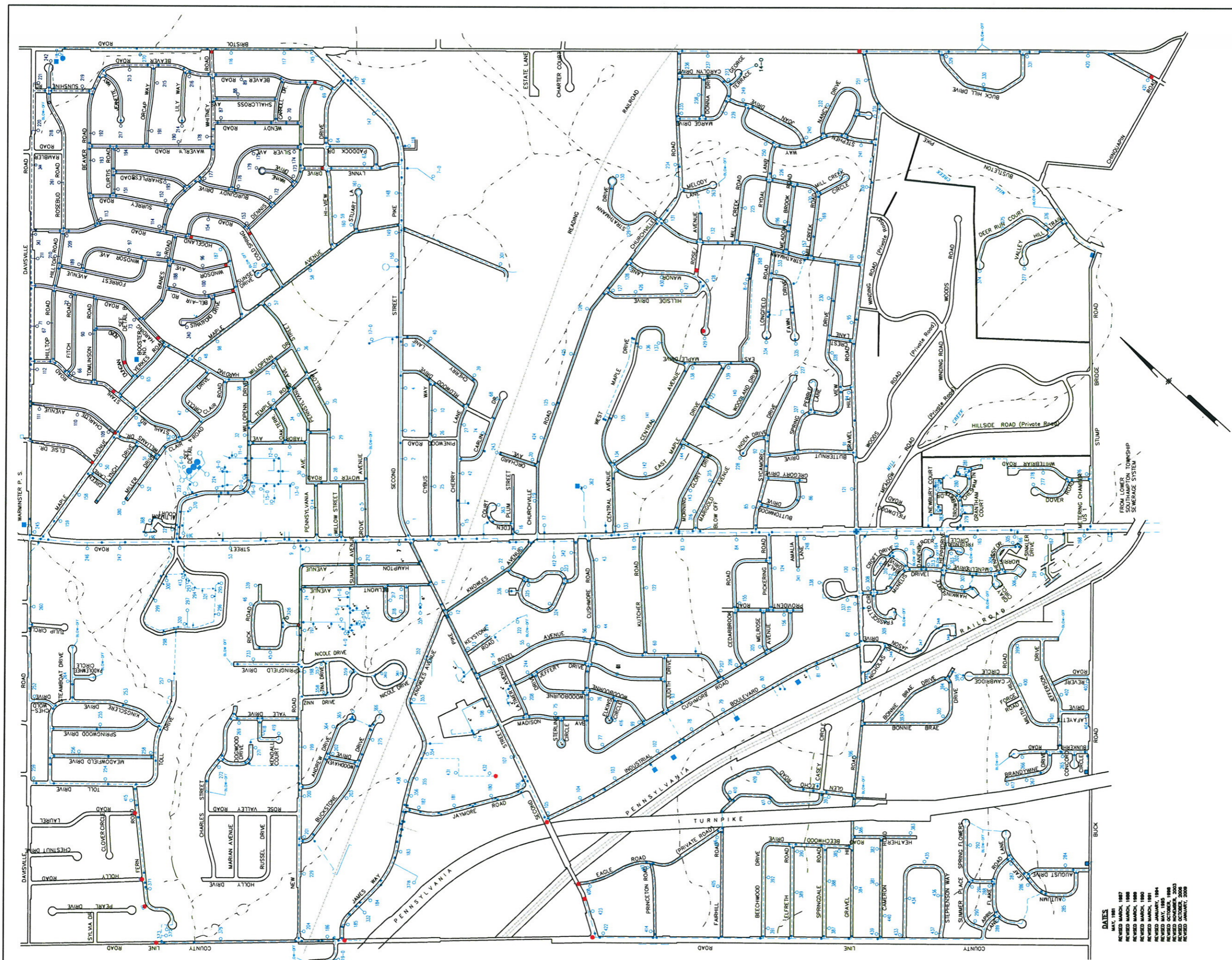


SOURCE: USHT ENGR TRI-STATE

MAY 1981
REVISED MARCH 1987
REVISED MAY 1988
REVISED OCTOBER 1998
REVISED NOVEMBER 2003
REVISED DECEMBER 2008
REVISED JANUARY 2009

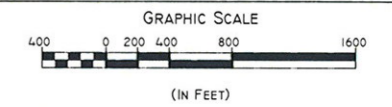


WATER MAP



WATER

UPPER SOUTHAMPTON
SEWER AUTHORITY
PENNONI ASSOCIATES INC.
CONSULTING ENGINEERS
JANUARY 2009



SOURCE: USHT ENGR TRI-STATE

- DATES**
- MAY, 1981
 - REVISED MARCH, 1987
 - REVISED MARCH, 1988
 - REVISED MARCH, 1990
 - REVISED MARCH, 1991
 - REVISED JANUARY, 1994
 - REVISED MAY, 1995
 - REVISED OCTOBER, 1995
 - REVISED OCTOBER, 1995
 - REVISED OCTOBER, 2008
 - REVISED JANUARY, 2009



be approximately 200 homesites not served by public sanitary sewerage collection throughout the Township.

Projected Service Needs and Expansion Plans

According to the municipal engineer, there are no additional service needs at this time (March 2010) in the existing system. As noted in the map attached at the end of this section, there is one area with a planned expansion, from the County Line Pump Station to the Second Street Pike in the northwest area of the Township.

Township Act 537 Plan

The Township's Act 537 Plan is included in the 1970 Sewerage Plan developed by the Bucks County Planning Commission. The Township Municipal Utilities Authority is essentially tasked with its implementation and provision of potable water supply and waste-water (sanitary Sewerage) collection as discussed herein. Because as stated above, only one area of the Township is not served by public sanitary sewerage collection and the nearly built-out status of the Township, there is a high level of compliance and consistency with the Township's Act 537 Plan portion of the 1970 Sewerage Plan and this Comprehensive Plan Update. However, as revitalization occurs, it is suggested that a review of the Sewerage Plan (Act 537 Plan) dealing with the Township be considered for a review to ascertain any updating needs.

2. Water Service: Municipal Authority of the Township of Upper Southampton

The Authority owns and operates approximately 70 miles of 6-inch through 12-inch water mains, 3 water supply wells, 4 ground level storage tanks, 2 elevated water storage tanks, 3 water booster stations and provides potable water to approximately 4,500 residential, commercial and industrial customers in Upper Southampton Township. The Authority sells over 425,000,000 gallons of water each year. The Authority is also responsible for approximately 450 fire hydrants throughout the Township.

Residential water service charges are rendered quarterly and based on water meter readings. Additional charges apply with application of services, on and off fees, and meter testing charges, among other fees. These charges and fees are subject to change and are available at the Authority's offices and by phone.

The Township is divided into three tapping fee districts within the service area of the Municipal Authority, (1) the standard district, (2) the southwest quadrant, and (3) Bristol Road. The total tapping fee varies for each location as the collection fee varies. Detailed tapping fees information are available at the Authority's offices and by phone.

There are three active public wells in the Township, which connect to the public water system. The pumps are shown on the accompanying water system map as follows:

- Pump 3 and Pump 7: at the Miller Drive tank farm
- Pump 7: off of 2nd Street Pike near Maple Avenue

There are three areas of the Township not served by public water; the northwest neighborhood, the southwest corner, and Bryn Gweled. These areas use private wells for water supply.

There are currently no maintenance or operations issues with the current water systems. Recent upgrades appear to have resolved the operation issues.

Projected Service Needs and Expansion Plans

Within the two areas not served by public water, being the northwest corner of the Township and Bryn Gweled Homesteads, there are water quality issues that could be remedied by connecting to the public water supply. There are no immediate plans to expand the system to these areas, but that option should be reviewed in the future.

The Municipal Water Authority has identified five sections for extension of the system, as described below and shown on the accompanying map in the end of this chapter.

1. County Line Road to the Turnpike area, which is currently not served by public water
2. To the triangle adjacent to the Turnpike near the bowling alley, which is currently not served by public water and uses private wells with poor water quality
3. Madison Avenue, which will extend the water main to form a connective loop in the system
4. Between Knowles and Rozel on Second Street Pike, in cooperation with a streetscape redesign, to upgrade existing service
5. On Strathman Avenue, Strathman Circle, and Mill Creek Circle, to replace the water main due to frequent main breaks and water quality issues
6. According to the Authority it is willing to install water mains where feasible if the public demands it.

It is further noted that the Authority will be installing water mains on Holly Road this year (2010) at the request of residents and have installed over 35,000 LF of new water main in the past 8-10 years to serve residents in need of public water.

In an area where previous gasoline contaminated the water supply in an area near the new Giant Gas Station, the responsible oil company is continuing to perform monitoring throughout the subject area and public water is available if the property owners are willing to pay for installation and enough interest is generated to make it financially feasible. Also, a majority of the population in a given area without potable public water supply need to request such accommodations. As exhibited in this chapter and plan, the Township is nearly built out and there are areas recognized for improvement and expansion above.

C. Solid Waste Management

The *Bucks County Municipal Solid Waste Management Plan* was approved by PADEP in January 2006 and adopted by the Bucks County Commissioners in May 2006. It was submitted to the municipalities for adoption by Bucks County and was adopted by Upper Southampton Township. Model ordinance language from the Plan was used in the Township's Solid Waste Chapter in the zoning ordinance, also contained in Ordinance No. 387, which requires residents to participate in a waste collection service, collected by a private hauler.

Additionally the Township has adopted Ordinance No. 386, which requires residents to participate in a curbside recycling program. Also, Ordinance No. 386 requires commercial establishments to participate in a recycling program. Curbside materials are collected once a week, and each commercial entity shall establish its own program.

Residents are reminded at least monthly via a newsletter and a citizens' guide which is both available at the Township Administration building, the library, and delivered as a separate insert with the newsletter. Additionally, the Township website makes this information available, as well.

The commercial entities are reminded semi-annually about how they should participate in the recycling program, via newsletters and the Township website. The Township has a program of enforcement that periodically monitors participation, receives complaints and issues warnings for required participants and provides fines, penalties, or both.

Recycling Rate –

Bucks County's *Solid Waste Management Plan* (2006) provides guidance for the management of solid waste in the County through the year 2014, and includes recommendations for attaining the goal of recycling 35% of the waste stream, which is consistent with the 1997 Pennsylvania recycling goal of 35% of the municipal waste stream recycling goal. The flowing rates for the Township have been calculated and reported as required, and based on PADEP assumptions that each resident generates 0.8 tons of trash per year:

2006 – 29.2%

2007 – 29.3%

2008 – 28.4%

2009 – 27.7% (data currently being gathered)

It is noted that as far as residual rates are concerned, the 2009 rate could be increased.

It is recommended that the Township increase monitoring and reporting recycling efforts, expand the education program, expand leaf waste and organics collection programs, and consider more stricter and

comprehensive regulations and ordinances to facilitate and increase the collection rate, so as to also increase greater income to the Township through this program.

Yard Waste – There is a designated drop off location where residents may deposit leaves and other yard and garden residues. The Township also has, and supports, supports a program that addresses illegal dumping and/or littering problems, as set forth in the Township Littering Ordinance. Incentives, such as lower trash/recycling bills are used and promoted to encourage residents to do more recycling, and where all recycling grants’ revenues are deposited in the Garbage & Refuse Fund and used to lower trash fees to residents. Lastly, the Township, in Ordinance No. 387, Section 7, the burning of waste is regulated. The Township has recently entered into a compost agreement with Northampton Township for a depository site for such waste and re-use.

The Plan complies with PA Act 101, also known as the Municipal Waste Planning, Recycling, and Waste Reduction Act of 1988. PA Act 101 requires all counties to plan for solid waste management and to contract for 10 years of available disposal capacity. The Plan includes an estimate of solid waste management needs, existing facilities, and projected needs and capacity, and states that there is available capacity to accommodate projected population growth within Bucks County for solid waste management disposal options. The Plan must be updated every 10 years, according to Act 101.

Solid Waste Management services for Township residents and businesses are provided by contract with a solid waste management company. Residential trash is collected Tuesdays and Fridays. The trash hauler removes appliances, dried latex-based paints, and bulk items as well, in accordance with guidelines for frequency and condition of the items. As noted above, the trash hauler also collects recyclable items in the Township, which is collected on Tuesdays and Fridays. Yard waste is also collected for compost, between April 1st to December 15th of each year. Additional information trash collection schedules and specifics for the Township can be found on the Township website at: <http://www.southamptonpa.com/trashregs.html> or in the Township newsletters and Residents’ Guide available at the Township Municipal Building and Library.

Bucks County hosts, at several locations, a free hazardous waste and computer collection program for county residents. Business, industry, and institutions cannot participate in the program. The collection dates are on specific dates in June through September. Detailed information on the program including collection dates and locations can be found at the following link: <http://www.buckscounty.org>. Hazardous waste includes motor oil, oil-based paints, pool chemicals, pesticides, batteries, flammables, etc. Latex (water-based) paint may be placed in the trash for regular collection, but unused paint should be hardened to prevent spillage into the street during collection.

D. Stormwater Management

The Board of Supervisors of Upper Southampton Township has adopted many provisions to regulate stormwater management within the Township. The location of the existing stormwater management

system, a separate and designated management system, can be seen in maps at the Township Administration Building. Updates to the system at this point include mostly culvert repair and connecting points where old system links are lacking.

The Township is split between the Neshaminy, Poquessing Creek, and Pennypack watersheds. The PA Department of Natural Resources (DCNR) has placed portions of the Neshaminy Creek on the Pennsylvania Rivers Conservation Registry. A portion of the watershed, including tributaries and watershed lands located in Upper Southampton and surrounding municipalities, therefore require appropriate stormwater management practices to protect these waters.

The Lower Neshaminy Creek Watershed Conservation Plan, approved by DCNR in 2005, describes the boundaries of the watershed protection measures, which includes approximately 60 square miles within Hulmeville Borough, Langhorne Borough, Langhorne Manor Borough, Lower Southampton Township, Middletown Township, Northampton Township, Pennel Borough, and Upper Southampton Township, all within Bucks County. The plan further states that all tributary streams within the Neshaminy Creek Watershed are also designated for protective measures. In late 2004, Upper Southampton Township Board of Supervisors approved the Lower Neshaminy Creek Watershed Conservation Plan. A new revised Plan is being considered by the Bucks County Commissioners currently and the Township has been an active participant in that process.

In June of 2006, the Township Board of Supervisors adopted the Stormwater Management and Earth Disturbance Ordinance to provide adequate planning and management of stormwater runoff that was resulting from land development redevelopment throughout the watershed. The purpose of the ordinance is to promote the public health, safety, and welfare within Upper Southampton Township watersheds by maintaining the natural hydrologic regime and minimizing stormwater impacts by minimizing impervious surfaces, promoting non-structure stormwater best management practices, promoting alternative project designs and layouts that minimize the impacts on surface and groundwater. Article IV, Section 104 of the ordinance describes general requirements for applicants proposing regulated activities within the watershed and includes requirements for surface discharge, a drainage plan, stormwater drainage systems, existing points of concentrated drainage, areas of existing diffused drainage discharge, proximity to existing streams, and minimization of impervious surfaces and infiltration of runoff, among other requirements. No regulated earth disturbance activities within the Township are allowed until requirements of the Ordinance are met.

In regards to Act 167, Upper Southampton Township adopted Ordinance No. 376, dated June 6, 2006, which super-cedes and amends the Township Zoning Ordinance and Subdivision and Land Development Ordinance. It's entitled "*Upper Southampton Township Stormwater Management and Earth Disturbance Ordinance*". It is further described as "*Implementing the Requirements of the Neshaminy Creek Stormwater Management Plan and Stormwater Requirements for the Southampton Creek Watershed.*" This Ordinance set out fees, best management practices, and maintenance responsibilities. Regulated activities include: land development, subdivisions, alterations of natural hydrologic regime, construction

or reconstruction, piping, and earth disturbance of greater than 5,000 square feet and are applicable to sites within the described watersheds.

The Township is required to comply with the National Pollutant Discharge Elimination System II Program and has within the body of Ordinance No. 376 calls for the application in accordance with the program (NPDES PAG-13 MS4 permit).

Under terms of Ordinance No. 376, for subdivisions and land development, an applicant is responsible for providing a financial guarantee to the Township that the construction will be accomplished in a timely fashion for the required improvements. A maintenance plan including best management practices (BMPs) is required and which is filed at the offices of the County Recorder of Deeds with proscribed details and mapping. Other related details are provided in Article VII of Ordinance No. 376. No changes to retrofitting outdated stormwater basins or BMPs can occur without new review and approvals.

E. Electricity and Natural Gas

Upper Southampton Township is served by the Philadelphia Electric Company (PECO), an Exelon company. PECO maintains lines, trims trees, and otherwise serves residential and commercial customers in the Township. Other providers may be available in the near future.

F. Energy Efficiency and Sustainability

The following are taken from U.S. Environmental Protection Agency (EPA) Guidance documents:

Goals

- Improvements in local energy efficiency and the community economy.
- Develop sustainable energy practices.

Objectives

- Identify barriers to energy efficiency.
- Select projects that are cost-effective and implementable.
- Determine environmental impacts and economic benefits of projects.
- Select leadership and participants for successful implementation.
- Promote energy surveys in the areas of residential, industrial/commercial and transportation.

G. Issues and Recommendations for Action Planning

- Prepare and distribute a guide to locally available energy-smart products and services
- Perform and publicize energy retro-fits in public buildings as an example for the community
- Hold workshops on energy efficient techniques

- Provide outreach on energy efficiency such as displays, newspaper articles and school presentations
- Develop a team to develop and sustain energy conservation ideas and initiatives
- Hold an Energy Town Meeting annually
- Establish coordination with local energy utilities
- Organize a community-wide Alternative Transportation Day
- Track accomplishments and monitor progress of energy related projects
- Identify sources of financing and support for energy projects and programs
- Develop separate task forces for residential, governmental, and private sector energy efficiency
- Utilize energy efficient subdivision and land development practices
- Urge architects to produce energy-efficient building designs
- Adopt energy efficient homebuilding codes
- Explore energy saving opportunities such as: lighting, indoor climates, hot water, refrigeration, cooking, laundry, and manufacturing and industrial processes
- Reduce transportation fuel costs by: increasing fuel efficiency; promoting efficient use of vehicles; and reducing demand for travel
- Develop alternatives to transport by personal auto; such as trains, buses, bikeway, and walkways
- Explore experiences in other communities

H. Relationships to Growth, Land Use, and Revitalization

As stated in an earlier chapter in the land use discussion, the Township is largely built-out. Within the past few years, there have been small residential subdivisions of parcels and office developments, but no large developments that require significant utilities commitments and extensions. As noted in the water and sewer service sections above, there are several planned facility expansions within the Township, as shown on the accompanying maps. If the Township plans to pursue Revitalization or larger new uses, like office parks or light industrial in areas not yet served by utilities, provisions for those services must be explored at that time, and include cost/benefit analyses. An option would be to evaluate the current Sewerage Plan for sanitary sewerage collection system improvements based on the future land use recommendations of this Plan, when deemed appropriate and necessary.



A. Overview

A primary goal for Upper Southampton Township is to enhance the quality of life of its residents. This can be achieved by carefully integrating commercial, industrial, and residential growth.

The *1998 Comprehensive Plan* stated several main objectives for protecting resources, providing adequate facilities, choosing dwelling types, and permitting development at densities compatible with existing neighborhoods, and policies for maintaining the residential character of the community were presented. The 1998 Plan included a Residential Area Plan of the Residential Policy Amendment which divided the Township into four quadrants and a Central Area and allowed for decreasing density of housing units as the distance increased from the center of the Township.

The proposed highest density area was planned for the intersection of Street Road with Second Street Pike. Low and moderate-density residential land uses were planned in the four quadrants of the Township with a recommended density from 0.85 to 2.5 dwelling units per acre. The eastern corner of the Township was recommended for one-acre lots with a density of 0.85 units per acre. The resulting densities conformed to the existing openness and natural features of the area.

These policies should be carried forth to future policy and planning documents with a due consideration given to the changes in the Township's housing characteristics that have occurred since 1998.

Another key Township goal is "Sustainability". Sustainability in housing development and redevelopment typically means encouraging environmentally sensitive design of housing units, reducing sprawling land use by encouraging compact design densities, containing stormwater runoff, and hazardous yard materials by planted buffers or separate stormwater systems, while encouraging energy efficient units.

The revitalization policies and recommendations such as overlay zoning, TND, mixed and non-residential uses, density increases, etc., which are discussed throughout this Update, are not intended for the established and developed residential neighborhoods which are located outside of the "Corridors for Revitalization" and "Special Study Areas" which are discussed in Chapters 11 and 12, respectively. Instead, these non-corridor, non-Special Study, residential areas will continue to be governed by their existing zoning and by the goals and policies applicable to them as set forth in the 1998 Upper Southampton Township Comprehensive Plan.

It is recognized that data contained in this chapter and Plan are from or based upon the 2000 Census, consideration should be given to a review and evaluation for possible changes to this data and projections subsequent to the release of the 2010 Census data.

B. Existing Housing Characteristics

Owner and renter-occupied (Multi-family) housing units:

Chapter 3: Land Use and Zoning shows that, single-family residential uses occupied in 2005 approximately 44% of land area in the Township. An additional 3% of the land area is occupied by/for multi-family residential.

From the 2000 Census, there were 5,053 owner-occupied housing units, and 978 renter-occupied housing units. This broke down to 83.8% owner-occupied, and 16.2% renter-occupied, assumed to be multi-family for the most part. According to the Census’ “quickfacts” for Bucks County, 19.4% of the housing units were in multi-unit structures, as compared to 21.2% for the State of Pennsylvania. The Township was therefore below the averages for both Bucks County and the Commonwealth, but given the nearly-built out characteristics and very limited areas for any additional housing, the likelihood of additional owner-occupied housing in the future may only result in approximately 64 additional such units.

Residential Composition & Characteristics, Definitions

Table 10.1 – Housing Characteristics, 2000

| | Total Households | Non-Family Households | Owner-Occupied Homes | Vacant Housing Units | Median House Value | Average Household Size | Average Family Size |
|-------------------|------------------|-----------------------|----------------------|----------------------|--------------------|------------------------|---------------------|
| Upper Southampton | 6,031 | 1,568 | 4,591 | 92 | 175,800 | 2.58 | 3.05 |
| Percent of Total | | 26.00% | 76.12% | 1.53% | | | |

Source: DVRPC, US Census 2000

Table 10.2 – Housing Type, 2000

| | Total Households | Non-Family Households | Owner-Occupied Homes | Vacant Housing Units | Median House Value | Average Household Size | Average Family Size |
|-------------------|------------------|-----------------------|----------------------|----------------------|--------------------|------------------------|---------------------|
| Upper Southampton | 6,031 | 1,568 | 4,591 | 92 | 175,800 | 2.58 | 3.05 |
| Lower Southampton | 7,152 | 1,723 | 5,818 | 181 | 152,200 | 2.67 | 3.1 |
| Warminster | 11,350 | 2,725 | 8,430 | 294 | 160,500 | 2.74 | 3.16 |
| Northampton | 13,014 | 2,050 | 12,121 | 124 | 219,100 | 3.01 | 3.33 |
| Lower Moreland | 4,112 | 783 | 3,634 | 97 | 233,600 | 2.71 | 3.07 |
| Upper Moreland | 10,120 | 3,485 | 6,363 | 283 | 143,400 | 2.4 | 3 |
| Bucks County | 218,725 | 57,779 | 169,205 | 6,773 | 163,200 | 2.69 | 3.19 |

Source: DVRPC, US Census 2000

Household –

A household includes all individuals who occupy a housing unit as their usual place or residence. According to the U.S Census of 2000, there were more than 6,000 households in the Township. In addition, there were 92 vacant housing units in 2000, which are not included in this total.

Non-Family Households –

This housing type made up 26% of the total housing units in the Township, in 2000. A family is defined as “a group of two or more people who reside together and who are related by birth, marriage, or adoption.”

Owner-Occupied Homes –

An owner-occupied home is occupied by the property owner or co-owner. The majority of housing units in the Township are owner occupied, at 83.8%, in 2000, according to Census Table DP-1.

Median Housing Value –

The median housing value in Upper Southampton Township in 2000 was higher than several of the surrounding municipalities and the Bucks County median value. The Average Household and Average Family sizes were close to the regional values. From the U.S. Census’ “quickfacts” for Bucks County, in 2000, the median value of owner-occupied housing in Bucks County was \$163,200, and \$97,000 in the Commonwealth. The Township’s median housing unit value, as shown above was \$175,800, substantially higher than both the County and Commonwealth.

Housing Age –

The housing stock in Upper Southampton was primarily built between 1950 – 1979, with 1950 – 1959 and 1960 – 1969 representing approximately 24% and 25% of those units, respectively. The age of housing units is particularly important as residents per household increases, as the housing stock may be viewed by some as outdated. Also, older homes may require maintenance and upgrades to maintain value. Some studies show that major systems in homes require replacement every 25 to 30 years. Most of the homes in the Township are reaching that age range.

| Year Built | Units | Percentage |
|---------------------|--------------|-------------------|
| 1999 to March 2000 | 20 | 0.33% |
| 1995 to 1998 | 240 | 3.98% |
| 1990 to 1994 | 124 | 2.06% |
| 1980 to 1989 | 833 | 13.81% |
| 1970 to 1979 | 1321 | 21.90% |
| 1960 to 1969 | 1559 | 25.85% |
| 1950 to 1959 | 1457 | 24.16% |
| 1940 to 1949 | 257 | 4.26% |
| 1939 or earlier | 220 | 3.65% |
| Total | 6031 | |
| Source: Census 2000 | | |

Housing Activity Trends –

In 2000, the Township issued permits for 23 total residential units, all of which were for single-family units. In 2007, the Township issued permits for 8 total residential units, and these were for single-family units. The only departure from this trend was the issuing of 8 permits for two or more units per structure, in 2002.

Housing Value and Affordability -

As shown on the following page, the range of owner-occupied housing values in the Township was mostly between \$125,000 - \$250,000, as of the US Census 2000. Of the 4,591 reported owner-occupied housing units, the median value was \$175,800 in 2000. Approximately 67% of those reported had mortgages or similar debt.

Cost factors:

For the State of Pennsylvania, the U.S. Census Bureau in the American Fact Finder on Financial Characteristics from the American Community Survey, for 2008 found the following monthly housing costs for occupied housing units:

Owner and renter-occupied –

\$1,000 to \$2,000 or more was at 49% of such units for monthly housing costs for owner-occupied
\$1,000 to \$2000 or more was at 21.1% of such units for monthly housing costs for renter-occupied

Monthly Housing Costs as a percentage of household income in the past 12 months –

For household incomes of from \$20,000 to \$34,999, the percentage for owner-occupied was: 13.8%
For household incomes of from \$50,000 to \$74,999, the percentage for owner-occupied was: 21.2%
For household incomes of from \$75,000 or more, the percentage for owner-occupied was: 39.9%

For household incomes of from less than \$20,000, the percentage for renter-occupied was: 31.5%
For household incomes of from \$20,000 to \$34,999, the percentage for renter-occupied was: 21.1%
For household incomes of from \$35,000 to \$49,999, the percentage for renter-occupied was: 15.3%
For household incomes of from \$50,000 to \$74,999, the percentage for renter-occupied was: 14.2%
For household incomes of from \$75,000 or more, the percentage for renter-occupied was: 10.2%

Real Estate taxes paid (Pennsylvania):

Also from the above Census Survey, for owner-occupied units without a mortgage, real estate taxes were:

| | |
|---------------------------|-------|
| Less than \$800 | 22.0% |
| \$800 to \$1,499 | 21.1% |
| \$1,500 or more | 55.5% |
| No real estate taxes paid | 1.4% |
| Median (dollars) | 1,700 |

Cost of housing factors by metropolitan region:

According to an Analysis of Census data by the Joint Center for Housing Studies at Harvard University, released on September 12, 2007, "high cost of housing hits consumers' pocketbooks" The Philadelphia region, consisting of Philadelphia-Camden-Wilmington, PA-NJ-DE-MD, the percentage of mortgaged owners spending at least 30% and 50% of income on housing, was: 36.3%.

