

2012 Update
to the
SKIPPACK TOWNSHIP
COMPREHENSIVE PLAN

Skippack Township Board of Supervisors

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Table of Contents

<u>Chapter</u>	<u>Title</u>	<u>Page</u>
	INTRODUCTION	1
One	COMMUNITY DEVELOPMENT OBJECTIVES	3
Two	EXECUTIVE SUMMARY/IMPLEMENTATION	8
Three	COMMUNITY BACKGROUND	12
	MAP No 0 CURRENT ZONING DISTRICT MAP	16
Four	HOUSING PLAN	17
	MAP No 1 FULLY DEVELOPED RESIDENTIAL AREAS	20
	MAN No 2 TRACTS OF LAND APPROVED FOR RESIDENTIAL DEVELOPMENT	21
	MAP No 3 TRACTS OF LAND WITH POTENTIAL FOR RESIDENTIAL DEVELOPMENT	22
Five	TRANSPORTATION PLAN	23
	MAP No 4 TARGETED TRAFFIC IMPROVEMENTS	26
Five*One	EQUESTRIAN/PEDESTRIAN TRAILS	27
	MAP No 5 EXISTING TRAIL MAP	28
	MAP No 6 FUTURE TRAIL EXPANSION	29
Six	COMMERCIAL/INDUSTRIAL PLAN	30
Seven	PUBLIC SERVICES/UTILITIES PLAN	33
Eight	CONSERVATION/RECREATION PLAN	35
	MAP No 7 EXISTING TOWNSHIP OPEN SPACE	37
	MAP No 8 POTENTIAL AREAS FOR ACQUISITION OF OPEN SPACE	38
Nine	ENVIRONMENTAL PROTECTION PLAN	39
Ten	LAND USE PLAN	40
	MAP No 9 FUTURE LAND USE PLAN	41

RESOLUTION NO. 2012-__

Skippack Township

Montgomery County, Pennsylvania

RESOLUTION TO ADOPT COMPREHENSIVE PLAN

AND NOW, this

INTRODUCTION

The Municipalities Planning Code calls for communities to have a comprehensive plan. And, it calls for each community to update that plan at least every 10 years. The last update of Skippack Township's Comprehensive Plan was adopted in 2001. The Board of Supervisors has directed that the plan be updated in 2012.

The period between 2001 and 2012 was unique. During this period the country experienced a "housing bubble." Skippack Township was consumed by the housing bubble, and the township underwent the most intense period of growth in its history.

Much of that growth was in conformance with the 2001 Comprehensive Plan and, as always happens in a market driven society, some was not. It was not possible to foresee all future demands and market conditions in the 2001 Plan and it will not be possible to do that in this Plan.

Due to the accuracy and validity of the 2001 Plan this 2012 update will adhere to the format of that Plan. Each chapter will be amended to add the information from the last 11 years and thereby

bring it current. A new chapter entitled Visioning will be added to the end of the document; that chapter will look forward and address the next 10 years.

CHAPTER ONE

(This draft is a 'projected' version of this Chapter.

It will be rewritten after the public meeting.)

COMMUNITY DEVELOPMENT OBJECTIVES

The Municipalities Planning Code mandates the inclusion of a statement of objectives in all comprehensive plans. These are to be the Municipality's objectives concerning its future development and they are to, at least, address the location, character and timing of future development.

These are universal objectives. They are derived from values, which are so fundamental in nature that their associated goals are either stated or implied in all comprehensive plans. These universal objectives are all quite broad and could be discussed at great length. Here it will suffice to identify the common goals.

Quality Environment: All of the elements of development and the qualities of each which include quantity, relationship, intensity and configuration are to work together to create a sense of place, support a community identity and produce a desirable built environment for the activities of the people.

Compatibility with Nature: The creation of a built environment with a minimal impact on the natural environment

while at the same time advancing integrated efforts to enhance the natural environment.

Economic Viability: The maintenance of an economy that is balanced, sustainable and supportive of all other community goals.

Equality: The elimination of discriminatory conditions with respect to housing and all other resources.

Regional Integration: The recognition of the fact this community is a part of a larger regional community, and as such is responsible for its actions with respect to its immediate and not so immediate neighbors.

Given this foundation, the Board of Supervisors turned to the residents of Skippack Township and sought their input regarding the future of their Township.

*YOU ARE INVITED TO A
COMPREHENSIVE PLAN MEETING
AT THE SKIPPAK TOWNSHIP BUILDING
4089 HECKLER ROAD
AT 7:00 PM ON _____, 2012*

*The purpose of this meeting is to seek public input
for the future of Skippack.*

Please join us or send your comments to the Township.

The preceding invitation was extended to all residents. On the appointed date, many interested people gathered in the Skippack Township Building. The manager's minutes of that session are attached as Appendix A.

This meeting exceeded expectations with regard to input and enthusiasm as well as attendance. All categories of residents were represented, from recent arrivals to lifelong residents. Non-resident community members were also present. Everyone participated. The discussion was structured around three questions: (1) What do you like about your Township?, (2) What don't you like about your Township?, (3) What would you add or eliminate? Given the large number of participants you would expect direct contradictions and there were some, however, there was no difficulty whatsoever in identifying the consensus of opinion.

Against the backdrop of a municipality that experienced an onslaught of developments there is always a clear outcry to "slow the train", and more than one request to stop the train. People were attracted to this township by its rural residential character and its identifiable town center. A community with generous amounts of underdeveloped space and farm lands, a safe community, with a caring people in a quiet, friendly environment is

what brings residents to Skippack and this is what they want to keep.

Expressions of dissatisfaction are easy to predict; traffic with its related ramifications, and additional developments with its related ramifications were the readily identified undesirables. The comments regarding traffic generally seek a balanced solution. The comments regarding development will favor the negative side ranging all the way to requests for the Board of Supervisors to halt development.

The dialogue on the topic of additions and deletions deals principally with services. Bridge repair, a public library, post office delivery, recreation facilities, and additional regulations (curb dog, skate board) were all on the list. A public safety issue was raised when the matter of police protection was brought up. How long will the state police continue to provide protection? The answer is not entirely in the hands of the Supervisors.

A variety of questions were proffered when the floor was opened, all bore witness to the sincere interest on the part of the residents in the comprehensive planning process and all remained within the general theme already documented above.

The input from the participants at the _____ 2012 meeting produced a goal of having future development proceed at

as slow a pace as necessary to allow for the preservation of the present qualities and characteristics of the community, while allowing for minimum growth in locations that will support and enhance the community.

The initial draft of the Plan, which was presented to the Planning Commission on May 21st was expanded to incorporate the input from the Comprehensive Plan meeting and other smaller sessions.

Documents recording such sessions including