Other comparisons are:

| | |
|-----------------------------------|-------|
| Akron, OH | 30.3% |
| Baltimore, Towson, MD | 32.8% |
| Allentown-Bethlehem-Easton, PA-NJ | 34.7% |
| Pittsburgh, PA | 30.0% |
| Scranton-Wilkes-Barre, PA | 32.1% |
| Youngstown-Warren-Boardman, OH-PA | 31.7% |

Therefore, the Philadelphia metropolitan region, in 2007 was outspending other areas of the state and surrounding states. It can therefore be concluded that the Township fits in with the Philadelphia region's values.

The U.S. Census Bureau released on August 19, 2010 detailed information on the Nation's Housing; *Monthly Housing Costs reach \$1,000 for homeowners*. Following are key excerpts, taken from the 2009 American Housing Survey:

- The nation's homeowners paid a median of \$1,000 in monthly housing costs in 2009, compared with \$808 for renters, however renters usually paid a higher percentage of their household income on these costs than did owners (31% compared with 20%).
- The median purchase price of homes was \$107,500; for a newly constructed home, it was \$240,000.
- 10% of communities had secured entrances, with the likelihood somewhat higher (15%) in new communities.
- 32% of owner-occupied were owned free and clear, 66% had a regular and/or home equity mortgage and 2 percent had only a line-of-credit.

Given the status of the percentage of housing costs established by the Harvard University, it can be established that for Upper Southampton Township and the surround areas of Bucks County fall within the range of these Homeowner and renter cost factors and parameters.

Table 10.4 – Value of Specified Owner-Occupied Housing Units, 2000

| Ranges of values | No. of Units | % |
|--|---------------------|----------|
| Total | 4591 | |
| Less than \$10,000 | 0 | 0.0% |
| \$10,000 to \$14,999 | 0 | 0.0% |
| \$15,000 to \$19,999 | 0 | 0.0% |
| \$20,000 to \$24,999 | 0 | 0.0% |
| \$25,000 to \$29,999 | 0 | 0.0% |
| \$30,000 to \$34,999 | 0 | 0.0% |
| \$35,000 to \$39,999 | 0 | 0.0% |
| \$40,000 to \$49,999 | 5 | 0.1% |
| \$50,000 to \$59,999 | 0 | 0.0% |
| \$60,000 to \$69,999 | 13 | 0.3% |
| \$70,000 to \$79,999 | 6 | 0.1% |
| \$80,000 to \$89,999 | 21 | 0.5% |
| \$90,000 to \$99,999 | 40 | 0.9% |
| \$100,000 to \$124,999 | 197 | 4.3% |
| \$125,000 to \$149,999 | 763 | 16.6% |
| \$150,000 to \$174,999 | 1211 | 26.4% |
| \$175,000 to \$199,999 | 1021 | 22.2% |
| \$200,000 to \$249,999 | 871 | 19.0% |
| \$250,000 to \$299,999 | 253 | 5.5% |
| \$300,000 to \$399,999 | 173 | 3.8% |
| \$400,000 to \$499,999 | 0 | 0.0% |
| \$500,000 to \$749,999 | 0 | 0.0% |
| \$750,000 to \$999,999 | 0 | 0.0% |
| \$1,000,000 or more | 10 | 0.2% |
| Median (value) \$175,800 | | |
| With a mortgage, contract to purchase, or similar debt | 3070 | 66.9% |
| With a second mortgage or home equity loan, but not both | 775 | 16.9% |
| Second mortgage only | 192 | 4.2% |
| Home equity loan only | 583 | 12.7% |
| Both second mortgage and home equity loan | 9 | 0.2% |
| No second mortgage or home equity loan | 2286 | 49.8% |
| Without a mortgage | 1521 | 33.1% |
| Source: US Census 2000 | | |

Elderly and Near-Elderly Housing Options

As indicated in the Population and Recreation and Community Facilities Chapters, the Township characteristics of Upper Southampton Township show that it is aging, with the median age at 42.5 years in 2000. The high median age references a large population of near-elderly (55 – 64) and elderly (65 and over) in the Township. In 2000, the age cohorts of 45 years and older made up approximately 45% of the population of the Township. This high percentage was in 2000; the age of those individuals that remained in the Township has increased. As the older population transitions out of single-family homes, they will need alternative housing and service options, such as active older adult communities, apartments close to the central business district, possibly accessory dwelling units (ADU's) commonly known as "mother-in-law" suites, assisted living facilities, and home health care.

An Accessory Dwelling Unit (ADU) is a second dwelling unit created on a lot with a house, attached house or manufactured home. The second unit is created auxiliary to, and is smaller than, the main dwelling. ADUs can be created in a variety of ways, including conversion of a portion of an existing house, addition to an existing house, conversion of an existing garage or the construction of an entirely new building. Further, there are a variety of design and use standards which apply to the creation of an ADU to consider. These include limiting the overall number of residents in both units, limitation with respect to home occupations, and the location of entrance doors and size of the ADU. Where an ADU is created in a new or existing detached structure or by the addition to a house, there are usually additional standards regulating the exterior appearance and materials of the ADU.

These additional standards include provisions for the height, roof pitch, trim, eaves and windows. Lastly, there are size limitations, for example: The ADU may be no more than 33% of the total living area of the house or a maximum of 800 square feet, whichever is less. And there are entrance considerations, for example: only one entrance can be located on the facade facing a street. If an existing building has more than one entrance facing the street, then each unit can have an entrance facing the street. A secondary entrance to each unit can face a street where access is not to the ground floor, but the door provides access to a balcony or deck. All of these matters and more would have to be researched and considered in the Zoning and Subdivision and Land Development Ordinance, at an appropriate time, if this type of elderly or senior citizen housing is deemed desirable for Upper Southampton Township.

Long-term care for the elderly is available at Southampton Estates in Upper Southampton, Genesis Elder Care in Huntington Valley, Ann's Choice in Warminster, and Majestic Oaks Health Care Center and Christ Home Retirement Community, also in Warminster.

The *2008 Bucks County Health Profile*, compiled by the Pennsylvania Department of Health, Bureau of Health Statistics and Research, gathered data on elderly housing options for Bucks County.

| Table 10.5 – Nursing Homes, 2006 | | | |
|--|-------|--------------------|--------------------|
| | Total | Certified Medicare | Certified Medicaid |
| Nursing Homes | 31 | 30 | 27 |
| Licensed/Approved Beds | 3,565 | 3,241 | 3,296 |
| Source: Bucks County Health Profile, 2008 | | | |

| Table 10.6 – Nursing Home Statistics, 2006 | |
|--|-------|
| Total Licensed/Approved Beds/1,000 Population Age 65 and Older | 43.2 |
| Average Occupancy Rate (%) | 93.9 |
| Average Length of Stay (in days) | 175.9 |
| Median Semi-Private Daily Room Rate | \$233 |
| Source: Bucks County Health Profile, 2008 | |

Although an increase in the elderly population is projected, the need for long-term care may be addressed through less costly and more appropriate alternative care methods to meet the medical and personal needs of many members of this population. These alternatives include adult day care, personal care facilities, continuing life care facilities, active living communities, in-home services, and multi-family units that support the reduced housing square footage necessary for empty nesters and the elderly. The Township should plan for these uses on a local and regional level to ensure that facilities will be available for the elder community within the region.

Housing Growth – Residential Building Permits

One indication of housing growth is the number of residential building permits granted per year. According to the Delaware Valley Regional Planning Commission, The Township authorized 57 residential housing units to be built between 2000-2007. This does not mean that 57 new units were built, but rather that permits were given to permit building activities. Of these, 49 were single-family units and 8 were multi-family units. These values reflect the slow growth of the Township, particularly as there are several years where there were under 3 housing units permitted. As of 2008, 82 newly constructed homes were permitted, with several built or under construction. For the future, and as shown on the Future Land Use Plan map, there are very limited areas within the existing residential zones and areas that could be developed with single family homes sites, estimated at an approximate number of 64 such units. There is scant opportunity for additional multi-family in the current and foreseen residential areas.

| Table 10.7 – Housing Units Authorized by Residential Building Permits | | | |
|--|---------------------|-------------------|-------------|
| | Single Family Units | Two or More Units | Total Units |
| 2000 | 23 | 0 | 23 |
| 2001 | 6 | 0 | 6 |
| 2002 | 0 | 8 | 8 |
| 2003 | 3 | 0 | 3 |
| 2004 | 6 | 0 | 6 |
| 2005 | 3 | 0 | 3 |
| 2006 | 0 | 0 | 0 |
| 2007 | 8 | 0 | 8 |
| 2000 - 2007 | 49 | 8 | 57 |
| Source: DVRPC Regional Data Bulletin | | | |

Residential Development (1998 to Present)

| <u>Tract, parcel, development name</u> | <u>Date of approval</u> | <u>Recorded</u> | <u>number of lots/units</u> |
|--|-------------------------|-----------------|-----------------------------|
| Stevenson | 04/07 | Yes | 44 |
| Kendell Court | 02 | Yes | 7 |
| Veit | 07/06 | Yes | 3 |
| Grossi | 05 | Yes | 2 |
| Tilghman | 07/05 | Yes | 2 |
| Martimarro | | No | 2 |
| Jacob Place | 11/01 | Yes | 8 |
| Tecalami | | | 14 |

Enhancements of Existing Residential Areas

Enhancements to the existing residential area could come as new residential development in the form of existing residential units and structures compliant with current zoning regulations, enhancements to streetscapes, safety improvements, street lighting, and parking regulations where deemed necessary and appropriate.

Traditional Neighborhood Development (TND)

This style of development is more related to revitalization in Upper Southampton Township, includes compact design and land uses, more options and provisions for walking and biking between home and commercial and retail land uses, while also focusing on styles of building façade, streetscapes improvements for safety and aesthetics, as well as land use signage. This type of development is also part of the mix of measures for “Smart Growth” and “Sustainable Design.”

Projected Housing Growth

| | Census 2000 Housing Units | Census 2000 Population 2000 | DVRPC Projection to 2020 | Population Growth 2000 - 2020 | Persons Per Dwelling Unit | New Units 2000 - 2020 | Total Units 2020 |
|-------------------------------|------------------------------------|--------------------------------------|--------------------------------|-------------------------------------|------------------------------------|--------------------------------|------------------------|
| Upper Southampton | 6123 | 15764 | 16239 | 475 | 2.58 | 184 | 6307 |
| Source: US Census 2000, DVRPC | | | | | | | |

The projected housing growth is calculated using the projected population growth and year 2009 person/household values. This does not necessarily match the available or planned housing stock within the Township. The number of projected units in 2020, 6307 housing units, differs greatly from the holding capacity of the Township, which was calculated as 5,991 units in 1998.

Housing growth in Upper Southampton will slow as the Township approaches build-out. The regional growth in the area is occurring not in Upper Southampton Township, but in the neighboring Townships of Warminster, Lower Southampton, Northampton, Lower Moreland and Upper Moreland, where more land is available for growth. Therefore, less growth will occur in the Township than in the past half century.

C. Recommended Actions: Residential Development

Though much of the Township has been developed during the last quarter century, growth policy must reflect the goals of maintaining the residential character while planning the few underdeveloped areas in the Township. To best guide residential development in the Township, permits and approvals must conform to zoning and subdivision and land development ordinances.

It is recognized, as shown on the Future Land Use Map, that only very limited areas exist in residential zones and areas where additional residential development can occur. It is estimated that approximately 64 new homes could be constructed pursuant to current zoning regulations. Therefore more attention should be given to housing stock maintenance than construction (new) and residents should be encouraged to maintain such housing stock. The bulk of housing was built from 1939 to 1989, as reflected in table 10-3.

Several housing-related policies included in the 1998 Plan as part of the Population and Housing Chapter, are considered valid, and are brought forward into this 2010 Plan, as follow:

- Endorse and enforce the Township zoning regulations, as periodically updated
- Thoroughly review development proposals that seek to rezone residentially zoned land to other uses, or that seek to increase the density of existing residential zones without demonstrated valid and acceptable reasoning
- In the developed residential areas which are located outside of the “Corridors for Revitalization” and “Special Study Areas” referenced in this chapter and elsewhere in this Plan, oppose development proposals that seek to rezone residentially zoned land to other uses, or that seek to increase the density of existing residential zones
- Enforce the existing zoning and subdivision and land development ordinances in areas outside of the “Corridors for Revitalization” and Special Study Areas”.
- Maintain safe and quality housing through sound building and fire code enforcement
- Maintain and upgrade public facilities and services as practical within budgetary constraints.

- Protect amenities that contribute to residential character such as open space, natural resources, street trees, and low traffic volumes
- Require development in residential areas be consistent with current zoning and subdivision and land development ordinances
- Require adherence to compatibility standards in non-residential and mixed-use areas with densities requirements within the central business district with regard to traffic, signage, lighting, noise and hours of operation
- Consider a variety of housing unit types to accommodate the needs of the growing rate and numbers of senior citizens and the elderly
- Increase accessibility for the mobility of elderly resident, particularly in retail and commercial locations that cater to such residents that may be mobility-challenged
- Consider amending the zoning ordinance in residential zoning areas and districts to accommodate Accessory dwelling units to meet the needs of aging in place
- Provide recreational amenities geared to more passive recreation for the elderly and near-elderly as they age
- Consider the addition of active adult, independent living and assisted care communities where space allows and the market demands
- Consider multi-family elderly or near-elderly housing in the revitalization overlay areas, particularly in the “Town Center area” along Second Street Pike and Knowles Avenue
- Evaluate the future role, based on 2010 Census data, that Upper Southampton Township might need to address regarding the future housing needs of the elderly and near-elderly on a regional basis

D. Sustainable Design Applicability

An additional goal that is a key focus of this plan is sustainability and resource conservation and protection. Sustainable development and redevelopment of housing would improve the natural systems, infrastructure efficiency, and quality of life in the Township. Some examples of potential sustainable housing principles, which are discussed in more detail in Chapter 5 – Natural and Historic Resources, include:

- Density requirements within the central business district areas that reduce the need for automobiles and encourage walking and bicycling

- Develop zoning regulations and guidelines, and then encourage alternative energy sources, like solar panels, geothermal heating, and wind power
- Encourage site-sensitive design to take advantage of sun orientation and natural features on the site, such as existing trees and proximity to open space
- Amend the subdivision and land development ordinance to regulate land clearing and topsoil removal over large areas and limit permissible site area disturbance
- Amend the subdivision and land development ordinance to require where practicable replacement of trees that are removed or destroyed during development
- Amend the zoning ordinance to include a riparian buffer requirement
- Encourage continued active involvement of the Environmental Advisory Council (EAC)
- Incorporate Low Impact Development (LID) techniques into the zoning ordinance and subdivision and land development ordinance
- Consider the strategies and implementation measures presented in the new 2010 DVRPC's *Connections 2035 – The Regional Plan for a Sustainable Future* as may be applicable



A. Introduction and Purpose

The purpose of this chapter of the Upper Southampton Township Comprehensive Plan is to articulate a Revitalization Plan for the Township that will serve as the foundation for a comprehensive implementation program focused on improving the economic vitality of the municipality. This chapter describes the current physical and economic conditions of the three commercial corridors (Second Street Pike, Street Road, and the Industrial Boulevard area), the “Town Center Area” of the Township and recommends a course of action to address issues that need to be resolved to improve the economic vitality of the Township.

B. Past Planning Efforts

The Township had developed previous plans for addressing the need for economic revitalization of the Second Street Pike corridor and the “Central Area” of the Township. The Township’s *Comprehensive Plan of 1968* included a chapter entitled, “*Southampton’s Central Area, A Look into the Future*”, which established goals, policies and a master plan to upgrade the development of the Central Area of the Township.

In June of 1985, the Upper Southampton Township Planning Commission prepared the “*Upper Southampton Township Central Area Study*”, which recommended specific land use recommendations for development, vehicular and pedestrian circulation and specific improvements that would lead to the creation of a village-type development in the central area of the Township within the triangle formed by Second Street Pike, Street Road and the SEPTA Newtown Line. The report described that little progress has been made on the 1968 Comprehensive Plan recommendations in its introductory paragraph which states that, “Since 1968 much of the vacant land in the area has been developed and led to traffic congestion, vast expanses of asphalt, deteriorated structures and a clutter of signs, utility lines, and automobiles. Instead of the attractive “Town Center” – envisioned in the *Township Comprehensive Plan (1968)*, much of the *Central Area* has developed into a typical commercial strip.”

The Township’s *Comprehensive Plan of 1998* included a focus on the “*Town Center Area*”. The 1998 plan reviewed the 1985 Study and updated the current state of affairs for the area. The 1998 Plan called for implementing many of the recommendations of the 1985 study. It also recommended a stronger working relationship with the property owners and the business communities, consideration of tax incentives, adoption of national “Main Street” principles, strengthened pedestrian linkages, upgraded streetscapes, improvement of signage and installation of banners along Second Street Pike.

While some of the previous recommendations have been implemented, the vast majority of the recommendations have not moved forward for a variety of reasons. This 2010 Plan calls for specific action that will insure that the goals and objectives included in this plan are realized within the timeframe established for the economic revitalization program.

C. Current Regional Influences/Patterns

Location –

Upper Southampton is located within the Delaware Valley and the Greater Philadelphia area. The Township is located in Bucks County at the border with Montgomery County north of the City of Philadelphia. Second Street Pike, the “Main Street” through the heart of the Township was once connected to Second Street in the City of Philadelphia. The major key intersection of the Township is the junction of Second Street Pike and Street Road, which forms the Central Area of the Township.

Following a period of rapid growth after World War II, the Township and the region has settled into a stable period of limited population and employment growth. New housing and business development continues on the few remaining parcels within the Township and surrounding communities. Areas north and west of the Township have seen moderate growth in the past two decades, although current residential construction has slowed. In-fill development and the tear-down and replacement of existing commercial developments continue. As of the writing of this Plan, the nation and region is in an economic recession which is expected to end within the next three years or so, and then the recovery phase of the economic cycle is expected to be realized.

Competition –

The Township faces competition for real estate and business investment within the region. Montgomery County, located at the Township’s border at County Line Road, has prepared a comprehensive economic development plan and program and has become one of the most successful counties within the nation. Bucks County has a number of economically successful communities that compete for new housing and business within the region. Most of the communities within the region surrounding the Township are actively engaged in commercial development and redevelopment.

The competition for new and expanding business is anticipated to increase in the next decade as municipalities seek non-residential development as a source of new tax revenue to maintain or reduce local property taxes within their communities. Other potential competition for business investment may come from the redevelopment of former federal government properties that can be offered at below-market prices with the potential for special tax incentives.

Energy Costs --

One of the factors that are expected to influence consumer lifestyles and real estate development patterns in the future will be the cost of energy. Transportation costs are anticipated to increase at a rate higher than the average expenses for other businesses and households. Not only the cost of operating privately owned vehicles will increase but the commuting time to work and shopping will increase, the congestion on local and regional roadways will grow, and drive-times will increase. It will take energy to fuel even hybrid plug-in vehicles.

The energy consumption of buildings is anticipated to be greatly reduced through the use of sustainable energy conserving construction techniques and operating practices. High-density residential

development and close-by and mixed-use retail and office space are anticipated to be in greater demand in the future.

Changing Consumer Preferences –

As reported in the media, a number of recent consumer surveys and studies have documented a shift in consumer living, shopping and entertainment patterns. As the baby-boom generation enters the “empty nester” phase of their life, a new lifestyle pattern is emerging. These “boomers”, who represent the largest generation in our nation’s history are seeking housing options that require little maintenance on their part, are located near diversified and higher-end shopping, entertainment, locations to eat, drink and meet friends and cultural and historic attractions. Consumers are seeking to find these amenities within short distances of their homes that may be accessible by a bicycle or walking, for health or other reasons. While the Township is surrounded by municipalities within a reasonable driving distance that offer diversified and higher end shopping, entertainment, taverns restaurants, cultural and historic attractions, and train transit, there is also opportunity to refresh and revitalize the Township’s commercial, industrial and office areas respecting reasonable densities of future development to retain the small town feel and specialness of Upper Southampton.

Residents’ Concerns –

According to the responses to the citizen survey that was collected as part of this plan, residents of the Township expressed the following concerns regarding economic revitalization:

- The need to reduce or keep real estate taxes stable
- Reduce traffic congestion
- Maintain and/or improve the quality of life within the Township
- Develop more upscale restaurants
- Provide entertainment facilities such as a movie theater
- Improve the aesthetic appearance of the commercial corridors
- Maintain and create open space, parkland and “green” areas
- Maintain a small town feel and specialness of Southampton

All of the above influences must be taken into account when an economic revitalization strategy, plan and implementation program is developed. The Plan that follows is sensitive to the above influences.

D. Corridors for Revitalization

1. Second Street Pike (PA 232) –

Second Street Pike serves as the “Main Street” commercial corridor through the heart of the Township. The road was the original link from the Township and the region to Second Street in the City of Philadelphia. Farm products and other local goods produced in the area travel south on the “Pike” to the city. As the Township developed, Second Street Pike adapted over the years and has now become a suburban commercial arterial road with isolated retail and service uses and two larger 1960s-style

shopping centers straddling the road. Traffic congestion has increased over the years and a number of projects are being recommended within this plan to address the congestion and aesthetic issues of the current corridor.

Of the three corridors for revitalization discussed in this chapter, the Second Street Pike Corridor should be the first priority of the Township's economic revitalization plan. Second Street Pike is recognized as the commercial hub of the Township and has been the subject of plans for revitalization since at least 1968. Many of the problematic conditions found in the previous plans still exist, and in many instances are in worse condition as traffic congestion has increased and the development patterns continue the negative trend.

Second Street Pike currently contains numerous examples of uncompetitive building layouts which have vacancies and are underutilized. The current layout of the commercial properties is not conducive to pedestrians or bike riders. The large areas of asphalt and the absence of dedicated walkways discourage walking either to the site or within the shopping centers. Some segments of this corridor contains, as noted, the more TND style development that is likely newer than the older section closer to Street Road in the area of Knowles Avenue, with parking to the rear and side with buildings closer to Street Road with attractive landscaping. This flavor and style is to be retained in the plan of revitalization implementation. The existence of overhead utilities is another feature cited as undesirable. Some thoughts are to have either sub-surface relocation or relocation to the backs of property parcels along this corridor to free the roadway and right-of-way of these visual encroachments, as well. Signing and uniformity will be a focus in the planned revitalization overlay zoning, which would cater to existing successful businesses while obtaining a sense of visual place yet retaining individual identity of these existing businesses. This would be for the full corridor, concentrating chiefly on the area northward from Industrial Boulevard to the north side of Street Road.

Overlay zoning regulations for the currently zoned commercial and retail areas should be considered to encourage and promote revitalization.

It is envisioned that the implementation of this chapter on revitalization will take advantage of overlay zoning to be done as a corridor to address deficiencies in existing site design and layouts. It is recommended that the best features of portions of Second Street Pike, between County Line Road and Street road where building setbacks and front yard landscaping be blended in and utilized to the maximum extent possible. The segments clustered around Industrial Boulevard and Second Street Pike, need unifying design schemes, recognizing that the bridge over the PA Turnpike and the land uses in that area present challenges that need to be considered in the implementation plan for revitalization. Some of the sites to the central area of this corridor are aesthetically pleasing, while northward towards Street Road, the facades, frontages, and general streetscape viewscapes are unattractive. The Plan will make an effort to incorporate the best features of the corridor, while addressing deficiencies as noted. The corridor is old, and buildings and uses are varied and fragmented. The Plan for revitalization and overlay zoning will encompass remedies that will be subject to "buy-ins" from the affected business community members.

2. Street Road (PA 132) --

Street Road transverses the Township on a northwest-southeast direction and connects the Township to the Delaware River waterfront in Bensalem and Folly Road in Warrington Township. Street Road carries a high volume of automobiles and large commercial trucks through the Township. It has been developed with a number of mixed uses including retail, restaurants, banks, service providers and community facilities including the Township's municipal complex.

The Township should continue to encourage the development of high-quality in-fill and replacement commercial development along Street Road.

Current zoning appears to have encouraged quality development and construction along this key commercial corridor in some locations, while others have been in existence for some time and in possible need of change to newer land uses. The Township should install new signage at the municipal borders on Street Road that promotes the patronage of the Township and the "to-be" revitalized Second Street Corridor. A new sign should be installed on the northwest bound side advising truck drivers of the need to turn at Gravel Hill Road to reach the Industrial Boulevard businesses.

The commercially zoned and utilized land areas along this corridor should be considered for an overlay zoning district that would encourage newer and more desirable uses, aesthetical improvements, buffering/screening and other desired features, determine a reasonable density of development, accessibility, and sustainability.

Recognizing the current non-conformance of a scattering of residentially-zoned parcels utilized for commercial-type uses and the probability that they will so continue in the future, it is recommended that these parcels in particular be subject to overlay zoning to create and maintain sufficient building setback, buffering/screening of adjacent residential zoning and land uses while encouraging a new set of permitted land uses, yet to be determined during the preparation of such overlay zoning district regulations. They are essentially located at the easterly and westerly ends of the Township along both sides of Street Road, as shown on the Future Land Use Map and further explained in the Future Land Use Plan chapter.

3. Industrial Boulevard and Southwestern Industrial Area –

Industrial Boulevard and the industrial area in the southwestly part of the Township located along Knowles Avenue, Jaymor Road and James Way make up the industrial core of the Township. Industrial Boulevard intersects with Gravel Hill Road which links Industrial Boulevard to Street Road. Industrial Boulevard parallels the freight railroad and intersects with Second Street Pike just north of the Pennsylvania Turnpike.

This area is almost the exclusive industrial area of the Township and provides a major source of employment and non-residential tax revenue to the Township. The Industrial Boulevard area is essentially built out and only a very limited number of sites can be expanded. The industrial area west of Second Street Pike still has some limited area for additional development, in-fill, and expansion. Overlay zoning district regulations should be considered for the industrially zoned land parcels to encourage and promote revitalization.

Since the industrial areas of the Township cannot be expanded to any significant degree, the Township's strategy for this important corridor should be the preservation and replacement of the existing structures that are within this industrial corridor. Maintaining the value of these buildings will increase the tax revenue to the Township, helping to keep the local property and school district taxes down.

Since many of the buildings are aging, their rehabilitation and replacement will become necessary. Many of the buildings will become uncompetitive and/or functionally obsolete for their original industrial or warehouse uses. The Township should consider non-traditional uses for these buildings including indoor recreation, educational, and day care centers, etc. The current zoning ordinance should be reviewed to insure that new commercial uses can locate within this industrial zone, keeping the corridor economically viable.

One of the issues under consideration is the changing of the name of Industrial Boulevard to a name more indicative of the current businesses located on the corridor such as Commerce Boulevard or Southampton Boulevard. There may be merit to the name change although it will create an expense for current businesses to change printed material etc. This name change should be discussed further with the businesses located on the corridor.

E. Current Land Uses/Gap Analysis for Future Land Uses

Current Land Uses –

Although the Township has a relatively diverse economic base and a good balance between retail shops, service providers, restaurants, industrial, warehouse and other sectors of a modern economy, there are certain retail gaps within the Township.

The Township has a well-conceived zoning scheme that permits a wide-variety of business and residential uses that promotes a healthy and high quality community. Other chapters of this Plan provide detailed recommendations for the modification of land uses.

Retail Opportunity Gap –

In the retail sector of the Township there are gaps or lack of businesses in the community that could meet a need generated by the residents of the Township. Retail gaps are caused by an imbalance between the retail demand, indicated by consumer expenditures, and retail supply, indicated by retail sales.

According to a report prepared by Claritas MarketPlace, *RMP Opportunity Gap for 2008*, there exists an opportunity for new businesses to locate within the Township to meet the demand from Township and regional consumers. The type of retail establishments that would find an opportunity for strong sales within the Township are: electronic stores, specialty food stores, women's clothing stores, family clothing stores, office supply stores, sporting goods stores and general merchandise stores, and excluding building material home centers. The Claritas type of economic data should be used by the Township in the future as part of its business recruiting effort, which is discussed later in this chapter of the Plan.

F. Measures for Revitalization

1. Second Street Pike –

The revitalization strategy for Second Street Pike is for a transformational change of this “Main Street” corridor of the Township. The need for a major overhaul and redesign of the land uses within this corridor have been discussed in Township plans for over 40 years, with little changes to the overall development pattern of the corridor. This plan calls for the implementation of a comprehensive program to transform the corridor into a mixed-use destination with a wide variety of shopping, dining, entertainment, housing, cultural attractions and vehicular, bicycle and pedestrian linkages to the surrounding neighborhoods. The following measures should be considered in order to advance this transformation:

- a. Undertake detailed planning of redevelopment of key properties along both sides of the corridor creating a new vision, goals, objectives and implementation plans for the corridor
- b. Advance a mixed-use development scheme that includes higher-density age-targeted housing, entertainment venues, and higher-end restaurants, specialty shopping, historic and cultural attractions. Any higher density to be duly considered must preserve and remain consistent with the small town scale of the Township
- c. Permit in-fill with commercial development closer to Second Street Pike right-of-way, in the area from Street Road to the Turnpike, providing that parking capacity and aesthetics are not adversely impacted
- d. Develop a Marketing Program of the commercial corridors for use by the Township
- e. Focus on recruiting full-service restaurants and discourage fast food establishments with drive-through lanes
- f. Enforce property maintenance code(s)
- g. Secure State and Federal financial incentives and assistance to business
- h. Consider the adoption of form-based design standards for the Second Street Pike area. Form-based standards are a new type of zoning codes and are a hybrid of traditional zoning. Hybrid form-based codes combine conventional zoning codes with graphic urban design standards that typically address setbacks, parking placement, building bulk, materials, and architectural features. They work well in suburban and transportation corridors.
- i. Development standards must include consistency with the Comprehensive Plan and compliance with zoning ordinances both of which determinations need to be made in accordance with existing procedures and law, which and where fast-tracking of applications are appropriate
- j. Consider traffic congestion mitigation measures on Second Street Pike

- k. Improve the streetscape aesthetics through the installation of a new streetscape elements specified in a streetscape improvement plan. This effort may need to be accomplished in a number of phases due to funding flow and avoidance of major disruption of the commercial corridor
- l. Promote pedestrian and bicycling to and from commercial areas. Continue the visible, bicycle-based policing of the commercial areas
- m. Concentrate effort to improve building facades of existing businesses
- n. Upgrade the sign ordinance for the corridor and support the installation of high-quality modern commercial sign construction
- o. Consider offering tax incentives to local property owners as a tradeoff for high-quality design compliance such as the Local Economic Revitalization Tax Assistance (LERTA) Program, which provides a graduated abatement on real estate taxes for companies that make improvements to property within the LERTA district for up to 10 years
- p. Develop a detailed plan for the redevelopment of the land around and south of the former train station in the Central Area of the corridor including improvements to the traffic congestion at the Knowles Avenue intersection with Second Street Pike. In association with this area which could serve as a key initial area of special interest and focus for revitalization, make use of the *Rails-to-Trails Study* and relate walking and biking as an intermodal way of bringing or attracting more visitors and potential customers, who are not dependent on the automobile, thereby lessening traffic volumes in the corridor and Knowles Avenue at Second Street Pike
- q. As part of the recommendations in the Transportation Chapter, evaluate the bus system and work with the business and industrial area owners/operators to improve employee and customer accessibility
- r. As outlined in the Transportation chapter, implement traffic signal timing coordination to improve the flow of traffic along this vital corridor which could encourage revitalization
- s. Promote the development of high-quality, higher-density housing as previously recommended in the Town Center Plan, brought forward into the *1998 Comprehensive Plan* and hence into this Plan, to provide “captive” customers within the Second Street Corridor that should increase retail shopping as part of Traditional Neighborhood Development opportunities for revitalization, with the recommendation that the highest allowable residential density of 18 units per acre for mid-rise apartments be considered within the Central Area
- t. Consider attracting upscale active-adult retirement facility/community at a site in the corridor’s commercial/retail zoning area and recommended as a future Revitalization Overlay Zoning District

2. Street Road –

The revitalization strategy for the Street Road Corridor is to promote the upgrading and replacement of existing properties and business within the corridor. Unlike Second Street Pike, which requires a major

effort to transform this corridor, Street Road should be permitted to continue on the current course of constant improvement and new investment. The following measures will be necessary to advance this economic development strategy:

- a. Enforce a property maintenance code to insure building maintenance and to preserve the value of the buildings on the Street Road Corridor
- b. Install new signage on the Street Road municipal boundaries welcoming motorists to the community and promoting a positive image of the Township
- c. Install signs before Gravel Hill Road directing industrial corridor traffic to turn at Gravel Hill Road
- d. Install new signage directing visitors to key areas of the township including Second Street Pike, the Municipal Complex, and Tamanend Park, etc.
- e. Develop a plan for promoting potential in-fill development in underutilized developed parcels along the corridor
- f. Develop a plan for minimal streetscape improvements including upgraded curbs and sidewalks, bus stop shelters, and other improvements where appropriate, including accommodations for bicycles
- g. Dedicate staff and/or consultant time to attracting new investment and improvements to properties within the corridor, as funding and resources allow
- h. Consider an overlay zoning district for revitalization for the existing commercially zoned and uses along Street Road in the shorter-term, more immediate future. Longer range overlay zoning should be considered for the existing residential areas along the north and south sides of Street Road as shown on the Future Land Use Plan Map, should the economy and market demand be favorable

3. Industrial Boulevard and Southwesterly Industrial Area –

The Township's sustainable economic development strategy for the Industrial Boulevard and the southwest industrial area (the industrial corridor) is to maximize the utilization of the existing buildings, thereby maintaining or increasing the value of the properties within the corridor without increasing impacts of physical development such as storm water runoff. The following measures would form the effort to execute this strategy:

- a. Assist in organizing the owners and businesses located in the Industrial area of the township to provide input to the Township on identified and new issues that arise in the area
- b. Prepare an inventory of all buildings within the corridor including land area, building size and type, parking capacity, uses, number of employees, tenancy, and available space
- c. Establish a goal of some percentage of building occupancy to insure the economic viability and ratable value of the properties within the industrial area of the township

- d. Consider permitting non-traditional uses within the industrial area to increase the economic viability of the district
- e. Install locational signage on Street Road near Gravel Hill Road, at Knowles Avenue and Second Street Pike and at Second Street Pike and Industrial Boulevard directing trucks and cars heading for the industrial area
- f. Consider changing the name of Industrial Boulevard to a name more indicative of the businesses located on the corridor, such as: Commerce Boulevard, or Southampton Boulevard
- g. Install trailblazer signs directing truck drivers and others to key business within the industrial corridor
- h. Install an informational kiosk with truck pull-over area to assist truck drivers and visitors to find businesses and avoid back-up and turn-around maneuvers, especially by tractor-trailers
- i. Develop a plan for shared-parking within the corridor to minimize impervious parking areas while promoting the sustainability of the industrial corridor. Give consideration to applicants that need to expand their buildings, have limited parking but can secure parking agreements from nearby property owners
- j. Work with the businesses within the industrial corridor on major utility issues such as drainage, water pressure for processing and fire fighting capacity, sewerage, electrical power supply and interruptions, natural gas capacity, high-speed business internet capacity, etc.
- k. Develop a program of uniform lawn or blade signage to provide improved locational information to truckers and visitors. This will create the image of a more professionally managed industrial park area. Such signs are placed on plaques close to the ground but not obstructed by plantings
- l. Working with the industrial corridor property owners, develop a branding campaign for the corridor including a unifying name for the area, marketing material and a web site listing available buildings and sub-lease opportunities
- m. Undertake a program to encourage alternative energy uses for the building owners and businesses within the corridor. Most of the buildings have expansive relatively flat roofs that could benefit from solar panel installation and white roofs. Investigate the possibility of wind-driven alternative energy devices within the corridor
- n. Work with state and county economic development agencies to provide business financing assistance, job-training and tax-credits to businesses within the corridor to assist them to remain competitive within the township
- o. Work with building owners and local realtors to attract new businesses to buildings or portions of buildings that become available

G. Revitalization and Sustainability

The Township needs to develop a strategy for revitalization that takes into account national and local economic and demographic trends. Current and future lifestyle trends and consumer demands need to be constantly analyzed and understood in order to develop commercial areas within the Township that are attractive to both business and customers that patronize Township businesses.

In order to attract and retain sustainable businesses and to support sustainable municipal budget/operations, the Township needs to establish high standards of design and aesthetics in the renovation and development of projects within the Township. In order to preserve and improve the quality of life within the Township, the Township should follow a strategy of redevelopment of previously developed areas and the preservation of current undeveloped land in environmentally sensitive areas. Existing residential areas should be protected from incursion of commercial and industrial uses.

The continuation of a pattern of sprawl-like horizontal development tends to create large development sites with one-story structures with extraordinarily vast paved parking areas. This form of development scheme creates storm water runoff, increased vehicular traffic and circulation and less than optimal aesthetic design. This development pattern is becoming less and less appealing to the most sophisticated shoppers, creating a decrease in sales per square foot and a diminution of value of the properties.

The Township's adoption of its first Zoning Code in 1954 set the guidelines for the segregation of uses throughout the Township including the commercial corridors and industrial areas of the Township. The Township should consider creating more flexible mixed-use zoning codes or overlays to permit the redevelopment and development of high-quality, mixed-use development forms.

The implementation of the recommendations outlined in the next section will insure the successful revitalization of the Township. This effort will insure that the Township will have a thriving and sustainable future that will provide a positive quality of life for local residents while keeping the financial impact on local tax rates as low as possible. Further, the recommendations and suggestions as set forth in Chapter Six, Economics and Economic Development regarding economic development and sustainability are hereby referenced.

H. Goal, Objectives, Implementation Recommendations, and Next Steps

1. Create a non-profit economic development corporation or an advisory committee responsible for undertaking the revitalization plan
2. Hire a full or part-time staff member or consultant to manage the revitalization program (costs could be offset with grants or contributions from the business community)
3. Establish short-term, mid-term, and long-term goals and objectives for the revitalization of the three corridors
4. Hold regular monthly meetings to discuss progress on the revitalization program

5. Develop a close working relationship with the existing business, real estate and professional community to recruit new business to the Township and help existing business expand and/or upgrade their properties and business
6. Prepare an inventory of available sites and buildings within the three corridors and consider overlay zoning district regulations to promote and encourage revitalization
7. Prepare specific development and redevelopment plans for Second Street Pike and the area south of the former train station and make use of the potential rails to trails linkage to this area for walkers and bikers. This may also help revitalize the area and this hub of potential activity
8. Work with the existing shopping center owners to develop redevelopment plans that take advantage of leading edge mixed-use, higher-density development schemes as previously recommended in past plans for revitalization, that transform these classic suburban shopping centers into vibrant, competitive attractive places to shop, dine and recreate for years to come, hence improving the retail and commercial trades and value to tax ratables
9. Work with a developer(s) or have a local development corporation undertake a land assemblage program near the train station to assemble land in accordance with the development plan for the area
10. Continue a program of streetscape improvements on Second Street Pike including new curbs and sidewalks, new street trees offset from utility lines, bus shelters, bike racks, trash receptacles, benches and landscaped areas to “soften” the look of the streetscape
11. Install high-quality signage welcoming residents and transient shoppers to the commercial corridors
12. Promote additional special events such as a weekly farmers’ market, car shows, festivals and musical performances on the Commercial Corridors to bring residents and regional residents to the Township
13. Promote available development opportunities via a new website, requests for proposals, and development forums
14. Actively market the Township as a high-quality, high-value desirable place to live
15. Encourage redevelopment and revitalization site plan or subdivision applications to compare their plans with the goals and provisions of this Plan
16. Evaluate the current mix of land use signage throughout the Township in the select industrial and commercial/retail corridors for uniformity and as part of the recommended revitalization overlay regulations, concentrate on signage that is attractive, easily read and standardized
17. Integrate the applicable recommendations from the transportation plan chapter, including but not limited to access management and vehicular circulation
18. Refer to and utilize as a resource, the DVRPC’s *Connections 2035 – The Regional Plan for a Sustainable Future*, for strategies and implementation measures as appropriate and relevant

I. Summary

The Township should undertake an aggressive program of economic revitalization in order to improve its economic vitality. The proposed revitalization plan, detailed above, needs to become an operational program managed by Township personnel, retained professionals, or a combination thereof. The Township must identify the financial resources and the requisite personnel that will be responsible for seeing that the revitalization plan is successfully implemented over an agreed upon timetable.

The Township will need to adopt land use policies and procedures that are conducive to attracting the new type of development that is currently emerging in the marketplace. High-density, mixed-use projects that are geared to modern lifestyles should be encouraged along the Second Street Pike corridor and particularly near the site of the historic train station and Town Center Area.

By focusing on the key commercial corridors, the revitalization effort undertaken by the Township will produce tangible and visible improvements that will spur additional investments not only in the commercial areas of the Township, but will provide a strong incentive for local residents to maintain and invest in their properties. By increasing the commercial tax base of the Township, the Township could well be in a better position to maintain or possibly lower the local property tax rates, which over time could spur additional investment within the Township.

The benefits of the implementing this revitalization effort are significant. These benefits include new employment for Township residents, the attraction of new business and services for local residents as well as visitors to patronize, increased tax revenue to the Township, aesthetic improvements to the key commercial corridors within the Township, the attraction of new residents, and the overall improvement of the quality of life of Township residents.



2010 Upper Southampton Comprehensive Plan Update
Chapter 12, Growth Areas & Future Land Use Plan

A. Introduction and Purpose

The Municipalities Planning Code

This PA State Law states that a Comprehensive Plan shall include a plan for land use which is to inventory existing land uses, as well as characteristics and coverage percentages within the community. It also projects land use patterns of the future, and addresses functional plans, which may include Sewage Facilities Planning, Recreation Plans, Stormwater Management Plans, Energy Conservation Plans and Solid Waste Management Plans, etc. This etc. has been taken to mean special study areas and recommendations for addressing future needs in/of these areas, and may encompass Traditional Neighborhood Development/redevelopment (TND), Planned Residential Development/redevelopment (PRD), and other forms of future land use and zoning implementation which may include special zoning such as Zoning District Overlay Zoning Ordinances where deemed appropriate.

Goal and Purpose

The purposes of this chapter are to identify both existing land uses and zoning and future needs for land uses or re-uses and how to address these needs by projecting future areas for the establishment of these land uses. In the case of this updated comprehensive plan, given the recognized near-built out characteristics of the Township, sustainable revitalization and redevelopment of key areas, herein referred to as Special Study Areas, will be duly identified, considered, and portrayed on the map and fully explained in subsequent sections of this chapter, concluding with recommendations for implementation.

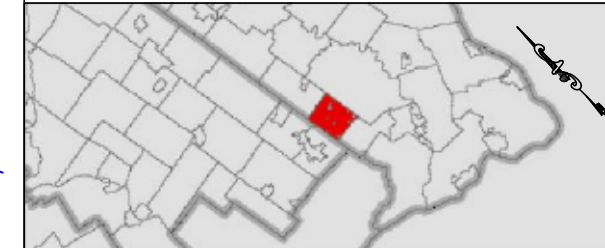
The Future Land Use Plan and Map

Both, the Future Land use Plan and Map, essentially and effectively build upon the research and identification of issues, previous plan chapters, including Economic Development, Transportation, Planning Compatibility, and Revitalization given the characteristics and circumstances previously identified and set forth. It also builds upon the opinions and ideas expressed in the resident public surveys and input received from meetings with the Southampton Business and Professional Association and the representatives from the businesses in the Industrial zoned areas. Additionally, this chapter takes into consideration the value and recommendations given in the *1998 Comprehensive Plan* and references to the *Central Area Study of 1984* and its Executive Summary of June 1985, as well as the *Township Center vision* portrayed in the *1968 Central Area*. These studies/plans continue to have relevance to today's issues and challenges.

B. Overall Planning Issues

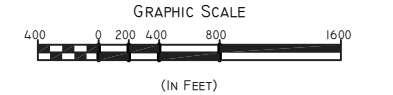
Overall, the most important purpose of a Comprehensive Plan is to provide direction for a community's efforts for future planning of development, redevelopment and revitalization. Upper Southampton

UPPER SOUTHAMPTON
COMPREHENSIVE PLAN UPDATE
**FUTURE LAND USE
PLAN MAP**

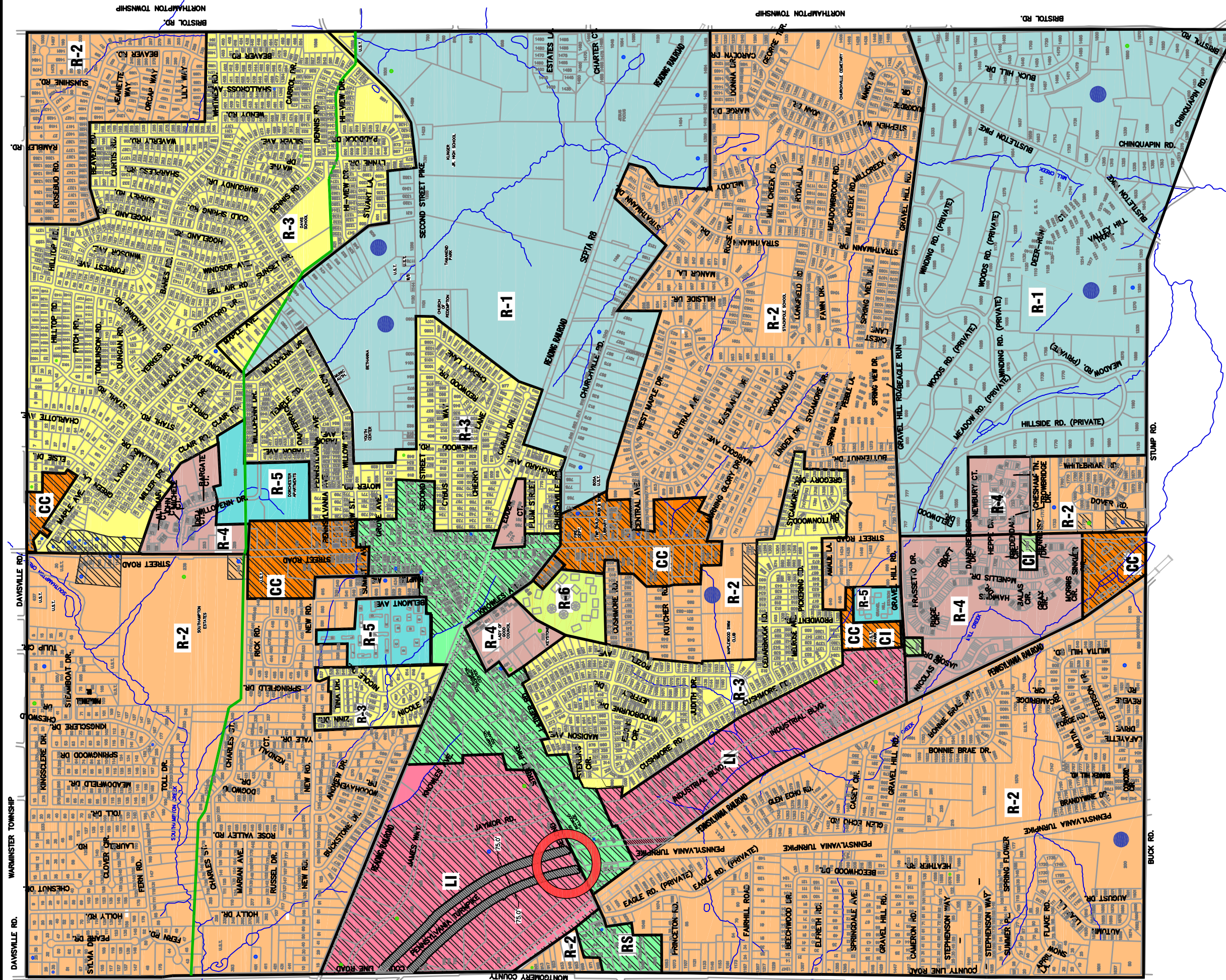


- LEGEND**
- MUNICIPAL BOUNDARY
 - LOCAL STREET
- ZONING**
- R-1 - RESIDENTIAL CONSERVATION DISTRICT
 - R-2 - LOW DENSITY RESIDENTIAL
 - R-3 - MODERATE DENSITY RESIDENTIAL
 - R-4 - MODERATELY HIGH DENSITY RESIDENTIAL
 - R-5 - HIGH DENSITY RESIDENTIAL
 - R-6 - HIGHEST DENSITY RESIDENTIAL
 - RS - RETAIL SERVICE
 - CI - CAMPUS INDUSTRIAL
 - CC - CONTROLLED COMMERCIAL
 - LI - LIMITED INDUSTRIAL
 - OPAS - OFF- PREMISES ADVERTISING SIGN DISTRICT (OVERLAY ZONING DISTRICT, ORD. #361)
 - REVITALIZATION OVERLAY ZONING AREAS
 - POTENTIAL HOUSING DEVELOPMENT AREAS
 - POTENTIAL TURNPIKE EXIT AREA
 - NON-CONFORMING LAND USES

NOTES:
FOR THE SEPTA R8 CORRIDOR, A POTENTIAL RAILS TO TRAILS FEATURE
FOR PRIORITY PRESERVATION AREAS, SUCH AS THE 100-YEAR FLOOD PLAIN, WETLANDS, AND PARKLANDS, SEE MAPS 4-2.A, AND 5-4.A



SOURCE: USHT ENGR TRI-STATE



Township is largely a residential community that faces many challenges of inner-ring suburbs and feels the pressures and impacts of such communities in the region, including inadequate community planning in some cases, revitalization needs, enhancements, and funding opportunities and challenges. Past plans identified the need for the revitalization of commercial and industrial corridors as does this current updated Plan. Successful implementation of this plan and other strategic plan recommendations will be a focus for Township Officials over the next decade and beyond. These needs have also been expressed by the plan's working committee and in a public survey, in addition to the input from both the industrial corridor owners/operators; and the commercial/retail owners association.

With limited vacant land available in Upper Southampton Township, and a desire by residents for more open spaces, future development will be primarily in the form of infill or redevelopment, which should be responsive to the township's natural, cultural, and historic resources and values, as well. Township officials will continue to identify appropriate alternatives for infill redevelopment regulations and standards and projects that are compatible with the scale and context of their surroundings. Land use regulations will be evaluated to ensure minimal or appropriately mitigated negative impacts and to promote a balance of uses that fosters the overall health, safety, and welfare of the Township. Various other actions to promote a balance of residential and non-residential uses have been discussed in Chapter 3. – Existing Land Use & Zoning; Chapter 6.- Economics and Economic Development; Chapter 7.- Transportation and Circulation; Chapter 10.- Housing; Chapter 11.- Revitalization Plan; and Chapter 13.- Plan Relationships and Compatibility.

Future Land Uses

Development/redevelopment should be guided by the planning principles of “Smart Growth” and “Sustainability”. Many county and state governments, including Bucks County and the Commonwealth of Pennsylvania, endorse these land use planning strategies. Additionally, the new 2010 DVRPC's *Connections 2035 – The Regional Plan for a Sustainable Future* contains many strategies and implementation measures that are highly consistent with this Updated Comprehensive Plan and which needs to be referred to where applicable and relevant to Upper Southampton Township in a regional context.

Smart Growth

“Smart growth” promotes a concentration of development and diversity of uses. This approach is intended to guide development/redevelopment and conserve natural systems, utilizing existing infrastructure, revitalizing growth centers, and encouraging alternative means of transit such as walking and biking.

Sustainability

“Sustainability” is broad in nature and encompasses all aspects of development/redevelopment to preserve environmental resources for future generations. It encourages green building design in compliance with Leadership in Energy and Environmental Design (LEED) standards and the use of solar, geothermal, wind, or other on-site regenerative energy production for both public and private development/redevelopment projects. Sustainability measures will need to keep pace with evolving technology and not become attractive nuisances. Further, sustainability also includes economics factors,

such as tax revenue streams to offset municipal expenditures from revitalization and improved land uses, in addition to environmental benefits for the future.

Cluster Development

Design principles of Cluster Development, also known as “Conservation by Design” should also be promoted and encouraged for commercial and residential development, redevelopment and infill opportunities in order to decrease impervious surfaces, provide more open spaces and enhance residential and non-residential development where appropriate and consistent with the current cluster provisions of the Township’s *Zoning Code*. This type of development falls under the broad categories of Smart Growth and Sustainability, particularly in dealing with nearly built-out municipalities such as Upper Southampton Township.

TND

(TND) Traditional Neighborhood Development/redevelopment; and (PRD) Planned Residential Development, as provided for in the MPC for both traditional zoning and overlay district zoning, are most effective when they pick and choose newer identified land uses appropriate for the subject underlying zoning district. Overlay District zoning regulations provide a new set of land development regulations, guidelines, and incentives for developers to choose the overlay provisions in favor of the underlying zoning, so as to achieve sustainable sites with smart growth principles. Some guidelines can be developed either in the zoning or in the Subdivision and Land Development Ordinances. Overlay zoning **does not** replace existing zoning designations, merely allows more favorable land uses, methods to improve existing site conditions, buffering, etc.

Other Matters and Issues

Along with the implementation of these overall planning principles, there are specific areas identified in the Township that warrant special consideration as presented in previous chapters, cited above. The Special Study Areas that follow should govern their future development/redevelopment as described below, dealing with specific policies and recommendations for each of the designated study areas. Regarding the developed residential neighborhoods which are not specifically described in or are located outside of a designated Special Study Area, their underlying zoning district will function as their respective planning policy together with the goals and policies applicable to them as set forth in the 1998 Upper Southampton Township Comprehensive Plan.

The benefits and methodologies of overlay zoning include utilizing the best features from the underlying existing zoning and subdivision and land development ordinances as applicable and desirable forming a “bridge” from the old to the new; and writing in incentives to attract redevelopers to using the overlay criteria. This could be increases in densities, floor area ratios, and other performance “rewards” in their plans for possibly accomplishing public sector improvements along with private sector improvements. Certain desired land uses could also be tied to conditional uses. Lastly, certain requirements of the subdivision and land development ordinances may have to be modified or related to a revitalization overlay zoning district ordinance(s). New land development applications, subsequent to the adoption of this Plan, should be required to compare such plans with the goals and provision of this chapter and Plan.

The 1998 Comprehensive Plan –

This plan did not set forth a specific future land use plan element, but did stress the following recommendations that in many ways have been brought forward in the sections below and which should be factored into subsequent detailed revitalization planning studies:

- Encourage campus-like site design for office and light industrial development (such as Campus-Industrial District), that compliments, and is fully compatible with, adjacent residential areas
- Develop guidelines and zoning regulations to help use ingenuity to develop plans that are flexible and economically feasible
- Prepare design guidelines encouraging property owners in key development areas to construct high-quality office/light industrial complexes with sustainable guidelines and standards
- Use restrictive covenants to achieve desired “green” open space for office/light industrial development
- Develop management methods for perimeter roads in campus industrial development areas to promote safe, convenient access that will also restrict detrimental effects to nearby residential areas
- Encourage sustainable commercial/retail complexes/stores
- Require developers of all new office and light industrial complexes to study and identify potential use conflicts with regard to existing adjacent residential development prior to preliminary plan submissions
- Develop zoning and subdivision and land development regulations for landscape buffering and screening treatment to limit negative visual and audio impacts of light industrial land uses such as storage facilities, parking lots and loading docks, particularly when these uses abut residential areas

C. Special Study Areas

1. Second Street Pike Corridor (County Line Road – to Street Road, and northerly to residential uses)

Existing characteristics

This corridor area is predominately composed of the CC-Controlled Commercial zoning district and the RS-Retail Services zoning district, with numerous examples of uncompetitive building layouts and vacancies – which are underutilized. The current layout of the commercial properties is not conducive to walking or bicycling, which have been cited by residents as a key desire. The large areas of asphalt and

the absence of safe, inviting walkways discourage walking either to the site or within the shopping centers. Additionally as cited in previous studies and plans going back to 1968, the corridor is unsightly; a mish-mash of assorted signs, massive utilities above ground, existing building facades in a variety of decay, assorted conditions with no uniformity within the corridor, and plagued by traffic congestion and unsafe, awkward accessibility. This plan included the essence of public (resident) comments and suggestions as expressed in the surveys' summaries, which are provided in (Appendix B), and input from business association and industrial area business owners, documented in minutes of meetings (Appendix C).

In addition, the corridor already contains mixed-uses, car repair shops, funeral homes, vehicular body shops, retail, offices, apartments, and a few scattered housing units undergoing conversions, a church and school, personal care establishments, taverns, fast foods eateries and restaurants, all in a non-organized fashion. Sidewalks are in poor shape, evening lighting is poor, and traffic congestion, particularly at Knowles Avenue, Street Road, and County Line Road, is critical during parts of the AM and PM peak traffic times. Some existing landscaping is good and attractive/effective, some is scattered, inconsistent, and without an overall theme.

At this time, it is noted that adaptive re-use of the former furniture store and restaurant, to the north of the bank at the corner of Second Street Pike with County Line Road had been presented in plan format as a mixed use project and under construction. This is to be encouraged as a prime example of a gateway phasing in activity to the future Second Street Pike Corridor and revitalization through the overlay zoning district proposal.

Goal and Recommendations

It is proposed that the future revitalization strategy for Second Street Pike be a transformational change of this "Main Street" corridor of the Township. The need for a major overhaul and redesign of the land uses within this corridor has been discussed in Township plans for over 40 years, with little changes to the overall development pattern of the corridor. This plan calls for the implementation of a comprehensive program to transform the corridor into a mixed-use destination with a wide variety of shopping, dining, entertainment, housing, cultural attractions and vehicular, bicycle, and pedestrian linkages to/from the surrounding neighborhoods. The following measures should be considered in order to advance this transformation, prior to preparing a revitalization zoning district overlay ordinance for this corridor, which would overlay the existing commercial and retail areas as shown on the Plan Map:

- Undertake detailed planning of redevelopment of key properties along both sides of the corridor creating a refreshed vision, goals, objectives and implementation plans for the corridor, including architectural motifs for buildings, facades, and streetscapes
- Establish gateways at each end/beginning that are easily identified and that forecast a pleasurable entry into the Second Street Pike Corridor
- Advance a mixed-use development scheme that includes high-density age-targeted housing, entertainment venues, higher-end restaurants, specialty shops, and historic and cultural attractions (train station area, for example)
- Permit in-fill structural commercial development closer, and up, to the Second Street Pike right-of-way, and reduce setback requirements, by provisions in an overlay district

- Develop a marketing program of the commercial corridor for use by the Township
- Focus on recruiting full-service restaurants and discourage fast food establishments with drive-through lanes
- Work with the merchants and parcel owners in developing the revitalization plan and overlay district zoning
- Consider SEPTA's recommendation and convert the former rail line to trails which would link to trails in Montgomery County to the south, to the existing train station at Knowles Avenue, which could form the basis of a (Town Center), and continue the trail to Tamanend Park and onward to Northampton, which could bring walking and biking customers and retail patrons to the hoped-for revitalized Second Street Pike Corridor
- Consider the balance of recommended measures contained in Chapter 11 – Revitalization in the future overall revitalization planning study to derive the basis for the Revitalization Zoning Districts' Overlay regulations and guidelines, which could be designated “**CRSR**” for Commercial Retail Services Revitalization, or something similar

2. Industrial Boulevard, South 2nd Street Pike, Jaymor Road and James Way areas

Existing characteristics

This area of the Township currently zoned as **LI** – Limited Industrial as shown on the Map, consists of industrial, office, commercial, and indoor recreation land uses devoted to various industries. Additionally there are significant vacancies as well as a trend to more variety in land uses not necessarily associated with industrial manufacturing, etc. The lands and uses in this area are in transition and worthy of revitalization and re-development. The area is currently subject to vacancies and a host of for sale and rent signs are evident. The owners and businesses are not averse to mixed land uses as long as vacant structures and sites are occupied. Minutes from meetings with these individuals in Appendix C, reflect their openness to missed land uses.

Goal and Recommendations

To accomplish revitalization and pursuant to provisions of the *Municipalities Planning Code*, it is proposed that this area and the **LI** Zoning District be designated for a Revitalization Overlay Zoning District – **ICR** (Industrial-commercial-revitalization). With the help of existing land owners, the overlay designation **ICR** would establish new land use categories and land uses that would utilize vacant sites and structures, better, while being compatible with existing businesses. Chapter 11 – Revitalization makes the following recommendations for this proposed **ICR** Overlay District, which reflects the input of the business owners in the area and the residents' response to the public survey:

- In revitalizing the area, find ways to alleviate traffic woes and congestion, and improve accessibility to land uses in this district for truckers, and customers alike, via way-finding signs, for example

- Consider preserving and using existing structures and sites for allowable land uses and emerging trends in site usage
- Develop standards to make the area more attractive to land uses and set forth higher standards for buffering and screening of residential uses and areas
- Consider non-traditional industrial land uses for commercial, industrial and office land uses, indoor recreation, daycare centers, and high-density mixed uses with housing where appropriate
- At times and as circumstances in land uses change, consider high density housing along the northerly side of Industrial Boulevard as more visually attractive to the residential district and existing homes' back yards which abut current industrial uses
- Keep the industrial areas and corridors economically viable
- Consider ways to assist the merchants in marketing the area
- Consider an identity for the industrial area with way-finding, particularly for trucking accessibility
- Prepare a Zoning District Overlay Ordinance as part of the future revitalization plan
- Create an ad-hoc committee (consisting of the Planning Commission and others) to work with the PA Turnpike Authority and PennDOT to evaluate the impact of EZ-Pass off and on ramps from the PA Turnpike in the area of Second Street Pike and Industrial Boulevard on traffic and land in the Township
- Consider a name change for the Industrial Boulevard to better reflect the variety of businesses located on the roadway

3. Street Road Corridor (Davisville Road to Stump/Buck Road Area)

Existing Characteristics –

Street Road traverses the Township on a northwest-southeast direction and connects the Township to the Delaware River waterfront in Bensalem and to Folly Road in Warrington Township. Street Road carries high volumes of automobile and large commercial trucks through the Township and to sites within the Township, particularly the industrial and commercial corridors and areas. It has been developed with a number of mixed uses including retail, restaurants, banks, service providers, schools, car dealers and repair shops, and community facilities including the Township's municipal complex and library. The corridor also has higher density residential communities, including multi-family on both sides of the highway and has both residential and commercial zoning and land uses. The Township should continue to encourage the development of high-quality in-fill and replacement commercial development along Street Road including current non-conforming residential parcels located at both ends of the Street Road corridor on both the south and north sides as shown on the Future Land Use Map. The current zoning and past actions appear to encourage quality development and construction

along this key commercial corridor with significant areas of dense foliage and building setbacks, berms and landscaping, which are an attractive welcoming alternative to the developed areas in communities to the east and west of the Township.

Goal and Recommendations

The Township should consider installing new signage at the municipal borders on Street road that promote the patronage of the Township and particularly the revitalized commercial/retail corridors. Signage should also be installed on the northwest-bound side advising truck drivers to turn at Gravel Hill Road to reach the Industrial Boulevard and industrial area businesses rather than meander through town and clog up Street Road and Second Street Pike. This was also a suggestion made by the Industrial area business owners. Additional recommendations are as follows:

- As part of the recommended overall and detailed/concentrated revitalization planning study, consider overlay zoning for the existing commercial zones and non-conforming residential zoned parcels and land uses along the corridor. This endeavor could enhance and encourage future revitalization, improve the existing commercial zoning and land uses along the corridor, refresh and reward land owners to accomplish re-uses, replacements and site or access improvements or changes in land uses. Longer-term overlay zoning for non-commercial land uses along the north side of Street Road should also be considered depending on market demand and the economy
- Continue to actively enforce property maintenance codes to insure building maintenance and preservation of the value of buildings and sites on the Street Road Corridor
- Install new signage along the corridor that welcome motorists and visitors to the community and promotes a positive community image of the Township
- Install way-finding directional signage which could improve the flow of traffic for truckers and other vehicles; particularly to the industrial and commercial areas of Second Street Pike, the municipal complex, Tamanend Park, and other key locations
- Develop a plan for promoting potential in-fill development in already developed, but underutilized parcels along the corridor
- Consider, when appropriate, a plan for future possible conversion of residential zoning districts along Street Road to commercial/retail and methods of buffering and screening such uses from surrounding and residential areas to the rear of land along the Street Road corridor, particularly the north side of Street Road, between Maple Avenue and the Pollywog Farm site and rear portions
- Develop a plan for minimal streetscape improvements including upgraded curbing and sidewalks, bus stop shelters, and other improvements where appropriate, as defined by the recommended revitalization planning program

4. Potential Rails-to-Trails

Existing characteristics

The SEPTA owned rail line, which has not been used for at least 2 decades is now not considered for future use for commuting by SEPTA. It traverses the Township northward from County Line Road up to and into Northampton. The right-of-way runs parallel to a portion of Knowles Avenue until it splits off in a direction away from Knowles Avenue in the vicinity of the abandoned train station. The SEPTA right-of-way and potential trail usage would run alongside Tamanend Park and provide direct access to the park and Second Street Pike. There has been interest from Northampton Township to continue the trail to the Churchville station area or further in that Township. SEPTA has encouraged the Township to apply for use of the right-of-way for a trail for biking and walking similar to an agreement it has made with Montgomery County to the south.

Recommendations

The Upper Southampton Township Board of Supervisors has previously passed a resolution supporting reinstatement of the Newtown Commuter Rail Line (R8). In 2009, the SEPTA Board revised its *Capital Plan and Program* for the next several decades to 2030. In that program, the plan and funding for restoring the R8 Line was removed. Therefore, at this time, it is recommended that consideration be given to making application to SEPTA with or without an arrangement with Northampton Township to convert the right-of-way to a trail, pursuant to the conditions under which SEPTA would agree to such conversion including the reversion rights SEPTA would still maintain for the future. Cost factors and time constraints need to be considered on such a longer-term activity and project.

This proposal could bring walkers, bikers, and hikers from points south and north to Second Street Pike and to a focal point of revitalization which could be the train station area. These individuals could in turn support commercial and retail land uses in the corridor. Many residents in the public input survey indicated a desire for a rails-to-trails trail and ability to walk, from and within the Second Street Pike Corridor as part of revitalization efforts and programs. It is recommended also, that this proposed form of land use for the future be considered as integral in the next step of conducting a comprehensive and detailed revitalization planning study which would address zoning overlays, future desired land uses and densities in detail, and traffic and transportation related matters. The planning study for revitalization needs to include the recommendations and implementation strategies provided in Chapter 7 – Transportation, for Second Street Pike and more particularly the intersection with Knowles avenue, which is close to the train station, where improvements are detailed.

D. Vacant Parcels in Existing Residential Districts and Neighborhoods

As shown on the Future Land Use Map, there are pockets of smaller tracts or parcels of land where in-fill development may occur pursuant to the zoning district regulations. It is expected, as noted above that such in-fill would be in the same relative context (style, type, and density) as surrounding residential development and the existing residential zoning district requirements. No zoning district or ordinance changes other than the recommendation below for Buck Road abutting Lower Southampton Township, are anticipated or planned for these essentially developed neighborhoods. The Centennial School District School sites may be available for redevelopment, again to zoning district rules and regulations, if not reverted to public community usage.

With respect to the paragraph above, and as explained in Chapter 13, Planning Compatibility, Lower Southampton Township, along Buck Road nearing its terminus at County Line Road has a PI – Planned Industrial zoning and land uses, that are considered in conflict with the Upper Southampton Township R-2 Residential zoning district across the common boundary of Buck Road, particularly for the potentially available vacant land parcel across Buck Road from this Lower Southampton boundary. It is recommended that a cluster development be allowed pursuant to existing zoning whereby, due to the potential intrusion of lights, glare and noise, such development be set far back from Buck Road with a landscaped and/or fencing area to serve as a buffer to the Lower Southampton Township uses in its PI Zoning District.

E. Parks, Floodplains, and Wetlands

Existing characteristics

It is suggested that these features be shown on a future land use plan and map to indicate their status as a land use and for ongoing continuation and protection of valuable natural resources. For parks and other public use areas, provisions and recommendations from the 2007 Parks, Recreation and Open Space Plan, as well as Chapter 8 would prevail.

Recommendations

It is recommended that Tamanend Park be solely utilized for active and passive recreational pursuits, as currently planned and mapped. To the extent that more public lands become available such as vacated/closed public school sites, adaptive re-use may include additional recreational facilities more active in purpose. The public input survey called for more parks and open space retention and possibly additional such space where and when appropriate including yields from cluster zoning as currently provided for in the Township's *Zoning Code*. There is an additional approximate 10 acre site of land, on Davisville Road near Street Road, that is also available for such use. Floodplains and wetlands are basically protected from future development and must be maintained to curtail and minimize flooding and purification of surface waters and ground-water recharge pursuant to regulations and to some extent as wildlife habitat.

F. RECOMMENDATIONS SUMMARY – FUTURE DIRECTIONS

To satisfy major goals, it is the intent of this Future Land Use Plan to retain existing residential land uses and to develop identified vacant parcels in residential areas to be compatible with the existing surrounding land uses. Higher-density housing is continuing to be recommended in the core area per previous cited plans of the 1960's and 1980's, and proposed revitalization areas whereby such higher densities could serve to promote patronage for retail uses particularly in the Second Street Pike Corridor, Any such development must include provisions for buffering and screening of the adjacent lower-density housing as part of the proposed mixed-use land revitalization option along Second Street Pike, Industrial Boulevard and associated Light Industrial/commercial areas when and where appropriate for in-fill and revitalization.

The Future Land Use Plan is intended to become the foundation for a future detailed revitalization plan for the industrial and commercial/retail zoning districts to establish zoning district overlay zones whereby specific desired future land uses could become reality in the context of revitalization using current strategies, building upon previous revitalization planning efforts and this plan. Such overlay districts would also contain details on spatial relationships; guidelines for lot and impervious coverages; sustainability measures; promotion of a ‘green’ environment; enhanced aesthetics for streetscapes and facades; provisions for improved vehicular and pedestrian circulation; safety, and accessibility; and a central architectural motif throughout a zoning overlay district. Further it would specify an appropriate mix of land uses to promote central walk-ability, better lighting and signing, and a focal point to address the wishes, desires, and needs of residents, shoppers, visitors, and the business community. Such a future planning study will involve residents, and the business community acting in a partnership to make revitalization a reality, not just another plan. It should contain details on implementation as well, including personnel, marketing game plan, and so forth.

A subsequent product of the detailed and comprehensive revitalization Planning Study would be the actual drafting of the respective recommended Revitalization Overlay Zoning Districts and regulations that would be based on input from a variety of sources to enact ultimate implementation, including a mandatory public input presentation and process.

The recommendations for transportation-related improvements and the revitalization chapter should be included and form the basis for preparing the future Revitalization Program Plan that would implement this Comprehensive Plan’s goals for revitalization and associated improvements in land uses, transportation and economic sustainability of the Township’s budget and capital improvements expenditures with consistency to the new 2010 DVRPC’s *Connections 2035 – The Regional Plan for a Sustainable Future*. In terms of such overlay zoning districts and other measures, the following priorities are recommended in this Future Land Use Plan:

- 1) Second Street Pike Corridor – immediate to mid-term time range
- 2) Industrial Area Corridor(s) – mid-term to longer term time range as conditions warrant
- 3) Street Road Corridor –mid-term to longer term time range as conditions warrant
- 4) Potential Rails-to-Trails Corridor –longer term range as conditions warrant
- 5) Vacant Parcel cluster development, Buck Road opposite Industrial uses in Lower Southampton Township –mid to longer term time range as conditions warrant

If all these corridors and other measures could be considered in the proposed detailed revitalization program planning study, given all due considerations such as time and budget options and constraints, all the better, but in the alternative these priorities should be focused on in the above order.



2010 Upper Southampton Comprehensive Plan Update
Chapter 13, Plan Relationships and Compatibility

A. Introduction

Section 301(a) of the Municipalities Planning Code requires the following as elements of a comprehensive plan:

(4.1) A statement of the interrelationships among the various plan components, which may include an estimate of the environmental, energy conservation, fiscal, economic, development, and social consequences on the municipality.

(5.0) A statement indicating that the existing and proposed development of the municipality is compatible with the existing and proposed development and plans in contiguous portions of neighboring municipalities, or a statement indicating measures taken to provide buffers or other transitional devices between disparate uses, and a statement indicating that the existing and proposed development of the municipality is generally consistent with the objectives and plans of the county comprehensive plan.

This chapter discusses the interrelationships among various plan components. It includes an analysis of the relationship between existing land uses, zoning and planning for future development and existing land uses as well as zoning and planning for future development in neighboring communities. In addition, it compares land use and planning in the Township to the county's objectives and plans for development, redevelopment, and revitalization. This updated Comprehensive Plan also evaluated the goals, objectives, and recommended strategies of the new Delaware Valley Regional Planning Commission's regional plan, *entitled: Connections – The Regional Plan for a Sustainable Future*, also referred to as the *2035 Regional Plan*.

B. Relationship Between Plan Components

Throughout the preparation of this plan, efforts were made to ensure the coordination among the various plan components and a general consistency among the findings and recommendations provided in each chapter. Individual elements of the plan were produced with the recognition that they are dependent on and interrelated with one another. For example, the chapters on transportation, community facilities, revitalization, and natural resources all contain recommendations that are replicated in the chapter on economic development.

The recommendations in the transportation, community facilities, and natural resources chapters are meant to improve the quality of life, which in turn is a central theme in the chapters on economic development and future land use plan. The transportation chapter makes central the connection between transportation, land use and revitalization. Its recommendations involve providing multimodal forms of transportation including, trails, pedestrian and bicycle facilities that can be used for recreation and can complement park and open space areas, sustainability, as well as future commercial area revitalization. Recommendations regarding community facilities and services like police and fire

protection are influenced by current conditions, projected trends, and future land use planning. The provision of these facilities, in turn, shapes future land use planning.

This plan is intended to promote and protect the public health, safety, and welfare of the Township and its residents. The stated goals, objectives, and policies, set forth in Chapter 2 and other topical chapters, are designed to achieve those general purposes. Various plan components provide background information and guidelines to assist in the achievement of stated objectives. This plan is also intended to provide the framework upon which more detailed or complementary studies can be prepared, reviewed, or revised when deemed appropriate, and as recommended for plan implementation over time. It is also hoped that the Township's inputting parties – authorities and various boards – can utilize and capture the value of plan inclusion.

C. Compatibility With Surrounding Municipalities and Planning Documents

It is important that Township officials be aware of development patterns in adjacent communities and have an understanding of the policies and objectives described in comprehensive plans of surrounding municipalities. Land use decisions in one township or borough can substantially affect conditions in surrounding areas and can frustrate the ability of neighboring municipalities to achieve their planning goals. It is also valuable to review the county comprehensive plan not only to identify compatible and incompatible elements but also to employ or adopt county planning policies and techniques that could be useful to the Township. Prior to the adoption of this 2010 Update to the Comprehensive Plan, FINAL draft copies were sent to Bucks and Montgomery Counties, the contiguous municipalities, and the Centennial School District, for review and comment as required by the *Municipalities Planning Code*.

The Township is situated in what can be described as central Lower Bucks County. Bordering Upper Southampton Township to the south in Montgomery County, are: Upper Moreland Township in the far southwestern corner, and Lower Moreland Township along County Line Road.

Additionally, as shown on the Future Land Use Plan Map, the Township also borders the Bucks County communities of Warminster Township to the west, Northampton Township to the north, and Lower Southampton Township to the east. All these municipalities exert influence upon the Township, whether it be pass-through traffic, retail/commercial areas, or their revitalization plans and programs. Likewise, in a regional context and setting, the Township exerts influence upon these bordering municipalities.

It is noted from the Future Land Plan and Map, that given the nearly built-out characteristics of the Township, no overall major changes in land use or zoning along the Upper Southampton Township borders are planned, with the minor exception of proposed revitalization corridors where Revitalization Overlay Zoning Districts are proposed. The revitalization corridors may have limited impact, as the areas so designated are already developed but may have new compatible land uses as suggested in both the Revitalization Plan chapter and the Future Land Use Plan chapter. These areas are basically internal within the Township, run along Street Road, Second Street Pike, and in the internal Industrial/commercial areas where they currently are so zoned and used. Future revitalization planning and overlay zoning will encourage improvements to traffic and accessibility on these roadway corridors. Otherwise, no future land uses will have significant impacts on the surrounding and abutting/bordering

municipalities, as it is the intent to favor Traditional Neighborhood Development with newer and fresher land uses by encouraging future developers with incentives and performance-based rewards, not greater density or in-compatible land uses; the desired result is to improve aesthetics, safety, visibility, accessibility, and economic sustainability of value to the Township and the region-at-large.

Municipal, County, and Regional Documents Considered:

Each of the above cited municipalities, including Upper Southampton Township, had the following documents available for review, use, and comparisons. Where there were no comprehensive plans, visual observations, zoning maps and districts, and documents related to land use were relied upon:

Upper Southampton Township –

- 1998 Comprehensive Plan & Open Space Plan, and associated documents
- 2007 Park, Recreation and Open Space Plan
- 2006 Subdivision and Land Development Ordinance (SALDO), Chapter 160
- 2006 Zoning Ordinance, Chapter 185
- 1985 Executive Summary, Central Area Study
- FEMA floodplain Maps
- 2007, Ordinance #388, definition of streams, watercourses, development
- 2006, Ordinance #376, Storm water management and earth disturbance
- 2008 Budget and finance information, Township website
- 2008 Amended Zoning Map
- 2006 PA Planned Communities Act
- 1985 Southampton village DESIGN BOOK, guidelines for Architectural and Streetscape improvements for the Old Town
- 1984 Central Area Study, based on recommendation of the mid 1960's
- The Rails to Trails Report
- The Municipal Complex Study

Upper Moreland Township –

- 2007 Comprehensive Parks and Recreation Plan
- 2003 Zoning Map
- 2008 Subdivision and Land Development Ordinance (SALDO)
- 2008 Zoning Code
- NO COMPREHENSIVE PLAN

Lower Moreland Township –

- 2004 Stormwater Management Code
- 2008 Zoning Code
- 2004 Subdivision and land development Ordinance (SALDO)
- 2005 Zoning Map
- 2006 Open Space Plan Update
- NO COMPREHENSIVE PLAN

Lower Southampton Township –

- 2003 Zoning and Road map
- 2005 Stormwater Management Document
- 2004 Zoning Ordinances
- 2005 Sign Ordinance
- 2001 Subdivision and Land Development Ordinance (SALDO)
- 2002/03 Master (Comprehensive) Plan

Northampton Township –

- 1989 Comprehensive Plan
- 2005 Street Index Map
- 2005 Subdivision and Land Development Ordinance (SALDO)
- 2008 Zoning Code

Warminster Township –

- 2007 and 2009 Zoning Codes
- 2007 Subdivision and Land Development Ordinance (SALDO)
- 2007 Storm water management
- 2007 and 2009 Zoning Maps
- 2004 Comprehensive Plan

Bucks County –

- Comprehensive Plan
- GIS informational data
- Floodplain and soils maps
- Aerial photographs
- Municipal tax parcel maps
- U.S.G.S. topography maps
- National Wetlands Inventory Maps
- Bucks County Road Map
- Water supply and wastewater facilities inventories
- Demographic projections through 2020 (population, housing, and employment)
- Federal Census Data (population, employment, housing, and income)
- Transportation
- Stormwater Management

Montgomery County –

- Comprehensive Plan: land use, transportation, economic development

Delaware Valley Regional Planning Commission –

- Managing growth and protecting natural resources
- Developing livable communities
- Being a model of sustainability

- Building an energy-efficient economy
- Establishing a modern transportation system that serves all modes
- Focusing development into existing centers
- Street Road Corridor Study of 2007
- Current average daily traffic (ADT) volumes

PennDOT –

- Access Management Program
- Highway functional classifications
- Signalized intersections
- Traffic Calming Handbook (Publication 383)
- Smart Transportation Handbook (March 2008)

Bicycle Coalition of Greater Philadelphia –

- Bike route map and program

Southeastern Pennsylvania Transit Authority (SEPTA) –

- Bus and rail transit facilities and routes
- Capital and long range planning program, 2020/30

Upper Southampton Utilities Authority –

- Existing facilities and services
- Mapping
- Waste Water Service
- Water Service
- Future needs and plans
- Fee schedules

Comparisons

- **Lower Moreland Township, Montgomery County**

For **Upper Southampton Township**, County Line Road forms the border between Lower Moreland Township and the southern limits of the Township. In this area, with the exception of the intersection area of County Line Road with Second Street Pike the existing and future land uses on the easterly side of Second Street Pike will remain the same, essentially residential in the R-2 Residential District of the Township classified as low density residential. The R-2 Zoning District permits a single-family density of 1.5 dwelling units per acre, and 2.0 dwelling units per acres in cluster development. On the westerly side of Second Street Pike, the Industrial area of the Township is zoned as LI – Limited Industrial and is currently so used and expected to remain so for the future/ This area of the Township is bisected by James Way up to County Line Road. Further westerly along County Line Road, the Township’s land use category and existing zoning land use is R-2, low density residential up to the Border with Warminster Township at the westerly boundary of the Township at Davisville Road. The entire area along County Line Road is essentially built-out and expected to remain so, with current

land uses or the possibility of revitalization zoning district overlays along Second Street Pike and the light/limited Industrial zoning area.

As for **Lower Moreland Township**, although there was no comprehensive plan available, the *July 2006 Open Space Plan Update* contains zoning maps and districts, as well as future land use projection. Currently the area along the border from east to west, as it abuts County Line Road is zoned as L – residential district with average lot sizes of 12,500 square feet in single-family dwelling types, up to a small parcel zoned as O – Office District at the intersection with Second Street Pike. The westerly side of Second Street Pike westward to the former Newtown rail Line returns to the L – residential zoning district and land uses. At the rail line corridor begins the I – Industrial District, roughly matching the Light Industrial district of the Township in the vicinity of this rail line and James Way. The Lower Moreland I – Industrial District continues to the I-276 (PA Turnpike) overpass and then a small sliver of M - Residential District where average lots of single-family dwelling units are permitted at 9,000 square feet, per unit. This takes land on this side of County Line Road up to the Upper Moreland Township shared boundary.

In the referenced *Open Space Plan Update of 2006*, the existing and future land uses are expected to remain the same except for the area within the existing L- Residential District from an area off County Line Road, to the west of Somers Drive southwesterly along the former Newtown Rail Line on back to Heaton Road. This area is programmed for future growth as single-family detached. It is shown as vacant space and developable at likely the current zoning of L – Residential District.

With reference to the SEPTA Newtown Rail Line corridor and possible rails-to-trails conversion, the *2006 Open Space Plan Up-date* does not present this usage, primarily because at the time SEPTA had still programmed possible utilization for commuters, which since then was removed from SEPTA plans. Montgomery County is recommending this line be converted to such trails use and has already executed an agreement with SEPTA for conversion elsewhere in that county.

Findings:

At this time and for the foreseeable future, no areas of significant impact or influences are expected along this border area as described above, with land uses being for the most part compatible on both sides of County Line Road, with the exception of the shopping centers on the opposite side in Lower Moreland Township across from the residential areas in Upper Southampton Township, where incompatibility exists.

- **Upper Moreland Township, Montgomery County**

For **Upper Southampton Township**, the existing and future land uses and zoning in this part of the Township, bordering a very small frontage along County Line Road with Upper Moreland Township is and will remain R-2 Residential District, Low density residential with average lot sizes for single-family detached dwellings at 1.5 dwelling units per acre, and 2 dwellings per unit, in cluster development.

The **Upper Moreland Township** zoning and existing land uses commence at the border with Lower Moreland on the south side of County Line Road, where the zoning district is S – Small Limited Industrial, with a minimum lot size of 2 acres, then changing to Recreational Conservation along Southampton Creek, and then to M – Multiple dwelling along Oakwood Drive, then westerly along County Line Road to the SC – Shopping Center District, which is opposite Davisville Road and the westerly boundary of Upper Southampton Township with Warminster Township.

The Upper Moreland Township *Comprehensive Parks and Recreation Plan of 2007* did not delve into land uses, concentrating on existing and proposed facilities and parks and recreation amenities. It did not make any specific recommendations for the Southampton Creek portion.

Findings:

It can be concluded that there do not appear to be any future land use changes in this small area of Upper Moreland Township that abuts Upper Southampton Township to the south and west. The SC – Shopping Center District and existing land use, does fall approximately opposite residential land uses and zoning in Upper Southampton Township along County Line Road. The intersection with Davisville Road forms a common boundary with Warminster. There is a recognized non-compatibility of land users in shopping center and residential land uses in Upper Southampton Township. Based on provisions of the *PA Municipalities Planning Code*, any changes in zoning and land uses in Upper Moreland Township for this shopping center land use would be brought to the attention of Upper Southampton Township.

- **Lower Southampton Township, Bucks County**

Upper Southampton Township's existing and projected land uses are expected to remain as currently zoned and developed along the shared boundary with Lower Southampton Township from the northerly terminus near Bristol Road down to County Line Road to the south along Stump Road and then Buck Road.

The Township zoning district designation from the Bristol Road area down to the higher residential zoning district (R-2) is R-1 – Residential Conservation District, which permits a maximum single-family density of 0.85 units per acre, 1.20 in cluster development, and 1.25 units per acre for environmentally-sensitive cluster development. The R-2 residential zoning district permits a single-family residential density of 1.5 units per acre and 2.0 by cluster design. The R-1 District is for the most part developed with small isolated pockets of possible residential development internally and away from the shared border, at the current zoning district zoning requirements. The existing R-2 District on down to the Street Road boundary is considered built out.

On the southerly side of Street Road along the shared boundary commencing on Street Road frontage there is a CC - Controlled Commercial District a short distance southerly along the shared boundary and the Creek Corridor (consisting of the creek itself and any linear associated floodplains, riparian lands and/or wetlands, as mapped).

As for the **Lower Southampton Township's** existing zoning and land uses, commencing at the northeast terminus with Upper Southampton Township the area to Street Road along Stump Road is predominately residential, from the R-1 Zoning District of 20,000 SF lots, through the EH – Elderly Housing Zoning District, to the R-4 District for multi-family configuration, along Stump Road, then down to Street Road with R-1 Zoning district and land uses.

On the southerly side of Street Road running southerly from Street Road along Buck Road, the zoning is CC – Controlled Commercial for a sliver of land, in proximity to the Upper Southampton Township zoning of its land in that location, and hence to the R-2 and R-1 residential zoning districts and land uses to the PA Turnpike corridor. On the other side of the PA Turnpike corridor the zoning designation changes to PI – Planned Industrial, and hence back to R-1 Residential and up to the County Line Road terminus. Within this area and internally away from this shared boundary are isolated pockets of empty land that could sustain R-2 zoning development, pending further study. It is understood at this time that there is increased development or redevelopment in the described PI – Planned Industrial District along lower Buck Road, which is opposite the R-2 Residential Zoning District in Upper Southampton Township. There is a possible land use conflict at this location along lower Buck Road as described herein. The PI – Planned Industrial District and existing land use fall immediately across from R-2 Zoning and land uses in Upper Southampton, where there is a vacant area that could exceed 12 acres of land. To avoid potential future impacts on this vacant parcel of R-2 residential land use, cluster development should provide a setback from Buck Road that contains enhanced buffering and screening with housing to the rear of the parcel(s).

Findings:

The *2002/03 Master Plan for Lower Southampton* recommend a minor land use adjustment along the border with Upper Southampton Township. The only adjustment is to change zoning of a relatively small parcel from the R-1 Residential Zoning District on the northerly side of Bustleton Pike, to BP-Business and Professional District which would allow for small land uses that would not significantly impact upon Upper Southampton Township or residents in this part of the Township. Other proposed land use changes that are closer to the border between these two Townships, are from some vacant R-1 Residential zoning districts to OS – Open Space, which is a very positive impact. When the updated Lower Southampton Comprehensive Plan is available these findings should be revisited.

- **Northampton Township, Bucks County**

For Upper Southampton Township, along the northern boundary of the Township with Northampton Township, there are no changes in zoning or land use proposed. From the mutual corner of the boundary, northwesterly, the predominant land use and zoning in Upper Southampton Township is the R- 1, Residential Conservation, with allows for cluster development and higher density up to 1.2 units per acre and 1.25 for environmental cluster development. This zoning district runs up to the vicinity of Gravel Hill Road, where the zoning and land use is R-2 Residential. There is one identified pocket of possible vacant land that could be developed as the R-1 zoning district, and which is somewhat near the mutual boundary in this northeast corner of Upper Southampton Township. Given the allowable density, traffic generation is not seen as significant in this R-1 zoning district.

From Gravel Hill Road up to about Churchville Road, the existing zoning and land use is the R-2 zoning district for residential uses. The R-2 district allows a density, for single-family housing units, of up to 2 units per acre under cluster development design. There is one isolated small pocket of vacant land that could become developable and is not expected to contribute any significant impact on Northampton Township at this point.

From the Churchville Road area, the current zoning and land uses revert back to the R-1, Residential Conservation District, with no area anywhere near the shared boundary between these two municipalities that could be developed or land uses changed. This area along the shared boundary is occupied by environmentally sensitive land and a wetlands and stream corridor prohibiting any contemplated future development of any significance. The R-1 zoning district stops at Second Street Pike, where along this northerly boundary with Northampton, the existing zoning and land use is the R-3 (allowing density up to 3 units per acre under cluster provisions) and then to the R-2 zoning district to the westerly boundary of Upper Southampton. No changes are proposed for these two districts. There is a small vacant land area along Second Street Pike that potentially could be developable but is not expected to have any significant impact on Upper Southampton Township or Northampton Township.

As for Northampton Township, the existing zoning districts along the southerly border separating Northampton Township from Upper Southampton Township along Bristol Road, are predominately residential single-family in the Township's R-1 and R-2 residential districts. The R-1 district allows agricultural uses, and conditional uses for cluster development. The overall lot area minimum is 40,000 square feet. The R-2 zoning district also allows agricultural uses and single-family lot area minimums of 20,000 square feet, with cluster development listed as a conditional use.

The *Northampton Township Comprehensive Plan of 1989* for future land uses designates the area in Northampton Township, along this southerly boundary with Upper Southampton Township generally as areas recognized for open space, neighborhood conservation, medium density residential, and institutional. There

are no basic suggested changes in zoning or land uses, but rather continuation of the existing zoning and land use patterns.

Part Two of the *1989 Northampton Comprehensive Plan*, entitled *Volume Two – Natural Resources Inventory* identifies land areas suitable for development. This information is based on the U.S. Department of Agriculture *Soils Surveys of Bucks and Philadelphia Counties*. There are three (3) areas depicted along Bristol Road abutting Upper Southampton Township that appear to be within residential zoning districts on un-developed slivers of land.

Findings:

Consequently, there appears to be a significant amount of compatible land uses, mainly residential, residential conservation and open space conservation along this boundary between Upper Southampton Township and Northampton Township along Bristol Road, with no significant impacts upon residents or operations of either Township.

- **Warminster Township, Bucks County**

For **Upper Southampton Township**, the current zoning and land uses along Davisville Road are the R-2 and R-3 Zoning Districts with the exception of an area zoned and used as CC - Controlled Commercial at the northeasterly corner of Street Road and Davisville Road, generally opposite the Shopping Center located on the westerly side of this intersection. The R-2 District runs southerly from Bristol Road down to about mid-way to Street Road where it changes to the R-3 District for moderate density residential housing all the way to Street Road, with the exception of the CC parcel(s) previously described.

On the Southerly side of Street Road, the zoning district and existing land uses become R-2 for the entire stretch down to County Line Road. The small commercial zone and land use, C – commercial, was changed to the C-1 Commercial District with no additional impact. It is noted however that the lands across Davisville Road, zoned R-2 and used as residential in Upper Southampton Township could be considered a minor conflict of land uses.

Warminster Township's current zoning and land uses along the easterly shared boundary with Upper Southampton Township's westerly boundary along Davisville Road is predominately the R-1 Residence District. The portion above Street Road is zoned and utilized for single-family residences on down to just north of Street Road and the Shopping Center which is zoned and utilized as SC – Shopping Center and HC – Highway Commercial. On the southerly side of Street Road, the zoning and existing land uses along Davisville Road, forming the boundary between Upper Southampton and Warminster Townships, changes back to the R-1 Residence District. As this residential district nears the shared southerly boundary along County Line Road there are parcels zoned as the R-2 Residential District and at the corner of County Line Road with Davisville Road, there is a parcel designated as C – Commercial. The residential zones and existing land uses appear to be fully developed along Davisville Road in Warminster Township.

Recent concept/preliminary plans have been brought forward to Warminster Township for development of an approximate 10 acre parcel at the corner of County Line Road with Davisville Road, behind the Wawa store at the corner. That proposed development is planned for approximately 80 townhouse units on approximately 6 acres, to the rear and west, taking access to and from County Line Road. In front of the townhouse complex, planned is a small commercial/retail area of about 3 acres for 3 uses being: a bank, pharmacy, and restaurant, all fronting on County Line Road. The impact of this proposed development is marginal or minimal to the existing residential uses in Upper Southampton Township at this location, particularly with access to and from County Line Road and commercial components fronting on County Line Road on the other side of the Wawa.

The *Warminster Township Comprehensive Plan*, adopted on March 11, 2004, in its Future Land Use Plan section, no changes are contemplated along Davisville Road for the entire shared boundary with Upper Southampton Township. Existing and proposed land uses within the internal portions of Warminster could benefit Upper Southampton in terms of housing for the “growing older” population, and yet also compete in terms of revitalization. The recently adopted 2009 Zoning Code and Zoning Map, for Warminster Township changed the C, HC, and SC zoning districts to the C-2 Commercial District, on the northerly side of Davisville Road at Street Road, with no significant additional impact envisioned.

Findings:

The future land use plan for Upper Southampton Township along Davisville Road does not change the current zoning and existing land uses as described above. There is only a minimal impact at best of Upper Southampton Township’s plans with Warminster Township on Davisville Road at County Line Road. Therefore, the plans of both communities are deemed essentially compatible. The currently proposed zoning and land use designation in Warminster at Davisville Road and Street Road encompasses the underlying parcels that are already used for commercial/retail purposes. Minimal/marginal impact could be felt from the proposed land use at County Line Road at Davisville Road.

- **Bucks County Planning Policies**

The *Bucks County Comprehensive Plan (1993)*, as amended and supplemented, provides policy recommendations and guidelines to assist municipalities with managing growth, developing comprehensive plans (and related documents), and evaluating development proposals. The county plan also identifies various planning tools that can be used to manage growth in a manner consistent with sound planning practices.

It is up to local elected officials to select those planning tools that will best meet the present and future needs of their community. This plan is intentionally consistent with a significant majority of the county’s community planning policies that are included in the *Bucks County Comprehensive Plan* and promoted by the Bucks County Planning Commission.

These policies include protection of natural and historic resources, the promotion of infill development, redevelopment, neighborhood improvement, and adaptive reuse that is respectful of existing conditions. Through its goals, objectives, and recommendations (set forth in Chapter 2, and other chapters), this plan contributes to the achievement of the policies and objectives of the County’s Comprehensive Plan as amended and supplemented.

- **DVRPC – “Connections 2035”**

The newly created and released *Regional Plan for a Sustainable Future* is the Long-Range Plan for the Greater Philadelphia Region. Key strategies, that are essential to realizing a sustainable future, include: managing growth and protecting natural resources, developing livable communities, building an energy-efficient economy, and establishing a modern transportation system that serves all modes.

The strategy to preserve and protect open space includes: focusing on growth by redeveloping areas with existing infrastructure, and the integration of greening initiatives at local and regional levels with shade trees, green streets, green roofs, and sites. This comprehensive plan update is consistent with these strategies.

The strategy of creating livable communities by focusing development into existing centers suggests that growth be concentrated where infrastructure already exists to reduce development costs, foster collaboration at various levels of government to support responsible development through planning, zoning regulations, community design, and related development incentives; reinvest and redevelop centers through innovative

and adaptive approaches, increase the stock of affordable housing units in suburban centers that are close to jobs and services accessible by public transit, and promote local greening initiatives such as community gardens and street trees. This comprehensive plan update is highly consistent with this strategy.

The strategy to create an energy-efficient economy includes: community design to locate employment opportunities closer to residential communities, prioritize transportation investments that serve or benefit key economic sectors and locations, and strive to reduce airborne pollutants by use of alternative modes of travel. This comprehensive plan update is also consistent with this strategy.

The strategy of maximizing mobility includes: promotion of redevelopment to offset infrastructure expansion costs, allow for greater mobility of people, products, and services; reduce automobile congestion, dependence, and associated pollution; encourage public transit, bicycle and pedestrian facilities, enhance links between land use and transportation, seek alternatives to improve existing roadways and highways. This comprehensive plan update is also highly consistent with this strategy.

Findings:

Overall, with its primary focus on redevelopment/revitalization of existing retail, commercial, office, and industrial zones and land uses, sustainability measures and provisions, and improvements to the existing transportation system, this comprehensive plan update is considered highly consistent with the DVRPC's *Connections 2035 Plan – the Regional Plan for a Sustainable Future*.

D. Summary Observations and Conclusions

From the analysis conducted above, the individual components or elements of this Updated Comprehensive Plan are consistent with each other and united in purpose, primarily for revitalization of the commercial, retail, and industrial corridors of the Township as portrayed and further consistent with the expressed needs, suggestions, and desires of the residents and business community alike. Additionally to the extent practicable, transportation systems, traffic, and vehicular circulation have been addressed in various chapters, such as Transportation and Revitalization, Economic Development, and are brought forward into the last chapter dealing with the implementing the current plan of action.

Additionally, the plans of abutting municipalities do not have any major or significant impacts on the Township particularly along the borders. Neither do the planned and recommended revitalization corridors have any substantial impact on the bordering municipalities, rather they can improve traffic and circulation within and through Upper Southampton, improve safety, and bring future land uses in the revitalization and mixed-use overlay zoning areas that can provide more expansive and pleasant shopping experiences for the Township's neighbors and to those passing through. These are discussed more fully in Chapter 12, Growth Areas and Future Land Use Plan.

Any revitalization and transportation improvements recommended in the surrounding municipalities can for the most part, in a regional context, be favorable for the residents of Upper Southampton Township as the older established nearly built-out municipalities of Lower Bucks County and Upper Montgomery County attempt to improve their town centers and centers of commerce. In addition, identified improvements to the transportation system, including potential rails to trails and bike trails/paths that link the Township with abutting municipalities would be equally favorable to the residents of Upper Southampton Township.



A. Understanding

This Comprehensive Plan is a guide for actions toward an even better sustainable future for the township's residents and business community. The actions recommended must be consistent with policy established in the plan. The objectives and recommendations of this plan should also be reviewed frequently and updated when necessary and compared for consistency with the strategies and implementation measures of the new 2010 DVRPC's *Connections 2035 – The Regional Plan for a Sustainable Future*. Upper Southampton should coordinate its actions with its neighbors and Bucks County as well in a regional context to ensure a regional perspective and not just a local focus.

Due to the timing of the preparation of this 2010 Comprehensive Plan Update, in terms of available census information to the municipal level, it is recommended that a review of this plan's data sensitive to current census, be accomplished when the 2010 census data are available to test and/or confirm recommendations based on such data. This must be accomplished as significant changes have occurred over the past 10 years.

Successful implementation of this comprehensive plan requires that specific measures, actions, programs, or techniques be taken in a timely, efficient, and cost-effective manner. The following implementation actions are specific tasks to be completed in order to carry-out the policies that will facilitate the desired goals and objectives expressed in chapter 2 and elsewhere in the plan. It is envisioned that implementation will take advantage of existing and yet-to-be-discovered methods of sustainable planning and design that match the intent of "Smart Growth" initiatives and measures over the life of this Plan.

Each action may be the responsibility of one or more entities and should be implemented in a given time frame. Time frames suggested are ongoing, short-term, medium-term and long-term. Ongoing efforts currently undertaken should continue into the future. A short-term effort should begin soon after the adoption of this plan. Medium-term efforts should start 3-5 years after the plan adoption. Groundwork laid by short- and medium-term efforts must take place before many of the long-term efforts can be implemented 5–10 years after the adoption of this plan. Finally, potential funding sources are listed for certain actions where monies may be available to defray the cost of implementation.

It is also recognized that this chapter does not include all the specific and detailed measures and recommendations contained in Chapter 2, and in each other chapter. The role of implementation measures and programs is to carry out the specified mission, goals and objectives established in each chapter – after due consideration by the Planning Commission and recommended implementation bodies, including the Board of Supervisors and the Township administrators and department heads.

B. Development Today and Projected Changes

1. Nonresidential Development

Goal: Encourage sustainable nonresidential development and redevelopment that is well integrated and compatible with the surrounding context and character of the area and that has minimal impact on the roadway network and other services.

Objectives

1. Encourage high-quality office, commercial, and industrial development and/or redevelopment to enhance the tax base within the township and support its economic sustainability and operations, based on the suggestions of a variety of associations and agencies
2. Promote adaptive reuse and redevelopment initiatives for abandoned/vacant industrial and commercial sites
3. Require high standards to control nuisances such as objectionable odors, noise, smoke, lighting glare, and hazardous material of any kind

Recommended Actions

1. *The Township should place a high priority on addressing outstanding infrastructure issues related to: water supply, sewer capacity, and transportation related congestion to provide certainty to new, existing, and/or potential commercial and industrial users of these services.*

Entities Responsible: Township Manager and the Board of Supervisors

Time Frame: Ongoing

Funding Sources: Township budget and resources

2. *Begin the process of creating overlay districts for revitalization incorporating sustainable design and measures for addressing in-fill of vacant parcels, all through implementation of the revitalization chapter*

Entities Responsible: Township Manager and the Board of Supervisors

Time Frame: Immediate and near-term

Funding Sources: Township budget and resources, grant programs for revitalization

B. Residential Development

Goal: Provide safe and adequate housing for present and future residents of all socioeconomic levels and characteristics

Objectives

1. Ensure that the zoning ordinance preserve the diversity of existing housing types
2. Ensure that zoning and land development regulations incorporate provisions of “Sustainable” design and “smart growth”
3. Continue to promote the public health, safety, and welfare by ensuring a quality living environment that provides quality housing through sound zoning and subdivision and land development standards and modern building and fire codes.
4. Explore the feasibility of incorporating alternative housing developments in appropriate locations in the Township, specifically Traditional Neighborhood Development (TND), and mixed uses in the Second Street Pike, Street Road, and Industrial Corridors to accommodate higher density residential uses to coincide with redevelopment

Recommended Action

1. *Make the above objectives (1. through 3.) part of the implementation of in-fill in existing residential zoning districts to comply with surrounding residential zoning and land uses*
2. *Encourage newer mixed uses as part of the revitalization program in the Second Street Pike, Street Road and Industrial Corridors*

Entities Responsible: Planning Commission and Township Board of Supervisors

Time Frame: Ongoing and near to mid-term, continuing in to longer term

Funding Sources: LUPTAP, other sources, township budget and resources

C. Plan Chapters’ Goals, Objectives, Funding Sources, Time Frames, Responsible Parties

Chapter 5 – Natural Resources

Goal: Maintain, protect, and enhance the natural resources found in the township, whether on public or private lands

Objectives

1. Recognize that the protection of natural resources directly affects the health, welfare and safety of the community
2. Continue and enhance provisions for the protection of critical natural resources including watersheds, groundwater, floodplains, floodplain soils, wetlands, steep slopes, woodlands, and streams

Recommended Action

1. *Ensure compliance with these objectives during the preparation of new zoning and subdivision and land use regulations and review of projects for land development*

Entities Responsible: Planning Commission, Township Manager, U.S. Army Corps of Engineers, township Engineer, Environmental Advisory Council, and the Board of Supervisors

Time Frame: Ongoing and short to long-term

Funding or Technical Assistance: Township budget, resources and LUPTAP (PA DCED’s Land Use Planning and Technical Assistance Program)

Chapter 5 – Cultural, Architectural, and Historical Resources

Goal: Recognize and protect the cultural, architectural, and historical resources of Upper Southampton Township so that they are preserved for future generations

Objectives

1. Recognize and take measures to protect historic features, including structures, sites, waterways, villages, and landscapes having a special character or use, affecting and affected by their environment
2. Preserve and protect historic resources

Recommended Actions

1. *Update a comprehensive survey of the Township to identify resources of historical significance*

Entities Responsible: Historic Commission, Planning Commission, Township Manager

Time Frame: Medium-term

Funding or Technical Assistance: Pennsylvania Historical and Museum Commission (PHMC), Historic Preservation Survey and Planning Grants

- 2. Continue to support efforts of individuals and groups to identify sites worthy of eligibility on the National Register and efforts to place resources deemed eligible onto the Register where and when appropriate*

Entities Responsible: Planning Commission, Township Manager, Board of Supervisors

Time Frame: Ongoing

Funding or Technical Assistance: PHMC

- 3. Consider the merits of establishing a historic district ordinance under the authority of Act 167.*

Entities Responsible: Planning Commission, Township Manager, Historic Commission, Board of Supervisors

Time Frame: Medium-term

Funding or Technical Assistance: PHMC

- 4. Consider applying for Certified Local Government status if a historic district ordinance is established under Act 167.*

Entities Responsible: Planning Commission, Township Manager, Historic Commission, Board of Supervisors

Time Frame: Medium-term

Funding or Technical Assistance: PHMC

- 5. Consider applying for historical markers through the Historical Marker Program of the PHMC or developing a local-based historic marker program to designate the township's significant resources*

Entities Responsible: Planning Commission, Township Manager, Historic Commission, Board of Supervisors

Time Frame: Medium-term

Funding or Technical Assistance: PHMC, Historical Marker Program

- 6. Seek funding sources to rehabilitate historic resources*

Entities Responsible: Historic Commission, Township Manager

Time Frame: Medium-term

Funding or Technical Assistance: PHMC, Keystone Historic Preservation Funds

Chapter 7 – Transportation and Circulation

Goal: Achieve a safe, efficient, rapid, and pleasant circulation system for both necessary and pleasure trips incorporating a variety of modes, including vehicular, bicycle and pedestrian travel in which to serve the needs of residents, visitors, commuters, those that pass-through, and the business entities located within the Township

Objectives

1. Encourage the expansion and utilization of mass transit and non-automotive modes of transportation
2. Maintain and promote vehicular and pedestrian mobility, access, and safety throughout the Township
3. Maintain and promote a cooperative process for the future improvement of critical corridors in the region such as Second Street Pike, and Street Road, and other roadways associated with these corridors

4. Promote access management techniques along arterial and collector roads including limiting the number and location of access points, marginal access streets, shared driveways, and reverse frontage streets
5. Carry out sustainability actions and activities to lessen vehicle miles traveled to the maximum extent possible
6. Support the accessibility and circulation needs of the revitalization measures identified in this plan

Recommended Actions

1. *Work with SEPTA and the Transportation Management Association of Bucks County to ensure that the public transportation needs of its residents and businesses are duly considered and being met*

Entities Responsible: Planning Commission, Township Manager, Township Traffic Engineer, Board of Supervisors

Time Frame: Ongoing

Funding or Technical Assistance: Township budget and resources, SEPTA, TMA Bucks

2. *Work with the Bucks County Planning Commission to develop a list of transportation improvements needed within the Township. These improvements should be ranked and submitted to the county for consideration for future regional Transportation Improvement Programs*

Entities Responsible: Planning Commission, Township Manager, Board of Supervisors

Time Frame: Ongoing

Funding or Technical Assistance: BCPC, township budget and resources

3. *In conjunction with the PA Turnpike Commission conduct a detailed traffic impact study to determine the feasibility of constructing an EZ Pass PA Turnpike interchange at the Second Street Pike location in proximity to the Industrial Boulevard and the impact that such an interchange would have on the traffic on the local streets. Consider establishing an ad-hoc committee of residents and business representatives*

Entities Responsible: Township Manager, Township Traffic Engineer, Board of Supervisors and/or representatives

Time Frame: Short-term to medium-term

Funding or Technical Assistance: Township budget and resources, PA Turnpike, PennDOT

4. *Develop specific policies regarding traffic calming as may be warranted, including the participation of any neighborhood that could be impacted by the addition of traffic calming measures*

Entities Responsible: Planning Commission, Township Manager, Township Traffic Engineer, Board of Supervisors

Time Frame: Short-term

Funding or Technical Assistance: PennDOT, LUPTAP, HTS/SRS, SAFETEA-LU (U.S. Safe, Accountable, Flexible, Efficient Equity Act: A legacy for users)

5. *Prepare a study to determine locations for new sidewalks to connect residential and nonresidential land uses particularly where used by school students and within the commercial and retail areas where missing or damaged segments of sidewalks preclude appropriate use and service to adjacent land uses, residential and or commercial*

Entities Responsible: Planning Commission, Township Manager, Township Traffic Engineer, Board of Supervisors

Time Frame: medium-term

Funding or Technical Assistance: LUPTAP, HTS/SRS, PennDOT

6. *Prepare a bicycle plan to determine the best routes to connect existing and anticipated developments and areas to be designated as revitalization areas, with key community locations*

Entities Responsible: Planning Commission, Township Manager, Township Engineer, Board of Supervisors

Time Frame: Medium-term

Funding or Technical Assistance: HTS/SRS, PennDOT

7. Develop an access management plan to be included in the subdivision and land development review process

Entities Responsible: Planning Commission, Township Manager, Township Engineer, Board of Supervisors

Time Frame: Medium-term

Funding or Technical Assistance: PennDOT Growing Smarter Transportation Initiative

8. Consider the preparation and adoption of an official map indicating future right-of-way, new public roads, and driveway access points in order to implement the access management plan.

Entities Responsible: Planning Commission, Township Manager, Board of Supervisors

Time Frame: Long-term

Funding or Technical Assistance: LUPTAP

9. Determine the improvement needs of Knowles Avenue at Second Street Pike, to improve the flow of traffic, particularly during peak roadway usage peaks to encourage circulation as it relates to revitalization plans and recommendations of the Second Street Pike corridor in the area of this intersection, and consider using SEPTA right of way for widening purposes

Entities Responsible: Planning Commission, Township Manager, Board of Supervisors

Time Frame: Short to long-term

Funding or Technical Assistance: LUPTAP, DVRPC, SEPTA

10. Consider the implementation of computerized/smart traffic signals and improvements to the congested intersections of Street Road and Second Street Pike, Street Road and Davisville Road, and Second Street Pike and County Line Road

Entities Responsible: Planning Commission, Township Manager, Township Traffic Engineer, Board of Supervisors

Time Frame: Medium-term

Funding or Technical Assistance: Township budget and resources, PennDOT

Chapter 8 – Parks, Recreation, and Open Space Planning

Goal: Continue to provide adequate parks and recreation facilities for all age groups and interests and to promote the preservation of open space and the subsequent development, where applicable as a means to contribute to the quality of life of township residents, as stated in the Township's 2007 *Parks, Recreation and Open Space Plan*

Objectives

1. Recognize that the provision of parks, recreation opportunities, and open space contribute to the quality of life for township residents by offering relief from stress, enhancement of mental and physical fitness, and the ability to be closer to nature and to escape from the built-up environment
2. Make use of existing infrastructure and natural and/or man-made corridors for recreation opportunities
3. Coordinate and cooperate with governmental agencies and other recreation providers to support their efforts

Recommended Actions

1. *Implement pertinent recommendations of the 2007 Upper Southampton Township Park, Recreation, and Open Space Plan and update if necessary*

Entities Responsible: Planning Commission, Parks and Recreation Director, Township Manager, Board of Supervisors

Time Frame: Ongoing

Funding or Technical Assistance: BCOSPP (Bucks County Open Space Preservation Program), DCNR, Bucks County Agency on Aging

2. Consider and identify appropriate means to reduce or eliminate littering and any vandalism of park and recreational facilities; such as increased police surveillance or an adopt-a-park program

Entities Responsible: Township Parks and Recreation Director, Public Works Director, Township Manager, Police Department, Board of Supervisors

Time Frame: Ongoing

Funding or Technical Assistance: DCNR, CDBG, Township budget and resources

3. Provide ongoing upkeep and maintenance of aging recreational facilities and to protect the health and safety of park users. Consider potential funding sources to supplement the township's budget for this purpose

Entities Responsible: Township Parks and Recreation Director, Public Works, Township Manager, Board of Supervisors

Time Frame: Ongoing

Funding or Technical Assistance: Township Budget and resources, DCNR

4. Continue to promote cooperative use of school district facilities after hours to supplement residents' park and recreational needs to the maximum and practicable extent

Entities Responsible: Township Parks and Recreation Director, Township Manager, Board of Supervisors

Time Frame: Ongoing

Funding or Technical Assistance: PA DCNR, Township resources

5. Evaluate the use of the SEPTA right-of-way of the former Newtown Line for conversion to Rails-to-Trails which would provide alternative modes of travel and connection to the commercial and retail areas of Second Street Pike, and thus contribute to accessibility and revitalization as set forth in the transportation and revitalization chapters of this plan, by working and coordinating with Bucks County and SEPTA Officials

Entities Responsible: Planning Commission, Township Parks and Recreation Director, Township Manager, Board of Supervisors

Time Frame: Ongoing

Funding or Technical Assistance: DRVPC, LUPTAP, and PA DCNR

Chapter 8 – Community Facilities and Services

Goal: Continue to provide needed and desirable services within the constraints of the township's fiscal abilities

Objectives

1. Foster the efficient and cost-effective provision and utilization of community services and facilities (i.e., police, fire protection, medical services, schools, and the library)
2. Continue to provide adequate public protection and preserve Upper Southampton Township as a safe and desirable community within which to reside, recreate, and conduct business
3. Continue to upgrade municipal facilities to ensure compliance with ADA requirements.

Recommended Actions

1. *Continue to assist the local fire company in volunteer recruitment efforts to meet staffing needs*

Entities Responsible: Fire Marshal's Office, Township Manager, Board of Supervisors

Time Frame: On-going to long-term

Funding or Technical Assistance: Township budget and resources, State Fire Commissioner Programs

2. *Continue to assist the local fire company with the financial challenges and needs they face*

Entities Responsible: Fire Marshal's Office, Township Manager, Board of Supervisors

Time Frame: Ongoing

Funding or Technical Assistance: State Fire Commissioner Programs, Bucks County Commissioners

3. *Coordinate with emergency medical service providers and county officials to ensure community needs are met in the most efficient manner possible*

Entities Responsible: Fire Marshal's Office, Township Manager, Board of Supervisors

Time Frame: Short-term to long-term, and ongoing

Funding or Technical Assistance: Bucks County Emergency Management Agency

4. *Investigate ways to provide additional funding and insurance assistance to the emergency rescue squads as their needs may dictate*

Entities Responsible: Fire Marshal's Office, Township Manager, Board of Supervisors

Time Frame: Short-term to long-term, and ongoing

Funding or Technical Assistance: State Fire Commissioner's Programs, Bucks County Commissioners

5. *Monitor population trends and anticipate needs of aging baby boomers and seniors to ensure that the zoning ordinance provides for both the latest types of age-qualified housing communities/facilities and adequate opportunities for these sites in the Township, as well as doing so in a regional context*

Entities Responsible: Planning Commission, Township Manager, Board of Supervisors

Time Frame: Ongoing

Funding or Technical Assistance: Township budget and resources, LUPTAP

6. *Support activities and needs of the library as established and projected*

Entities Responsible: Township Manager, Board of Supervisors, Library Board

Time Frame: Ongoing

Funding or Technical Assistance: Township, Bucks County Library System, and Library resources

7. *Continue to seek grant opportunities and alternative funding sources for the implementation of township programs and initiatives, including consideration of retaining the services of a professional grant writing service*

Entities Responsible: Township Manager, Board of Supervisors

Time Frame: Ongoing

Funding or Technical Assistance: Township budget and resources

8. *Evaluate the need and feasibility of adding additional township staff for municipal administration and other Township departments, if and when Township fiscal resources allow*

Entities Responsible: Township Manager, Board of Supervisors
Time Frame: Ongoing
Funding or Technical Assistance: Township budget and resources

9. Determine appropriate levels of funding and staffing needed for department operations and necessary upgrades of public facilities, if and when Township fiscal resources allow

Entities Responsible: Township Manager, Board of Supervisors
Time Frame: Ongoing
Funding or Technical Assistance: Township budget and resources

10. Adopt capital improvements programming to schedule funding and seek money to fund planned work

Entities Responsible: Township Manager, Board of Supervisors
Time Frame: Ongoing
Funding or Technical Assistance: Township budget and resources

Chapter 9 – Utilities; Water Resources and Usage

Goal: Protect the Township’s water quality, ensure an adequate water supply to support future growth and development, provide for continuing and enhanced stormwater management that focuses on water quality and groundwater recharge, seek to ensure adequate wastewater treatment capacity to allow for sustainable future development and redevelopment within the Township; this to be coordinated with and based on the programs of the Township’s Water and Sewer Authority

Objectives

1. Protect groundwater supply in the township by regulating the use of the land in the area around wellheads serving community water supply systems
2. Control the quality and quantity of stormwater runoff to prevent the degradation of waterways and flooding
3. Protect wellheads of community water supply systems from contamination by inappropriate land uses
4. Provide for and/or maintain water supply and wastewater facilities that effectively serve the existing and anticipated requirements of residents and businesses
5. Consider the impact of future land uses, upon the potable water and wastewater systems of the Township

Recommended Actions

- 1. Amend the subdivision and land development ordinance to require that a water resource impact study be conducted when a proposed development is not served by a public water supply in limited areas of the Township as is or may become applicable*

Entities Responsible: Planning Commission, Township Manager, Board of Supervisors
Time Frame: Short-term to long-term, and on-going
Funding or Technical Assistance: LUPTAP

- 2. Formulate and adopt regulations regarding the establishment and protection of wellhead protection zones and recharge, working with the Township Water and Sewer Authority Director, where necessary and appropriate*

Entities Responsible: Planning Commission, Township Manager, Board of Supervisors, Township Water and Sewer Authority Director
Time Frame: Short-term

Funding or Technical Assistance: LUPTAP, PADEP

3. Continue to ensure compliance with NPDES program and file program reports as stipulated in Ordinance No. 376, as required

Entity Responsible: Building, Planning and Zoning Department, Township Manager

Time Frame: Ongoing

Funding or Technical Assistance: Township budget and resources

4. Continue to review and amend ordinances to ensure Upper Southampton Township is consistent with the latest requirements and in implementing state-of-the-art stormwater Best Management Practices (BMPs) as set forth in Ordinance No. 376

Entities Responsible: Planning Commission, Township Engineer, Township Manager, Environmental Advisory Council, Board of Supervisors

Time Frame: Short-term, and on-going

Funding or Technical Assistance: Township budget and resources, LUPTAP

5. Continue to identify flood-prone areas at the municipal level and determine if remediation measures are feasible, particularly based on new flood plain limits established by FEMA mapping, and which could include stream bank re-stabilization and waterway obstruction removal that may impede the flow of stormwater such that flooding occurs

Entities Responsible: Planning Commission, Township Engineer, Township Manager, Environmental Advisory Council, Board of Supervisors

Time Frame: Short-term

Funding or Technical Assistance: Pennsylvania Emergency Management Agency (PEMA), Federal Emergency Management Agency (FEMA), U.S. Army Corps of Engineers

6. Establish and/or continue regular maintenance programs for stormwater management facilities, as set forth in Ordinance No. 376

Entities Responsible: Township Manager, Board of Supervisors, Township Engineer, Public Works Director

Time Frame: On-going

Funding or Technical Assistance: Township budget and resources

7. Evaluate alternative best management practices (BMPs) for maintaining and retrofitting existing substandard stormwater management basins, as set forth in Ordinance No. 376

Entities Responsible: Planning Commission, Township Engineer, Township Manager, Board of Supervisors

Time Frame: Short-term, and on-going

Funding or Technical Assistance: Township budget and resources

8. Revise the Act 537 Sewage Facilities Plan in accordance with the recommendations of this Comprehensive Plan Update (pp. 9-2 to 9-6)

Entities Responsible: Township Water and Sewer Authority, Township Manager, Board of Supervisors

Time Frame: Short-term to long-term, and on-going

Funding or Technical Assistance: PADEP, Sewage Facility Planning Grants

9. Comply with all Commonwealth waste laws and regulations

Objectives

1. Maximize potential grant monies while minimizing disposal costs
2. Offer needed waste reduction and recycling services at the lowest effective cost

Recommended Actions

1. *Review existing requirements, including Act 140 rules*
2. *Review municipal program and enabling regulations*
3. *Expand the Township’s education obligation to reach all residents and business owners*
4. *Continue to work cooperatively with other Waste Advisory Committee members*
5. *Consider staff training on current waste issues through one of several professional organizations*

Entities Responsible: PADEP, Township Manager, Board of Supervisors

Time Frame: Ongoing

Funding or Technical Assistance: Grant programs, Township budget and resources

Chapters 6 and 11. Economic Development, Revitalization, and Vitality

Goal: To the fullest extent possible accommodate the needs of the township’s existing and proposed business/industrial community and improve the business climate by improving the Township’s commercial and light industrial districts, its infrastructure, and its operational efficiency

Objectives

1. Provide an attractive economic environment in which the Township’s existing and future businesses can thrive
2. Expand the Township’s tax base through appropriate commercial and industrial development and redevelopment, thus contributing to the Township’s economic and budgetary sustainability
3. Enhance the effectiveness and efficiency of the Township’s operation and financing, when and where possible

Recommended Actions

1. *Provide a one-stop shop for local business assistance including procedures and trained staff aimed at expeditious help for current and prospective business owners*

Entities Responsible: Department of Licenses and Inspection, Zoning, Planning Commission, Township Manager, Board of Supervisors

Time Frame: Short-term to long-term

Funding or Technical Assistance: LUPTAP, DVRPC, Township budget and resources

2. *Coordinate local economic development activities with the Bucks County Economic Development Corporation and Bucks County Department of Community Business Development where deemed necessary and appropriate*

Entities Responsible: Planning Commission, Township Manager, Board of Supervisors

Time Frame: Ongoing

Funding or Technical Assistance: BCEDC, BCDOBD

4. *Prepare a detailed planning study intended to implement the chapter on revitalization that deals with establishing an entity to coordinate marketing and promotion of the township’s corridors, which will encompass the preparation of revitalization overlay zoning district regulation to encourage revitalization of the designated areas establish in the chapter on revitalization and the Future Land Use Plan*

Entities Responsible: Planning Commission, Township Manager, Board of Supervisors

Time Frame: Short-term to long-term

Funding or Technical Assistance: DVRPC, LUPTAP, Township budget and resources

5. Establish an ongoing forum between the business community and township officials to provide an open dialogue and promote an improved business environment.

Entities Responsible: Planning Commission, Township Manager, Board of Supervisors

Time Frame: Ongoing

Funding or Technical Assistance: Grant programs, Township budget and resources

5. Streamline permitting process to facilitate redevelopment and implement an accelerated review procedure

Entities Responsible: Department of Licenses and Inspections, Zoning, Township Manager, Board of Supervisors

Time Frame: Short-term to long-term

Funding or Technical Assistance: LUPTAP and Township budget and resources

6. Coordinate investment in telecommunication infrastructure with providers in areas as identified

Entities Responsible: Township Manager, Board of Supervisors

Time Frame: Ongoing

Funding or Technical Assistance: Township budget and resources

7. Improve traffic mobility through the implementation of the recommendations in the chapters on Transportation and Revitalization

Entities Responsible: Planning Commission, Township Manager, Township Traffic Engineer, Township Police Chief, Board of Supervisors and/or representatives

Time Frame: Ongoing

Funding or Technical Assistance: PennDOT, Bucks County, DVRPC

8. Enhance cultural facilities through the implementation of the recommendations of chapter 5, Natural and Historic Resources, that may serve as the center of initial revitalization along and within the Second Street Pike Corridor relating to the historical significance of the former rail station at Knowles Avenue and Second Street Pike

Entities Responsible: Planning Commission, Township Manager, Board of Supervisors

Time Frame: Ongoing.

Funding or Technical Assistance: DVRPC, PennDot, SEPTA, Township budget and resources

9. Enhance public safety through the implementation of the recommendations found in the chapters on transportation and community facilities and services

Entities Responsible: Township Manager, Board of Supervisors

Time Frame: Ongoing

Funding or Technical Assistance: Township budget and resources, PennDOT

10. Follow recommended procedures to develop and ultimately adopt a Capital Improvements Plan (CIP), that will facilitate implementation of pertinent Comprehensive Plan objectives and form a basis for the Transportation Improvement Plan (TIP)

Entities Responsible: Township Board of Supervisors, Planning Commission, Administration/Management

Time Frame: Ongoing

Funding or Technical Assistance: Bucks County, Township budget and resources

11. Prioritize actions recommended in Comprehensive Plan Update

Entities Responsible: Planning Commission, Township Manager, Board of Supervisors

Time Frame: Ongoing

Funding or Technical Assistance: Grants, and Township budget and resources

Chapter 12 – Future Land Use

Goal: Maintain and/or re-establish land use patterns which contribute to healthy, convenient, and prosperous living conditions, including employment opportunities for township residents, which contribute to economic sustainability of the township operations and supporting the budget to continue to provide high-quality services

Objectives

1. Promote and implement the planning principles established in this plan for future development and redevelopment/revitalization in the pre-established core areas centered around and along Second Street Pike, Industrial Boulevard, Jaymor Road, James Way, Knowles Avenue, and Street Road
2. Address the planning and development problems and issues identified in the Special Study Areas (as shown in the Future Land Use Plan and Map), and presented in the chapter on Revitalization

Recommended Actions – for overall, and special study areas

Overall Planning Issues

1. *Encourage smart growth and sustainability for future development/redevelopment including but not limited to such measures as “rain barrels”, etc.*
2. *Require that future land development and redevelopment (revitalization) plan applications compare their plans with the applicable goals and provisions of this plan*

Entities Responsible: Planning Commission, Township Manager, Board of Supervisors

Time Frame: Ongoing

Funding or Technical Assistance: LUPTAP, DVRPC, Bucks County, Township budget and resources

Special Study Areas

1. *Implement mixed-use overlay zoning district for the Second Street Corridor, Industrial Boulevard, Jamesway, Jaymor Road, and Street Road Corridor areas designated for revitalization measures and recommendations*

Entity Responsible: Planning Commission, Zoning Hearing Board, Township Manager, Board of Supervisors

Time Frame: Short-term to long-term

Funding or Technical Assistance: LUPTAP, DVRPC, Township budget and resources

2. *Amend the township’s land use regulations to implement recommendations stated in the Comprehensive Plan’s Revitalization Chapter, to include: revitalization overlay districts for the stated corridors which would include guidelines for appropriate building scale, setback, façade treatment regulations and streetscapes features for vehicular and pedestrian inter-modal circulation factored with safety enhancements*

Entities Responsible: Planning Commission, Township Manager, Board of Supervisors
Time Frame: Short to medium-term, and beyond
Funding or Technical Assistance: LUPTAP, DVRPC, Township budget and resources

- 3. Establish gateway features at roadway entrances along Second Street Pike, and Street Road to include appropriate signage, landscaping, and lighting, as part of the revitalization program effort and implementation*

Entities Responsible: Township Manager, Board of Supervisors
Time Frame: Medium-term
Funding or Technical Assistance: LUPTAP, DVRPC, PennDOT, Township budget and resources

- 3. Establish and expand design guidelines to provide more detailed and updated descriptions and illustrations, particularly in those areas and corridors recommended for revitalization*

Entities Responsible: Planning Commission, Township Manager, Board of Supervisors
Time Frame: Short to longer-term
Funding or Technical Assistance: LUPTAP, DVRPC, Township budget and resources

- 5. Work with the Bucks County Redevelopment Authority and Economic Development Board to target underutilized lands in the study area for redevelopment and develop strategies to accomplish the stated goals and strategies contained in the Revitalization Chapter, where and when deemed necessary and appropriate*

Entities Responsible: Township Manager, Board of Supervisors
Time Frame: Medium-term
Funding or Technical Assistance: BCRDA, Bucks County, DVRPC, Township budget and resources

Funding sources and resources – Acronyms

BCDH – Bucks County Department of Health
BCDOB – Bucks County Dept. of Business Development
BCPC – Bucks County Planning Commission
BCOSPP – Bucks County Open Space Preservation Program
BCRDA – Bucks County Redevelopment Authority
CDBG – Community Development Block Grant
CMAQ – Congestion Mitigation and Air Quality Improvement Program
DVRPC – Delaware Valley Regional Planning Commission
DCED – Department of Community and Economic Development
DCNR – Department of Conservation and Natural Resources
FEMA – Federal Emergency Management Administration

HTS/SRS – Hometown Streets and Safe Routes to School
LUPTAP – Land Use Planning and Technical Assistance Program
MGP – Municipal Grant Program
NPDES – National Pollutant Discharge Elimination System (NPDES)
PADEP – Pennsylvania Department of Environmental Protection
PennDOT – Pennsylvania Department of Transportation
PHMC – Pennsylvania Historical and Museum Commission
SAFETEA-LU (U.S. Safe, Accountable, Flexible, Efficient Equity Act: A legacy for users)
SEPTA – Southeastern Pennsylvania Transportation Authority
TIP – Transportation Improvement Program
TMA – Transportation Management Association of Bucks County

An Expanded list of acronyms and definitions is provided in Appendix A of this Plan.

D. Summary

This chapter does not include all of the goals, objectives, and recommendations set forth in each chapter. It is recommended to refer to relevant chapters for full details when implementing changes and to the extent practicable to the strategies and implementation measures presented in the new 2010 DVRPC's *Connections 2035 – The Regional Plan for a Sustainable Future*. Changes in directions may also occur as a result of the 2010 Census information, estimated to be available in 2012, when key data contained in this Plan may need revisiting.

It is highly recommended that the newly released, July 7, 2010, document from the DVRPC entitled: "Implementing Connections – A Guide for Municipalities" be a resource document for implementation of recommendations set forth throughout this Plan where related and applicable to the maximum extent appropriate.

Furthermore, The U.S. Environmental Protection Agency, has just released a document, dated June 2010, entitled: "Sustainable Design and Green Building Toolkit, for Local Government", identified as document EPE 904B10001. This too is a valuable resource for maintaining and promoting/encouraging and establishing guidelines to further Sustainability into the future of actions and activities that have the potential to carry out recommendations set forth in this Plan and beyond, as circumstances become evident over time.

Also, from time to time over the forecasted life of this Plan, in the minimum to 2020, priorities may change, as may sources of funding and parties responsible for implementation. Future actions will depend on circumstances that this Plan cannot now foresee, including technological changes. Future actions will also depend on the reality at the time. Future decisions should toward attaining the best fit for the given scenario that may change from the date of this Comprehensive Plan forward.

Glossary of Terms, Zoning Tables, and Acronyms

1. Sustainable Development (re-development/revitalization)

Sustainable development has been defined as balancing the fulfillment of human needs with the protection of the natural environment so that these needs can be met not only in the present, but in the indefinite future. The term was used by the Brundtland Commission which coined what has become the most often-quoted definition of sustainable development as development that "meets the needs of the present without compromising the ability of future generations to meet their own needs."

The field of sustainable development can be conceptually divided into four general dimensions: social, economic, environmental and institutional. The first three dimensions address key principles of sustainability, while the final dimension addresses key institutional policy and capacity issues.

There is now abundant scientific evidence that humanity is living unsustainably. Returning human use of natural resources to within sustainable limits will require a major collective effort. Ways of living more sustainably can take many forms from reorganizing living conditions (e.g., eco-villages, eco-municipalities and sustainable cities), reappraising economic sectors (green building, sustainable agriculture), or work practices (sustainable architecture), using science to develop new technologies (green technologies, renewable energy), to adjustments in individual lifestyles. It is essential that emerging sustainability-oriented technologies be recognized.

The authors of "Toward a Sustainable Community" as part of "A Toolkit for Local Government" state that "local governments have a key role to play in reducing greenhouse gas emission by increasing energy efficiency and reducing fossil fuel use. Some Approaches include phasing out coal plants, expanding renewable energy sources and public transit, and implementing new efficiency standard for vehicles and buildings. Local Governments can also pass policies that protect natural resources, which are climate-sensitive public goods." The Toolkit also provides guidance for adapting local government functions in the following: energy, buildings, transportation/mobility, procurement, investments and human resources, and could be a good resource for Upper Southampton Township currently and well into the foreseeable future of Sustainability.

2. About Smart Growth

In communities across the nation, there is a growing concern that current development patterns – dominated by what some call "sprawl" – are no longer in the long-term interest of our cities, existing suburbs, small towns, rural communities, or wilderness areas. Though supportive of growth, communities are questioning the economic costs of abandoning infrastructure in the city, only to rebuild it further out.

Spurring the smart growth movement are demographic shifts, a strong environmental ethic, increased fiscal concerns, and more nuanced views of growth. The result is both a new demand and a new opportunity for more smart growth.

The features that distinguish smart growth in a community vary from place to place. In general, smart growth invests time, attention, and resources in restoring community and vitality to center cities and older suburbs. New

smart growth is more town-centered, is transit and pedestrian-oriented, and has a greater mix of housing, commercial and retail uses. It also preserves open space and many other environmental amenities.

The Smart Growth Principles and Issues below describe in greater details the various aspects of planning and development that make up smart growth.

| Smart Growth Principles | Smart Growth Issues |
|--|---|
| <ul style="list-style-type: none"> • <u>Create Range of Housing Opportunities and Choices</u> • <u>Create Walkable Neighborhoods</u> • <u>Encourage Community and Stakeholder Collaboration</u> • <u>Foster Distinctive, Attractive Communities with a Strong Sense of Place</u> • <u>Make Development Decisions Predictable, Fair and Cost Effective</u> • <u>Mix Land Uses</u> • <u>Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas</u> • <u>Provide a Variety of Transportation Choices</u> • <u>Strengthen and Direct Development Towards Existing Communities</u> • <u>Take Advantage of Compact Building Design</u> | <ul style="list-style-type: none"> • <u>Community Quality of Life</u> • <u>Design</u> • <u>Economics</u> • <u>Environment</u> • <u>Health</u> • <u>Housing</u> • <u>Transportation</u> |

3. What is TND?

The acronym **TND** stands for Traditional Neighborhood Development, a comprehensive planning system that includes a variety of housing types and land uses in a defined area. The variety of uses permits educational facilities, civic buildings and commercial establishments to be located within walking distance of private homes. A TND is served by a network of paths, streets and lanes suitable for pedestrians as well as vehicles. This provides residents the option of walking, biking or driving to places within their neighborhood. Present and future modes of transit are also considered during the planning stages.

Public and private spaces have equal importance, creating a balanced community that serves a wide range of home and business owners. The inclusion of civic buildings and civic space -- in the form of plazas, greens, parks and squares -- enhances community identity and value.

Pennsylvania Municipalities Planning Code:

Article VII-A - Traditional Neighborhood Development

Section 701-A. Purposes and Objectives.

(a) This article grants powers to municipalities for the following purposes:

(1) to insure that the provisions of Article VI which are concerned in part with the uniform treatment of dwelling type, bulk, density, intensity and open space within each zoning district, shall not be applied to the improvement of land by other than lot by lot development in a manner that would distort the objectives of Article VI;

(2) to encourage innovations in residential and nonresidential development and renewal which makes use of a mixed use form of development so that the growing demand for housing and other development may be met by greater variety in type, design and layout of dwellings and other buildings and structures and by the conservation and more efficient use of open space ancillary to said dwellings and uses;

(3) to extend greater opportunities for better housing, recreation and access to goods, services and employment opportunities to all citizens and residents of this Commonwealth;

(4) to encourage a more efficient use of land and of public services to reflect changes in the technology of land development so that economies secured may benefit those who need homes and for other uses;

(5) to allow for the development of fully integrated, mixed-use pedestrian-oriented neighborhoods;

(6) to minimize traffic congestion, infrastructure costs and environmental degradation;

(7) to promote the implementation of the objectives of the municipal or multimunicipal comprehensive plan for guiding the location for growth;

(8) to provide a procedure, in aid of these purposes, which can relate the type, design and layout of residential and nonresidential development to the particular site and the particular demand for housing existing at the time of development in a manner consistent with the preservation of the property values within existing residential and nonresidential areas; and

(9) to insure that the increased flexibility of regulations over land development authorized herein is carried out under such administrative standards and procedure as shall encourage the disposition of proposals for land development without undue delay.

(b) The objectives of a traditional neighborhood development are:

(1) to establish a community which is pedestrian-oriented with a number of parks, a centrally located public commons, square, plaza, park or prominent intersection of two or more major streets, commercial enterprises and civic and other public buildings and facilities for social activity, recreation and community functions;

(2) to minimize traffic congestion and reduce the need for extensive road construction by reducing the number and length of automobile trips required to access everyday needs;

(3) to make public transit a viable alternative to the automobile by organizing appropriate building densities;

(4) to provide the elderly and the young with independence of movement by locating most daily activities within walking distance;

(5) to foster the ability of citizens to come to know each other and to watch over their mutual security by providing public spaces such as streets, parks and squares and mixed use which maximizes the proximity to neighbors at almost all times of the day;

(6) to foster a sense of place and community by providing a setting that encourages the natural intermingling of everyday uses and activities within a recognizable neighborhood;

(7) to integrate age and income groups and foster the bonds of an authentic community by providing a range of housing types, shops and workplaces; and

(8) to encourage community oriented initiatives and to support the balanced development of society by providing suitable civic and public buildings and facilities.

Section 702-A. Grant of Power. The governing body of each municipality may enact, amend and repeal provisions of a zoning ordinance in order to fix standards and conditions for traditional neighborhood development. The provisions for standards and conditions for traditional neighborhood development shall be included within the zoning ordinance and the enactment of the traditional neighborhood development provisions shall be in accordance with the procedures required for the enactment of an amendment of a zoning ordinance as provided in Article VI. The provisions shall:

(1) Set forth the standards, conditions and regulations for a traditional neighborhood development consistent with this article.

(i) In the case of new development a traditional neighborhood development designation shall be in the form of an overlay zone. Such an overlay zone does not need to be considered a conditional use by the municipality if it chooses not to.

(ii) In the case of either an outgrowth or extension of existing development or urban infill, a traditional neighborhood development designation may be either in the form of an overlay zone, or as an outright designation, whichever the municipality decides. outgrowths or extensions of existing development may include development of a contiguous municipality.

(2) Set forth the procedures pertaining to the application for, hearing on and preliminary and final approval of a traditional neighborhood development, which shall be consistent with this article for those applications and hearings.

4. Traffic Calming

Definitions of traffic calming vary, but they all share the goal of reducing vehicle speeds, improving safety, and enhancing quality of life. Some include all three “Es”, traffic education, enforcement and engineering. Most definitions focus on engineering measures to change driver behavior. Some focus on engineering measures that compel drivers to slow down, excluding those that use barriers to divert traffic. The following are some example definitions.

Institute of Transportation Engineers – traffic calming involves changes in street alignment, installation of barriers, and other physical measures to reduce traffic speeds and/or cut-through volumes, in the interest of street safety, livability, and other public purposes.

Transportation Association of Canada – traffic calming involves altering of motorist behavior on a street or on a street network. It also includes traffic management, which involves changing traffic routes or flows within a neighborhood.

Montgomery County, Maryland – traffic calming consists of operational measures such as enhanced police enforcement, speed displays, and a community speed watch program, as well as such physical measures as edgelines, chokers, traffic circles, and speed humps and raised crosswalks.

5. Zoning District Overlays

A zoning overlay district is a special purpose zoning district that is superimposed over existing zoning jurisdictions, and development in accordance with the overlay district regulations is an option to development in accordance with the base zoning district regulations. An overlay district is designated to provide additional land use options, standards and regulations for specific areas of a municipality based on specific conditions as more particularly described with respect to each overlay district. An overlay district may encompass more than one (1) zoning district or may encompass only portions of a zoning district. Zoning overlay districts are delineated on the Zoning Map. Overlay districts are typically developed in conjunction with the preparation of a comprehensive land-use plan. They can provide significant improvements to existing land uses as well. Careful consideration of economic impacts, natural impacts, and private rights should be exercised when using overlay districts.

Additionally, an overlay district is an additional zoning requirement that is placed on a geographic area but does not change the underlying zoning. Overlay districts have been used to impose development restrictions in specific locations in addition to standard zoning requirements. These districts are created to protect natural resources, promote safety, and protect health.

The Pennsylvania Municipalities Planning Code - Stipulates the purpose, content and procedures related to zoning. In addition to the basic provisions of a zoning ordinance, procedures can be included to add flexibility through special exceptions, conditional uses, and variances. The ordinance can be tailored to address unique community and economic development goals through innovative techniques such as overlay districts, performance zoning, clustering, reserve areas and timing, transferable development rights, effective agricultural zoning, and conservation zoning. Officials also have the option of adopting their zoning ordinance at the municipal, multi-municipal or county level.

6. Performance and/or Incentive Zoning

Performance zoning uses performance-based or goal-oriented criteria to establish review parameters for proposed development projects, in any area of a municipality. Performance zoning often utilizes a "points-based" system whereby a property developer can apply credits toward meeting established zoning goals through selecting from a 'menu' of compliance options (some examples include: mitigation of environmental impacts, providing public amenities, building affordable housing units, etc.). Additional discretionary criteria may also be established as part of the review process.

The appeal of performance zoning lies in its high level of flexibility, rationality, transparency and accountability. Performance zoning can avoid the sometimes arbitrary nature of the Euclidian approach, and better

accommodates market principles and private property rights with environmental protection. However, performance zoning can be extremely difficult to implement and can require a high level of discretionary activity on the part of the supervising authority leading to the potential for disenfranchisement among negatively affected stakeholders.

Incentive zoning, first implemented in Chicago and New York City, is intended to provide a reward-based system to encourage development that meets established urban development goals. Typically, a base level of prescriptive limitations on development will be established and an extensive list of incentive criteria will be established for developers to adopt or not at their discretion. A reward scale connected to the incentive criteria provides an enticement for developers to incorporate the desired development criteria into their projects. Common examples include FAR (floor-area-ratio) bonuses for affordable housing provided on-site, and height limit bonuses for the inclusion of public amenities on-site.

Incentive zoning allows for a high degree of flexibility, but can be complex to administer. The more a proposed development takes advantage of incentive criteria, the more closely it has to be reviewed on a discretionary basis. The initial creation of the incentive structure in order to best serve planning priorities can also be challenging and often requires extensive ongoing revision to maintain balance between incentive magnitude and value given to developers.

7. Low Impact Development

Low-Impact Development (LID) is a principle of site development and environmental protection that is typically integrated into municipal ordinances. LID is a comprehensive land planning and design approach intended to protect and maintain water resources and focuses on maintaining and conserving natural systems and hydrologic functions on a site. These goals are accomplished by a combination of planning and design strategies to reduce site development impacts. The LID development strategy includes one or more of the following:

- Preserve open space and minimize land disturbance;
- Protect natural systems and processes;
- Reexamine the use and sizing of traditional site infrastructure and customize site design to each site;
- Incorporate natural site elements as design elements; and
- Decentralize and manage stormwater at its source

8. The Historic District Act, No. 167, of PA

Act of June 13, 1961, P.L. 282, No. 167 as amended, 53 P.S. § 8001, et. seq.

An Act authorizing counties, cities, boroughs, incorporated towns and townships to create historic districts within their geographic boundaries providing for the appointment of Boards of Historical Architectural Review; empowering governing bodies of political subdivisions to protect the distinctive historical character of these districts and to regulate the erection, reconstruction, alteration, restoration, demolition or razing of buildings within the historic districts.

9. Existing Township Zoning Details

The following four (4) pages detail the current zoning districts, land uses and densities

ZONING

185 Attachment 4

Township of Upper Southampton

§ 185-22. Table of Performance Standards

| District | Maximum Density (DU/AC) | Minimum Open Space Ratio | Maximum Site Impervious Surface Ratio | Maximum Lot Impervious Surface Ratio | Other |
|--|-------------------------|--------------------------|---------------------------------------|--------------------------------------|------------------------|
| R-1 Detached dwelling unit Cluster Environmentally sensitive cluster development (Added 8-16-1994 by Ord. No. 310) | .85 | .10 | .12 | .14 | |
| | 1.20 | .25 | .12 | .19 | |
| | 1.25 | .25 ¹ | .12 | .30 | |
| R-2 Detached dwelling unit Cluster | 1.5 | .15 | .15 | .19 | Public water and sewer |
| | 2.0 | .30 | .15 | .24 | |
| R-3 Detached dwelling unit Cluster | 2.5 | .10 | .17 | .25 | Public water and sewer |
| | 3.0 | .20 | .20 | .30 | |
| R-4 Detached dwelling unit Cluster Twin single Duplex Twin duplex Townhouses | 3.0 | .00 | .22 | .24 | |
| | 3.0 | .20 | .20 | .30 | |
| | 4.0 | .35 | .40 | .40 | Public water and sewer |
| | 4.0 | .35 | .40 | .40 | |
| | 4.0 | .35 | .40 | .40 | |
| | 4.0 | .35 | .40 | .40 | |
| | 4.0 | .35 | .40 | .60 | |
| R-5 Detached dwelling unit Cluster Twin single Duplex Twin duplex Townhouses Apartments (garden) | 3.0 | .00 | .25 | .32 | |
| | 3.0 | .20 | .20 | .30 | |
| | 4.5 | .35 | .40 | .40 | Public water and sewer |
| | 4.5 | .35 | .40 | .40 | |
| | 4.5 | .35 | .40 | .40 | |
| | 4.5 | .35 | .40 | .60 | |
| | 8.5 | .30 | .40 | — | |
| R-6 Detached dwelling unit Cluster Twin single Duplex Twin duplex Townhouse Apartments (garden) Mid-rise apartments Elderly mid-rise apartments | 3.0 | .00 | .25 | .32 | |
| | 3.0 | .20 | .20 | .30 | |
| | 4.5 | .35 | .40 | .40 | |
| | 4.5 | .35 | .40 | .40 | |
| | 4.5 | .35 | .40 | .40 | |
| | 4.5 | .35 | .40 | .60 | |
| | 8.5 | .30 | .40 | — | |
| | 12.0 | .40 | .35 | — | |
| | 18.0 | .40 | .35 | — | |
| | | | | | Public water and sewer |

NOTE:

¹ Minimum site area 30 acres; 50% of original site area must be delineated 8% steep slope and/or alluvial soil and/or one-hundred-year floodplain. Not less than 50% of the site area must be delineated as open space or restricted, so as to preserve environmentally sensitive features. All delineated areas must be deed restricted in form subject to township approval as permanent open space. All changes to vegetation, grading, and structure must receive township approval prior to execution.

ZONING

185 Attachment 5

Township of Upper Southampton

§ 185-22. Table of Dimensional Requirements

| District | Permitted Use | Site Area ¹ (square feet) | Lot Area/ Dwelling Unit (square feet) | Lot Width at Setback/ Street Line (feet/feet) | Minimum | | | Maximum | |
|----------|---|---|---|--|-----------------------------------|---|-------------------------------------|---------------------------------------|-------------------------------------|
| | | | | | Front Yard ² (feet) | Side Yard Single Aggregate (feet/feet) | Rear Yard ² (feet) | Height ³ (feet/stories) | Site Impervious Surface Ratio |
| R-1 | (1) Animal husbandry | 5 acres | - | 250/225 | 100 | 100/200 | 100 | 30/2 | .15 |
| | (2) Kennel or stable | 5 acres | - | 250/225 | 100 | 100/200 | 100 | 30/2 | .15 |
| | (5) Detached dwelling unit | 1 acre | 43,560 | 150/100 | 60 | 15/35 | 35 | 25/2 | See Note 16 |
| | (7) Cluster development | 10 acres | 20,000 | 100/80 | 40 | 15/35 | 35 | 25/2 | See Note 16 |
| | (7) Environmentally sensitive cluster development (Added 8-16-1994 by Ord. No. 310) | 30 acres ⁷ | 9,000 ⁸ | 70/70 | 40 | 10/20 | 30 | 25/2 | See Note 16 |
| | (15) Religious facilities | 2 acres | - | 200/200 | 60 | 35/70 | 35 | 30/2 | .25 |
| | (16) Schools | 2 acres | - | 200/200 | 60 | 35/70 | 35 | 30/2 | .25 |
| R-2 | All other principal permitted uses | 1 acre | - | 100/100 | 60 | 15/35 | 35 | 25/2 | .25 |
| | (1) Animal husbandry | 5 acres | - | 250/225 | 100 | 100/200 | 100 | 30/2 | .15 |
| | (2) Kennel or stable | 5 acres | - | 250/225 | 100 | 100/200 | 100 | 30/2 | .15 |
| | (5) Detached dwelling unit | 20,000 ⁹ | 20,000 | 100/80 | 40 | 15/30 | 35 | 25/2 | See Note 16 |
| | (7) Cluster development | 10 acres | 12,000 | 90/75 | 40 | 10/20 | 35 | 25/2 | See Note 16 |
| | (15) Religious facilities | 2 acres | - | 200/200 | 60 | 35/70 | 35 | 30/2 | .35 |
| | (15) Religious facilities | 2 acres | - | 200/200 | 60 | 35/70 | 35 | 30/2 | .35 |
| | (16) Schools | 2 acres | - | 200/200 | 60 | 35/70 | 35 | 30/2 | .35 |
| | All other principal permitted uses | 20,000 ⁹ | 20,000 | 100/100 | 40 | 15/30 | 35 | 25/2 | .35 |
| | (5) Detached dwelling unit | 13,500 ⁹ | 13,500 | 90/75 | 35 | 10/25 | 35 | 25/2 | See Note 16 |
| R-3 | (7) Cluster development | 10 acres | 9,000 | 70/70 | 30 | 10/20 | 35 | 25/2 | See Note 16 |
| | (15) Religious facilities | 2 acres | - | 200/200 | 60 | 35/70 | 35 | 30/2 | .35 |
| | (15) Religious facilities | 2 acres | - | 200/200 | 60 | 35/70 | 35 | 30/2 | .35 |
| | (16) Schools | 2 acres | - | 200/200 | 60 | 35/70 | 35 | 30/2 | .35 |
| | All other principal permitted uses | 20,000 | - | 100/100 | 40 | 15/30 | 35 | 25/2 | .35 |
| | (5) Detached dwelling unit | 12,000 | 12,000 | 75/75 | 35 | 10/25 | 35 | 25/2 | See Note 16 |
| R-4 | (7) Cluster development | 10 acres | 9,000 | 70/70 | 30 | 10/20 | 35 | 25/2 | See Note 16 |
| | Uses (5), (8), (10), (11), in any combination | 2 acres | - | See Note 8 | - | - | - | - | - |
| | (8) Twin single | 20,000 | 5,000 | 50/50 | 30 | 10/NA | 30 | 25/2 | See Note 16 |
| | (9) Townhouse | 5 acres | 2,000 | 20/20 | 25 | 20/NA | 30 | 25/2 | See Note 16 |
| | (10) Duplex | 20,000 | 5,000 | 50/50 | 30 | 10/25 | 30 | 25/2 | See Note 16 |
| | (11) Twin duplex | 43,560 | 5,000 | 50/50 | 30 | 10/25 | 30 | 25/2 | See Note 16 |
| | (15) Religious | 2 acres | - | 200/200 | 60 | 35/70 | 35 | 30/2 | .30 |
| | (16) Schools | 2 acres | - | 200/200 | 60 | 35/70 | 35 | 30/2 | .30 |
| | All other principal permitted uses | 20,000 | - | 100/100 | 40 | 10/25 | 35 | 25/2 | .30 |

185 Attachment 5:1

05 - 15 - 2006

UPPER SOUTHAMPTON CODE

Township of Upper Southampton
§ 185-22. Table of Dimensional Requirements
(Cont'd)

| District | Permitted Use | Site Area ¹ (square feet) | Lot Area/ Dwelling Unit (square feet) | Minimum | | | | Maximum | |
|------------------------------------|---|---|--|--|-----------------------------------|---|-------------------------------------|---------------------------------------|-------------------------------------|
| | | | | Lot Width at Setback/ Street Line (feet/feet) | Front Yard ² (feet) | Side Yard Single Aggregate (feet/feet) | Rear Yard ² (feet) | Height ³ (feet/stories) | Site Impervious Surface Ratio |
| R-5 | (5) Detached dwelling unit | 10,000 ⁴ | 10,000 | 90/75 | 35 | 10/25 | 35 | 25/2 | See Note 16 |
| | (7) Cluster development | 10 acres | 9,000 | 70/70 | 30 | 10/20 | 35 | 25/2 | See Note 16 |
| | Uses (5), (8), (11), (12) in any combination | 5 acres | - | - | See Note 8 | - | - | - | - |
| | (8) Twin single | 20,000 | 5,000 | 50/50 | 30 | 10/NA | 30 | 25/2 | See Note 16 |
| | (9) Townhouse | 5 acres | 2,000 | 20/20 | 35 | 20/NA | 30 | 25/2 | See Note 16 |
| | (10) Duplex | 20,000 | 5,000 | 50/50 | 30 | 10/25 | 30 | 25/2 | See Note 16 |
| | (11) Twin duplex | 43,560 | 5,000 | 50/50 | 30 | 10/25 | 30 | 25/2 | See Note 16 |
| | (12) Garden apartments | 5 acres | 2,000 | 300/300 | 30 | 20/40 | 35 | 25/2 | See Note 16 |
| | (15) Religious facilities | 2 acres | - | 200/200 | 60 | 35/70 | 35 | 30/2 | .40 |
| | (16) Schools | 2 acres | - | 200/200 | 60 | 35/70 | 35 | 30/2 | .40 |
| R-6 | All other principal permitted uses | 20,000 | - | 100/100 | 40 | 10/25 | 35 | 25/2 | .40 |
| | (5) Detached dwelling unit | 10,000 ⁴ | 10,000 | 90/75 | 35 | 10/25 | 35 | 25/2 | See Note 16 |
| | (7) Cluster development | 10 acres | 9,000 | 70/70 | 30 | 10/20 | 35 | 25/2 | See Note 16 |
| | (8) Twin single | 20,000 | 5,000 | 50/50 | 30 | 10/NA | 30 | 25/2 | See Note 16 |
| | Use (5), (8), (10), (11), (12) in any combination | 5 acres | - | - | See Note 8 | - | - | - | - |
| | (9) Townhouse | 5 acres | 2,000 | 20/20 | 35 | 20/NA | 30 | 25/2 | See Note 16 |
| | (10) Duplex | 20,000 | 5,000 | 50/50 | 30 | 10/25 | 30 | 25/2 | See Note 16 |
| | (11) Twin duplex | 43,560 | 5,000 | 50/50 | 30 | 10/25 | 30 | 25/2 | See Note 16 |
| | (12) Mid-rise apartments | 10 acres | - | 100/100 | 100 ⁵ | 50 ¹⁰ | 50 ¹⁰ | 60/6 ^{5,11} | See Note 16 |
| | (12) Garden apartments | 5 acres | 2,000 | 300/300 | 30 | 20/40 | 35 | 25/2 | See Note 16 |
| All other principal permitted uses | 20,000 | - | 100/100 | 40 | 10/25 | 35 | 25/2 | .40 | |

ZONING

Township of Upper Southampton
§ 185-22. Table of Dimensional Requirements
(Cont'd)

| District | Permitted Use | Site Area ¹ (square feet) | Lot Area/ Dwelling Unit (square feet) | Lot Width at Setback/ Street Line (feet/feet) | Minimum | | | | Maximum | | |
|---|-------------------------------------|---|---|--|--------------------------------------|---|-------------------------------------|---------------------------------------|---|--------------------------------|-----|
| | | | | | Front Yard ² (feet) | Side Yard Single Aggregate (feet/feet) | Rear Yard ² (feet) | Height ³ (feet/stories) | Site Building Coverage (ratio) | Impervious Surface Ratio | |
| CC | (5) Single-family detached dwelling | 1.5 acres | 20,000 | 100/80 | 40 | 15/30 | 35 | 25/2 | - | .15 | |
| | (15) Religious facilities | - | 2 acres | 200/200 | 100 ¹⁵ | 35/70 | 35 | 25/2 | .25 | .50 | |
| | (16) Schools | - | 2 acres | 200/200 | 100/100 | 35/70 | 35 | 25/2 | .25 | .50 | |
| | (14), (17), (21) Institutional uses | - | 2 acres | 100/100 | 40 ¹⁵ | 20/40 | 20 | 25/2 | .25 | .75 | |
| | (23) Nursing homes | 21.8 acres | 5 acres | 100/200 | 100 ¹⁵ | 20/40 | 35 | 25/2 | .20 | .50 | |
| | (28A) Abortion clinics | - | 3 acres | 100/200 | 100 ¹⁵ | 20/40 | 35 | 25/2 | .20 | .50 | |
| | (33) Restaurant | - | 3 acres | 250/250 | 100 ¹⁵ | 100/200 | 100 | 25/2 | .20 | .85 | |
| | (34) Drive-in type restaurants | - | 3 acres | 250/250 | 100 ¹⁵ | 100/200 | 100 | 25/2 | .20 | .85 | |
| | (40) Tourist homes, motels, hotels | - | 5 acres | 200/200 | 100 ¹⁵ | 75/150 | 100 | 25/2 | .20 | .85 | |
| | All other principal permitted uses | - | 43,560 | 200/200 | 100 ¹⁵ | 20/40 | 20 | 25/2 | .20 | .80 | |
| | RS | (14), (15), (16), (17), (21) Institutional uses | - | 2 acres | 100/100 | 40 | 20/40 | 20 | 25/2 | .25 | .85 |
| | | (23) Nursing home | 21.8 acres | 5 acres | 100/200 | 100 | 20/40 | 35 | 25/2 | .20 | .75 |
| (33) Restaurant | | - | 3 acres | 250/250 | 100 | 100/200 | 100 | 25/2 | .20 | .85 | |
| (34) Drive-in type restaurant | | - | 3 acres | 250/250 | 100 | 100/200 | 100 | 25/2 | .20 | .85 | |
| (38) Gasoline service stations | | - | 55,000 | 250/250 | 100 | In accordance with § 185-16. Use (38). | 100 | 25/2 | .20 | .85 | |
| (40) Tourist homes | | - | 5 acres | 200/200 | 100 | 75/150 | 35 | 35/3 | .25 | .85 | |
| (41) Shopping center | | - | 5 acres | 200/200 | 100 | 10/20 | 100 | 25/2 | .20 | .85 | |
| (42) Automobile sales agency | | - | 3 acres | 200/200 | 100 | 50/100 | 100 | 25/2 | .20 | .85 | |
| All other principal permitted uses ^{1,2} | | - | 20,000 | 90/80 | 35 | 10/20 | 35 | 35/3 | .25 | .85 | |
| All principal permitted uses | | - | 5 acres | 200/200 | 100 ¹⁵ | 20/40 | 20 ¹⁴ | 35/3 | .35 | .60 | |
| LI | (36) Mortuary or funeral home | - | 2 acres | 200/200 | 100 | 20/40 | 20 | 25/2 | .20 | .80 | |
| | All other principal permitted uses | - | 2 acres | 150/150 | 40 ¹⁵ | 20/40 | 20 ¹⁴ | 35/3 | .35 | .75 | |

Funding Sources and Resources – Acronyms

BCDH – Bucks County Department of Health
BCDOBD – Bucks County Dept. of Business Development
BCEDC – Bucks County Economic Development Corporation
BCPC – Bucks County Planning Commission
BCOSPP – Bucks County Open Space Preservation Program
BCRDA – Bucks County Redevelopment Authority
CDBG – Community Development Block Grant
CMAQ – Congestion Mitigation and Air Quality Improvement Program
DVRPC – Delaware Valley Regional Planning Commission
DCED – PA Department of Community and Economic Development
DCNR – PA Department of Conservation and Natural Resources
DEP – PA Department of Environmental Protection
FEMA – Federal Emergency Management Administration
FHWA – Federal Highway Administration
HTS/SRS – Hometown Streets and Safe Routes to School
LEED – Leadership in Energy and Environmental Design
LUPTAP – Land Use Planning and Technical Assistance Program
MGP – Municipal Grant Program
NPDES – National Pollutant Discharge Elimination System (NPDES)
PADEP – PA Department of Environmental Protection
PEMA – PA Emergency Management Agency
PennDOT – Pennsylvania Department of Transportation
PHMC – Pennsylvania Historical and Museum Commission
SAFETEA-LU (U.S. Safe, Accountable, Flexible, Efficient Equity Act: A legacy for users)
SEPTA – Southeastern Pennsylvania Transportation Authority
TCDI – Transportation and Community Development Initiative grant program of the DVRPC
TE – Transportation Enhancements Program
TEA-21 – U.S. Transportation Equity Act for the 21st Century
TIP – Transportation Improvement Program
TMA – Transportation Management Association of Bucks County

Appendix B.

SUMMARY OF PUBLIC/RESIDENT SURVEY RESPONSES

The use of a public/resident survey was approved by the Planning Commission and ran for nearly 3 months, ending on or about April 20, 2009. Both an on-line electronic survey was utilized, based on a link on the Township's website, and hard copy versions for non-electronic responses made available at the Township administration offices and the library. Several responders expressed gratitude for the survey opportunity.

There were a total of **168 hard copy** surveys mailed back, from a random mailing to 300 households and otherwise handed in or mailed in. Of the 300 randomly mailed surveys, 145 were completed and mailed back to the Township. There were **172 electronic surveys** submitted via the internet and *Survey Monkey* survey website. The full total of survey responses numbered 340. In addition to the website, the availability of the survey was made known by the Township newsletter, flyers and posters, and mentioned at a meeting with the Professional Business Association. The Planning Commission and working group (committee) have been provided with full and complete detailed copies of the electronic on-line surveys, including comments and suggestions from residents. They have also been provided with hard copy survey responses. Some responders were both residents and business owners/employees in the Township, and members of a variety of organizations. The surveys represent a variety of residents, age groups, households, and deemed highly satisfactory in representing the interests, wants, needs, and desires of the Township-at-large.

Following are the specific comments from both the electronic and hard copy surveys dealing with two primary key issues, transportation/traffic and revitalization/redevelopment of the Second Street Pike Corridor. At the end of the survey, after responders have had the opportunity to consider all the issues presented in the full survey document, they could add general comments. These are summarized in this appendix.

A. General Final Comments – Hard copy surveys

B. General Final Comments – Electronic surveys

C. Summaries related to Second Street Pike and Town Center, and Transportation – Hard copy surveys

- Question 3. What additional activities or destinations would attract you to visit the Township's commercial, retail and office areas, i.e., the Second Street Pike Corridor?
- Question 4. What are the transportation priorities in Upper Southampton?
- Question 5. Do you believe the Township should be more proactive in revitalizing the Second Street Pike Corridor?
- Question 14. In considering the commercial, retail, and industrial sites along the Second Street Pike and "town center", which of the following are your concerns for revitalization?

D. Summaries related to Second Street Pike and Town Center, and Transportation – Electronic surveys

- Questions 3, 4, 5, and 14. (same as above for item C.)

A. General “Final Comments” – Hard Copy Surveys

The following are comments expressed at the end of the surveys, where responders were according the opportunity to comment, they are in no particular order:

1. Random survey taker” left survey responses blank !
2. “There are not enough options to answer many questions – there should be more ‘average’ options or no feeling about.”
3. “Willowpenn Dr. should not have all night or day parking on street – there is going to be a serious accident on the crest of the hill, too many cars are parked in the street.”
4. “Real estate taxes have been rising at an alarming rate! The roads have never been in such poor condition – particularly Maple Ave.”
5. “Ellen & Al Zimmermann”
6. “Preserving open space & not over-developing are important.”
7. “Keep taxes as low as possible and quality of living high as possible.”
8. “Would like to see more effort in keeping UST cleaner & greener – more friendly for pedestrians (walkers) & bikers. Many sidewalks on Street Road and Second Street Pike have posts that have been broken off (Probably from street signs) that stick out of the sidewalk and are dangerous.”
9. “Thank you taking the time to read this! We want Southampton to retain its little town charm in this larger suburban area.”
10. “I feel the Centennial school taxes are unnecessarily & arbitrarily too high. We have had a lot of doubletalk about tax rebates, homestead rebates, rolling back, etc., we haven’t seen any of it!”
11. “You should have had a medium answer choice.”
12. “I work in the cafeteria at Tennent and pay Upper Southampton taxes and Warminster tax.”
13. “Final comment – WE DON’T NEED FURTHER DEVELOPMENT, it only causes more water runoff problems & costs us more for services time and again, it has been shown that the new tax revenue from development does not cover increase cost of services. The more development the less attractive & special Southampton will become.”
14. “We need to have a location and a person in charge of creating senior citizen activity – this would seem to fall under the park & recreational area. In addition to activities, I would think that there are many seniors who would like to work on community projects. Our supervisors should become more proactive in improving the appearance of downtown Southampton.”
15. “A Trader Joe’s Store would be nice here. We need to get rid of the Russian Décor store in the Southampton Shopping Center, also tear down Kentucky Fried Chicken and this would allow more parking.”
16. “The deer population is heavy and excessive – we need a control program with Northampton Twp. and Lower South. Can no longer grow a garden or plant new shrubs.”
17. “Too late to save this town. It has been gridlocked/overbuilt or under designed. It’s a shame, it was nice at one time, greed/money/poor planning/ it is what it is, they say.”
18. “Stop developing our Township – 2 of our neighbors were flooded out in the last few years. This never happened before all of the developing that has gone on. We moved here 36 years ago because the Township had a respect for maintaining “open spaces”, what has happened to the original Township plans?”
19. “Don’t rezone anymore on the Pike & Street Road to commercial. We don’t want Southampton to look like Feasterville or Warminster?”

20. "My husband & I were both raised in Southampton and, then, bought a home here to start a family. However, we plan to move towards Doylestown – as the quality of life in Southampton is not what it used to be."
21. "We need a closer hospital."
22. "Your survey should have had 5 choices for answers (very high, high, medium, low, very low, for example)."
23. "Keep Southampton middle class. Don't allow apartments. They only bring in transients and trouble, thank you."
24. "A trail on the railroad tracks between Bristol Road to Northampton would be a great addition to the Township."
25. "Some questions are repetitious - I am on fixed income and cannot afford increase of taxes to pay for all these improvements – new high school not necessary - new stadium wasn't necessary either as students don't excel in sports."
26. "Recycle!!!!"
27. "Random mailer." (but survey completed)
28. "This is a very comprehensive survey – thank you!"
29. "My sincere thanks for this opportunity to express myself, a happy resident for sure!"
30. "I did my best, but only living here 2 yrs., I'm not familiar enough to rate honestly most of these questions, although having lived in Northampton 40 years, I'm able to say that Southampton is really a very nice place to live (and convenient)."
31. "I would like to see the appeal of the Township increase. I've seen it go from a great suburb to a mediocre township. Fix the recreation & shopping areas to one we can be proud of. Additionally – I feel municipal services – trash/snow removal are extremely poor with regards to other townships."
32. "Improve Second Street Pike Corridor, traffic, shops, give it a small town feel. I have a small business, that given the correct building, taxes would move into Southampton."
33. "We love it here – Keep it safe, please !!"
34. "thanks for asking" – "Would be nice to attract a theater or movie theater on Second Street Pike like Keswick in Glenside or movies in Newtown, Main Street in Perkiomen, single theater not a complex. Ambler – Act II playhouse would attract peoples, restaurants and a little more upscale shopping. Take a look at the street renovations on Easton Road in Glenside, very nice upgrades – like the crosswalks, love the Starbucks on Street Road, great re-use of space."
35. "Very careless residents at Cybus Way & Pinewood – a real eyesore."
36. "We moved to Southampton in 1979, raised our family and have lived a very good life here. Our neighbors are terrific and we are convenient to everything, church, parks, library, shopping. I can't imagine living in any other town. We enjoy the park activities, Lion's Grove music, the annual 4th of July parade. The schools are very good and to sum it all up, Southampton is a Nice Place To Live. If I would wish for anything additional, It would be to have more trees planted on 2nd street Pike and Street Road. I feel that this would help to continue the feeling of a 'Small Town Feel' for our Southampton. Feel free to use my name, Cushmore Road, Southampton."
37. "Improve Safety !! Improve Recreation Centers. Why don't we have nice walking trails like Warminster?"
38. "Please make the town center more historic looking & inviting – a park in the town center would be nice - & do something with the Railroad Station by Ace Hardware. It's an eyesore. Let's see some real planning ! Thanks."
39. "Ground continually sinking by sewer in front of my home. Sinkholes filled several times to no avail."
40. "The Township TV channel could use some improvement. i.e., more varied info on waste disposal, activities, hours of various operations."

B. General “Final Comments” – Electronic Surveys

The following are comments expressed at the end of the surveys, where responders were according the opportunity to comment, they are in no particular order:

1. Speeding on Township roads is out of control
2. Tax base makes living here hard
3. Keep Township a small community, don't over expand with housing
4. Some system of bus service to shopping centers/businesses linking key residential neighborhoods
5. Extremely happy with the Township
6. Continue to protect quality of life
7. Noise pollution is maddening
8. Look forward to being part of the changes that will improve various aspects of the Township
9. Problems are the economy, not numbers of businesses
10. School District's plans are a concern
11. Traffic safety, signage
12. Sustainability and energy efficiency must be considered for new development
13. Do as much as possible to bring in as many new businesses and residents it can, to the Twp.
14. Restore the rail service
15. Twp. bureaucracy is a stumbling block
16. Open Space is being diminished
17. Stormwater management needs significant help
18. Do a little at a time, not too much
19. Parking behind buildings a plus
20. Don't widen County Line Road
21. More, easier walking to town shopping areas, more bike trails
22. Fill up unused office spaces, first
23. Appreciate the opportunity to take part in the survey, keep up the good work
24. Need a dog park
25. Don't rezone for multi-home development
26. Thanks for asking
27. Turn the rail line into a bike trail
28. Up-grade recreational facilities, soon!
29. Great place to live and raise a family
30. Love everything about Southampton
31. Let folks know about changes to County Line Road
32. Convert grounds of David Elementary school for baseball/softball or soccer, wasted space otherwise
33. Keep up the good work
34. Thank you!
35. Too much mixing of commercial & residential
36. Traffic congestion is a mess, ugly here, no redeeming values
37. Need for age-qualified housing
38. Town needs to be more bike friendly
39. Thanks, will pass the word along so others can participate in the survey

40. Spruce up the Township
41. Library is a vital part of the Township and more money should be appropriated to fund the operation and enlarged
42. Southampton lacks a senior center and an active-adult community like Five Ponds in Warminster
43. Bring Second Street Pike up to a standard that would match many older communities for a pleasant walking experience but with the space to bein to manage the automobile in a manner friendly to the ecology

C. Summaries relating to Second Street Pike and Township Center, and transportation – Hard Copy Surveys

Question 3. What additional activities or destinations would attract you to visit the Township’s commercial, retail and office areas, i.e. the Second Street Pike Corridor?

1. More small town feeling, quaint, friendly, walking, no screaming signage, pleasantness, NOT “buy gold”, “mortgage seekers”, “nails” signage – eek!
2. Movie Theater (many responders)
3. DVD rental store, book store, movie theater, stores for dry goods clothing
4. Book store, major chain restaurant (many responders)
5. Better restaurants
6. Better traffic flow (many responders)
7. Decent stores, better parking
8. The Park – Tamanend
9. I really don’t know
10. A Trader Joe’s, more lower priced retailers and diversity
11. Whole foods, product store
12. More professional offices, Dr. near by
13. More activity-related facilities for families (several responders)
14. Hospital, in region, video store
15. Sporting goods store
16. Tea room
17. Outdoor dining, farmers’ market, pedestrian-friendly shopping (New Hope, Doylestown)
18. None
19. Small non-chain cafes
20. Higher quality retain, better appearances
21. Wal-mart, movie, a Kohl’s type store
22. We need businesses to go into vacant spaces rather than new ones
23. Less fast food, more professional offices, book store, video, quality clothing/merchandise, food specialties
24. An outdoor greenspace, a village center, a Bistro, no more chain restaurants
25. Nothing but a traffic jam from County Line road to Street Road, rebuild 2nd Street Pike, wider. Horrible parking lots/over crowded

26. Town center with sidewalks (several respondefs)
27. Art galleries, outdoor dining
28. Nicer community center, park & recreation for kids and adults
29. Wawa, movie theater, Home Depot/Lowe's, Sam's Club/BJ's/Costco, Superfresh/Wegmans markets, farm store/fruit stand
30. If it was more of a Main Street, more walkable
31. More tree-lined streets
32. Paved walking or running track
33. Better parking (several responders)
34. There are no community services
35. Pizza Hut, a Kohl's department store, Olive Garden or steak house, like Texas Roadhouse or Longhorne
36. Restaurants other than Italian ones
37. Wawa, Primo Hoagie shop, Garden center w/ nature center/store, gourmet/cheese shop, seafood store
38. Old style town center, i.e., Newtown's State Street, a place to go for a walk
39. More modestly-priced restaurants
40. Better parks, home center/better anchor store in any center
41. A new Senior Citizen community center. Bring in and attract more 'mom & pop' businesses. Create a different look to the gateway of Southampton, creating attractive facades to different buildings in the Township
42. Spring-Family holiday festivals to help bolster 2nd Street Pike corridor
43. Small town shops along 2nd Street Pike, more walkability, trees, plantings, benches
44. None – let's keep Southampton a bedroom community
45. I think it needs to be spruced up, more quaint, some trees with white lights - some flowers, it needs to be more inviting and appealing, that would do a lot to attract people to shop and dine, etc.
46. A large discount store, like Target
47. Develop commercial zone to reduce residential taxes
48. Less crowding of shopping centers by pad sites
49. Family-centered entertainment
50. Greenery

Question 4. What are the transportation priorities in Upper Southampton?

1. I moved out of the city because I love the suburban areas, no sidewalks, open space, single family, space between houses, large property, instead of a "patch" of lawn
2. Improve traffic lights timing at all major intersections
3. Re-open train line
4. Lighting- LED use and street lights, time the lights within the Township
5. Light on 2nd St. Pike at Street Road should be timed a little longer during rush hour, as you are lucky if you make the green
6. SEPTA's 24 bus running in between Frankford Transportation Center and Knowles Avenue and Second St. Pike should have determined routes between stops. Sometimes it goes thru the Industrial, Jamesway area and other time it goes south from Knowles
7. Turn signal needed at 2nd St. Pike & Knowles Ave. Pedestrian walkways and signal needed at above location and Street Road and 2nd St. Pike and Street Road and Knowles avenue
8. Transportation for non-drivers

9. Fix Maple Avenue
10. Add red light camera at 2nd Street Pike and Street Road for safety
11. No turn on red at Indust. Blvd and 2nd St. Pike and Bristol Rd and 2nd Street Pike. Sidewalks along St. Rd. Give us a path at Shaeffer Ballfield
12. Traffic solution at the Intersection of New Road & County Line Road
13. Expand bikeways, paths, and trails but not at the expense of rail lines
14. Get the rail station back in operation, or make the rails into a bike trail – old station into a café
15. Improve traffic flow going east on Knowles & 2nd Street road
16. If the train, which has not run here in the past 30 years isn't going to run, the tracks should be turned into rails to trails, I would use it to get to and from the nature center everyday
17. Bring back railroad, make in town trolley up and down 2nd St. Pk, and Street road
18. Traffic light at New Road and County line road
19. Stop developing our roads are becoming way too congested. This is taking away from the pleasure of living in Southampton
20. Time traffic lights better
21. More lights and stop signs
22. *Important to – Repair Buck Road where it meets Street Rd. The intersection is terrible to all , the buses and other traffic
23. Second Street Pike too busy
24. Bring back trains
25. As I don't drive, I would like to see better public transportation to other areas
26. 2nd Street Pike is a disaster – traffic is awful
27. Too much cut-thru traffic in Latimer Farms
28. Complete sidewalks on Davisville & Maple Avenue
29. A trail on the railroad tracks between Bristol Road to Northampton would be a great addition to the Township
30. Traffic on Second Street Pike is awful
31. Get bus to run on Street Rd, from Bensalem to Chalfont

Question 13. Do you believe the Township should be more proactive in revitalizing the Second Street Pike Corridor?

1. This could be a good \$\$ maker for the Twp. Rather than going to surrounding shopping why not here? Tree lined 2nd St. Pike/walking
2. Yes, if township doesn't do it, outsiders will
3. Should provide guidance and enforce use, zoning conformity, not funding
4. Yes, there are too many vacant storefronts, lately. Fill those but we don't need more building there is enough traffic congestion
5. There is significant retail space available for lease, what is being done to attract new tenants?
6. Traffic issues need to be addressed. Less fast food places
7. Will bring more business
8. If possible, more variety of stores
9. The SS pike corridor has no appeal. It looks very unkept, dirty streets + sidewalks. Nothing attractive
10. Can we stop the "Oscar Huber going out of business" fiasco? Having the signs – people at corners for months looks tacky to put it nicely
11. Within reason, depending on cost

12. Limit # of eateries, bring back other svcs. Like Drugstore & video store. Another supermarket, no gas stations, synchronize traffic lights
13. I can't answer this, without knowing what is meant by "proactive", and "revitalizing", in this context
14. Better sidewalks, more walkability, bike trails, cafes
15. Downtown has many ugly signs and older buildings that should be cleaned up in appearance – we need to encourage new business
16. No more billboards on Street Rd. Cryan's can stay. Some business signs are very tacky. They should go. We need more interesting shops
17. Needs upgrading
18. I don't understand or have knowledge of issue, it looks vital to me
19. Rebuild centers to look like an Old Village. Widen Main Street/Vintage lighting/plant trees/ make paths
20. Not at great expense to the taxpayers! Our Township government should legislate that businesses keep their properties in good condition and within a particular theme, possibly
21. Sidewalks in poor condition, esp. between Knowles & Street Rd. Dirt on walks, curbs and streets, too many garish signs, rust poles with old operating engineers election stickers
22. ?
23. Not much to attract residents
24. Depends on the type of business
25. Yes!
26. Leave area north of Street Road, as is!
27. Road – traffic
28. The Oscar Huber building could possibly be turned into "mini shops" as they did with a building in Doylestown. (i.e. gift, craft, food, coffee). Restore train building into small museum – history of Southampton
29. Too much traffic, "need old world town feel" (State Street – Newtown)
30. You can't tell me we can't be the equal of Newtown or New Hope !
31. By enforcing and enhancing the original comprehensive plan vision for the corridor. Developers want what is best for them/their clients; we have to ensure the long term health and viability of the Township
32. We can't mimic Huntingdon Valley's look, - let's at least proactively make 2nd St. Pike appealing both commercially & aesthetically
33. Control traffic better and re-make buildings for commercial use with small town look and feel
34. For us, 2nd St. Pike is our Main route in and out of the area –
35. It seems fine
36. Most definitely – It could be a great gathering place for the community, it needs to look more attractive
37. It should be wider, however the working of it, during construction would be horrible
38. Do not let Wal-Mart and other discounters come to the town. To differentiate Upper Southampton from Warminster and Warrington, Southampton should encourage small, old-fashioned stores to come in
39. Not sure what this means, but I see stores empty and that concerns me. I would like to see thriving businesses

Question 14. In considering the commercial, retail, and industrial sites along the Second Street Pike and "town Center", which of the following are our concerns for revitalization?

1. Green, green, and more green
 2. Lighting of sites and roadway is adequate
 3. Attractive and retaining viable retail/commercial tenants
 4. Storm water management very important
 5. Make the Township more bike-friendly
 6. Quality stores and restaurants
 7. Train/trolley stops and shelters. Can't wait to move from the place!! Traffic/noise/light pollution. NO train. Nothing but red lights & stop signs and crowded parking lots
 8. Please keep this area quiet, clean and with a small-town feeling
 9. Maintenance of existing buildings, get rid of that garish "gold" and "silver" advertising, and parked trucks that are painted to be signs __ "mortgage", Tiger shark", etc.
 10. Stormwater management ?
 11. Take a look at Glenside – Easton Road renovation
 12. More trees. Have regulations for signage, sizes, visual. Not to allow overly large, visually ugly signs – such as the mortgage place across from Oscar Huber. Looks like an inner city business
 13. Again, look at Newtown Township & what has been done there
- 14. NOTE: Question 14. Had few written comments, however a very high percentage of the responders cited very important and somewhat important to the suggested items, and less additional written comment**

D. Summaries relating to Second Street Pike and Township Center, and Transportation – Electronic Surveys

Question 3. What additional activities or destinations would attract you to visit the Township's commercial, retail and office areas, i.e., the Second Street Pike Corridor?

Note: these comments are summaries echoed and repeated by several responders

1. Cleaner appearance
2. Adult housing (55+)
3. High quality retailers and restaurants
4. Up-dated shopping centers that are more pedestrian-friendly
5. Downtown needs to be improved
6. Movie Theater
7. Book Stores (Barnes and Noble, etc.)
8. Family-oriented activities
9. Less strip centers, more individual shops
10. Fill up the vacant spaces
11. Video store
12. Safe sidewalks and crossings on Street Road and County Line Road, and bike paths
13. Clothing stores, flower gardens
14. More walkable town center with connectivity
15. Trader Joe's

16. Wal-Mart
17. Cleaner streets, more attractive landscaping, better walkability
18. Open Space
19. No more, too congested
20. Playhouse
21. Rails to Trails for people and pets
22. High quality restaurants
23. Large retail, such as BJ's, Sam's Club
24. 4-lane highway
25. Quaint town look
26. Senior center
27. Better traffic handling
28. No more banks
29. Name brand stores
30. Specialty stores: fish market, produce, bakery
31. Trees and landscaping
32. Refurbished Railroad station on an active line
33. No more offices
34. Coffee house, music store
35. Pleasant environment for walking
36. Less congestion in the shopping parking lots
37. Theme restaurants, such as Red lobster, TG Fridays, etc.
38. Better parking
39. Upscale walkable center
40. Rural looking main street
41. Attractiveness, diversity of shopping
42. Historic enactments, tours of historic homes
43. Park and walk district

Question 4. What are the transportation priorities in Upper Southampton?

1. Traffic lights, timing
2. Walking neighborhoods
3. Bike paths, and walking trails
4. Reopen rail line (1 response)
5. Second Street Pike traffic needs to be improved
6. More sidewalks, to encourage walking and cut down traffic congestion
7. Make it easier and safer to walk around town
8. Attention to sidewalks, bikeways, and trails to promote friendlier, more leisurely, and safer living
9. Better street signage
10. Bike racks strategically placed to encourage biking in the town

Question 13. Do you believe the Township should be more proactive in revitalizing the Second Street Pike Corridor?

1. Absolutely, draw more shopping and restaurants, less gas stations and banks, and traffic conditions.
2. Second Street Pike is depressing with outdated shopping centers and vacant stores
3. Avoid "over-building"
4. Area is looking dated and hacked together
5. Welcome new businesses
6. More of an old-town appearance
7. Improve access to sites, causes delay and confusion now
8. As long as open space is preserved
9. It looks awful
10. Upgrade and modernize with a town center sitting area, with a large clock, like Richboro, e.g.
11. Make it a 4-lane highway
12. Down core is missing
13. Face lift along the corridor
14. Do this with a vision, a focus, not short range
15. Someone has to get the ball rolling
16. Unsafe for walking
17. Get rid of all the lighted signs, this is not Las Vegas
18. Create a small town feel
19. Currently too congested
20. More homey town feel
21. Incentives for more retail shops to move into the area
22. Generous sidewalks areas, rain gardens, trees, eco-friendly methods, comfortable to walk along

Question 14. In considering the commercial, retail, and industrial sites along the Second Street Pike and "Town Center", which of the following are your concerns for revitalization?

1. Traffic control during rush hour and on weekends
2. Expanding the business center will require better access to get across 2nd Street Pike safely
3. Business signs only visible from and in the commercial and business areas, not residential areas
4. Follow examples of towns, like: Newtown, Yardley, then encourage walking and bike riding
5. Preservation of open space
6. ADA compliance
7. Environmental sustainability
8. Get rid of the utility poles
9. Consider historic features and culture of the past
10. Not currently safe as a "main street"
11. Aesthetics will keep property commercial values high
12. Strive for both a convenient shopping area with a town center

UPPER SOUTHAMPTON COMPREHENSIVE PLAN ECONOMIC DEVELOPMENT & REVITALIZATION COMPONENT

- SOUTHAMPTON BUSINESS AND PROFESSIONAL ASSOCIATION
EXECUTIVE COMMITTEE

MEETING NOTES

February 10, 2009, 12:30 PM

By: Phil Rowan, EDA; and Joe Luste, PAI

1. Joe Golden, Joe Luste and Phil Rowan attended on behalf of the Township, and Franz Kautz and Stan Gowel attended for the Planning Commission.
2. Approximately 24 members of the Association were in attendance in the offices of the Association on Cherry Lane.
3. Joe Golden explained that the Township is undertaking the update to the Comprehensive Plan, and that input from the business community will be sought through meetings like this and other outreach efforts. The Township web site and paper surveys are available for gathering input on the plan.
4. Joe Luste emphasized that revitalization will be one of the key themes of the plan, with the possibility of lower taxes being a goal of the economic development effort.
5. Phil Rowan circulated that Claritas RMP Opportunity Gap – Retail Stores for 2008 to the membership. He discussed the “opportunity” and “surplus” line items with the members. The large mail order electronic sales were discussed. This could possibly be the NY Camera business on Street Road.
6. When asked about the customer base, members of the association cited that they have been in the Township a long time, have established customers, mainly residents, and that there was a loyalty factor between the businesses and customers.
7. The Knowles Avenue and 2nd Street Pike intersection was discussed. PENNDOT did not approve proposed changes. Joe Golden described a three-phase plan scheme that may improve the traffic flow in this area.
8. The problems with the Kentucky Fried Chicken site and access were raised by several members.
9. The closing of the Oskar Huber furniture was cited as an example of the need for economic development and re-development in the area.

10. Joe Luste discussed the government's recent award of a defense contract to a local defense related industry. He asked whether or not pursuing high-technology companies should be a priority.
11. Affordable housing and good schools were cited as an example of some of the strengths of the Township. It was noted that a new high school is being built and that the good word on the school district needs to get out to the broader business community.
12. The possibility of a branch of Penn State would be a worthwhile goal of the community. It may attract higher-end companies to locate in the area.
13. One member raised the issue that the Planning Commission needs to be more sensitive to the business community, particularly related to costs of certain improvements. The issue of storm water management was discussed at length. Joe Golden offered that the positives of good storm water management have outweighed the costs to developers. The issue of one property owner's "ditch" was raised.
14. Signage was raised as an important issue by several of the business representatives. Digital signs and the fact that a sign committee is studying a sign ordinance were discussed.
15. A possible new name for Industrial Boulevard was suggested. Suggestions included Commerce Boulevard and similar variations.
16. The development and reconstruction of new restaurants was discussed at length. Joe Golden offered that there are many regulations related to restaurants, some of which are County and State, which make the approval process difficult. Again, stormwater management issues must be dealt with when the footprint of the building is expanded. It was also cited that many regulations governing both residential and commercial are federal and/or state and that all communities are faced with the same issues of enforcement.
17. The pluses and minuses of age-restricted housing were raised by several members. Southampton Estates and Ann's Choice were cited as different product types that may be considered. There was also discussion about the residential units size, i.e, 1 and 2-bedroom units that may encourage "empty nesters" to live there, as opposed to designated adult or age-restricted housing developments.
18. A realtor noted that home prices in the area have only dropped by 4% in the past year, which is much lower than many other areas in the region and nation.
19. The revitalization of 2nd Street Pike was discussed. Some of the properties on the upper end were described as "shabby".
20. Joe Luste mentioned that over the past several decades, there have been plans for a Town Center, revitalization of the commercial districts dealing with signage, facades, street lighting, traffic and pedestrian provisions, etc. and that this updated Plan will bring those forward in the Revitalization Chapter. With respect to pedestrian movements, and walk-ability, members of the association cited the length of Second Street Pike, and that all of it may not be conducive to urban renewal, as seen in nearby communities, due the lack of concentrated retail or commercial uses, per se.

21. Toner's proposed 40-unit development near the train station was discussed. The age-restricted project would create additional disposable dollars for the businesses in the area. Joe Golden discussed the need for a second means of egress.
22. The officers and members thanked us for reaching out to the Association and invited us to come back at some future date.
23. Joe Golden left behind some survey flyers, posters, and hard copies of the on-line survey, encouraging members to take note.

Writes Susan Kaminski, Chair of the Association, in an e-mail to Joe Luste:

"Thank you and the team for sharing with us the future comp plan. I'm very happy that you were able to have a small lunch with us yesterday. I know the board members appreciated the information that you were able to share with us about the township.

We wish you luck with your plans and we hope to see you soon. Please don't hesitate to touch base with me by email, phone or even stop into the branch if you need anything in the near future.

Sincerely, Susan"

- **Industrial Area Meeting With Business Owners and Operators – by Invitation, on June 11, 2009 . . . Notes taken by Joe Luste, Pennoni Associates**
 1. There were approximately 26 attendees from the businesses along Industrial Blvd. Jaymor Road, and Jamesway. We have at least 15 names of the businesses and contract information
 2. It was informative, and what could and is considered a great meeting and frank discussion on many topics, noted below, there may be others by our Manager, and PC members in attendance to be added.
 3. Transportation, access, directions, and timing of traffic signals were discussed as issues, as was the intersection of Knowles Ave. and Second Street Pike.
 4. Bus service and access/use by employees was/is an issue.
 5. The businesses all favored an interchange with the Turnpike in the vicinity of Second Street pike as a way to open up the Industrial area, make it marketable, and provide efficiency of operations, delivers, and out-shipments, etc. This is very Important and configuration would need to be fleshed out, of course.
 6. Water supply (low pressure and service) along Industrial Blvd. was presented.
 7. It seems that a mix of non-residential uses, in the industrial area would be fine and to be encouraged by the business representative, it being better to have no or little vacancies than empty sites and buildings and the signs for sale, rent, lease, etc.

8. Businesses generally cited flexible zoning, particularly on parking, i.e. relief where the zoning code is potentially excessive.
9. There was buffer concern for 1125 Industrial Blvd and discussion on the need, depth, etc.
10. The current permit and approval process should be trimmed down in regards to time and ease, according to some of the businesses.
11. A regional real estate representative suggested a marketing approach, of identifying properties, benefits, and information, be developed and broadcast on a regional basis. A “how to do business with and in the Township”, for example.
12. Use of the Township’s website to provide information about doing business, facts and figures about socio-economics, workforce, maps, and other such information, be available and posted, which could help the businesses with searches for employees.
13. Hiring locally was cited, locally being the Twp. which would help out with the earned income credits and funding.
14. A big item for the businesses was circulation and ways to get to the industrial areas of the Township from Street Road, use of other roadways, for employees, customers and trucking operations with a lot of lost time and congestion resulting from truckers not familiar with the area and how to get to the industrial area, suggesting signage, directions, maps, etc.
15. Better ways of signing and identifying businesses in the industrial core area was discussed, and it was suggested that perhaps the businesses could come together and name the area, and work together to assist with this item.
16. Electric power and frequent outages was cited as a key issue for some manufacturing business in down time, damage to products and machinery, etc.
17. Internet connections for area businesses was/is an issue, particularly high speed, where businesses need this capacity to conduct their businesses profitably.
18. A name change to Industrial Blvd. was discussed and members of the Post Office (Postmaster) said it could be done, same with addresses quite easily nowadays due to the electronic age and computer programs, etc. It was concluded that the name wouldn’t be changed at this time.
19. The Township should find a way to make business attraction for economically pleasing, i.e. rebates, tax incentives, etc. to help alleviate the vacancies, and return to a vibrant commercial and industrial area, also then improving tax revenue for the Township.
20. The permitting process was again underscored as an issue that take time and expense and it was hoped that the Township could find ways to ease the burden in time and cost for site improvements or changes in land uses, etc.
21. The meeting concluded with some side discussions, traffic access being crucial. It seems that the business community was well pleased that we reached out to them.

APPENDIX D. – LIBRARY STRATEGIC PLAN for Library Facilities

GOAL: Renovate the Interior of the Adult Area Library

| OBJECTIVE | ACTION PLAN | RESOURCES NEEDED | TIMELINE | RESPONSIBILITY |
|--|---|---|--|--|
| Improve the ambience of the adult area | Director should present revised Raphael space plan to the Board for approval. | Complete space plan/ architect/staff | Completed space plan to the Board by January '09 Project completed by '10 | The Board is responsible for approving and overseeing the entire plan. |
| Make adult area more user friendly Provide the entire library with new rugs | Director should appoint staff committees to break down the project and research approximate costs. Director should coordinate committees After each committee assesses the possible costs, the director should present the findings to the Board in order to discuss funding and implementation | Catalogs, staff, time | Committees' research completed by the end of April '09 Board presentation May '09 | The director is the overall coordinator Lora – rug committee; Debbie – furniture committee; Jeannie – library shelving and misc. equipment |
| | | | | |

January 2009

FINANCE

GOAL: To increase outside funding for library improvements and programs.

| OBJECTIVE | ACTION PLAN | RESOURCES NEEDED | TIMELINE | RESPONSIBILITY |
|--|---|--|---|--|
| To reduce dependence upon tax dollars | Seek Grants Involve community members | Grant committee Grant writer | Committee established January 2009 Solicit community April 2009 | Board |
| To obtain grants, donations and funds. | The Board and director should develop a fundraising plan. | Fundraising plans Board Grants/furniture | Implementation of fundrais- ing plan by October New materials ordered by November Moving day and rug installa- tion planned for December | The staff is responsible for committee assign- ments |
| | | | | |

January 2009

MARKETING

GOAL: To develop a strong marketing/communications initiative.

| OBJECTIVE | ACTION PLAN | RESOURCES NEEDED | TIMELINE | RESPONSIBILITY |
|---|---|--|-------------------------------------|-----------------------|
| Improve public awareness of services offered by SFL | Incorporate library programs and services in the Friends newsletter, cable, community calendars Added advertisement of services / programs Increase better relations with patrons | Advertisement budget Coordination with Friends Press releases, Emails to newspapers, patrons | June 2009 for presentation to Board | Kim/Lora/Debbie |
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| | | | | |

January 2009

PROGRAMS

GOAL: To broaden program offerings by adding more teen programs.

| OBJECTIVE | ACTION PLAN | RESOURCES NEEDED | TIMELINE | RESPONSIBILITY |
|---|--|--|--|-----------------------|
| Develop and implement a teen program | Utilize survey and other library programs to develop a new teen program to be presented to the Board by April 2009 | Survey results, other area libraries, time, committee | Spring 2009 for research work/presentation to Board Summer 2010 for start of programs | Lora |
| Develop and implement computer training courses | Create a computer lab and develop basic and intermediate computer classes which would be open to all members of the community with an emphasis on senior citizens. | 9 laptops: 1 for instructor 8 for students. Storage cabinet for laptops, and cart for instructor's computer and projector. | Fall 2009 apply for grants. Spring/Summer 2010 purchase equipment and develop classes. Fall 2010 Begin offering 3 classes per month. | Kim and Jeannie |
| | | | | |

January 2009

Data Sources and Resources

Specific details, from the below sources and resources, are cited throughout this Updated Comprehensive Plan in the Chapters, exhibits, maps, text, and charts/tables

1. American Association of State Highway and Transportation Officials
2. Bicycle Coalition of Greater Philadelphia
3. Bucks County Departments
4. Bucks County Transportation Management Association
5. Centennial School District
6. Claritas Marketplace RMP Opportunity Gap Analysis, 2008
7. Delaware Valley Regional Planning Commission
8. Lower Moreland Township
9. Lower Southampton Township
10. Montgomery County Comprehensive Plan
11. National Register in Pennsylvania, for Historic Resources
12. Northampton Township
13. PA Department of Transportation
14. PA Department of Community and Economic Development
15. PA Department of Conservation and Natural Resources
16. PA Historic and Museum Commission
17. PA Municipalities Planning Code
18. PA State Data Center
19. Smart Growth Network
20. TIGER Census Files
21. Southeastern Pennsylvania Transit Authority (SEPTA)
22. Upper Moreland Township
23. Upper Southampton Township
24. Urban Land Institute Sustainability Initiative
25. U.S. Army Corps of Engineers
26. U.S. Census
27. U.S. Environmental Protection Agency (EPA)
28. Warminster Township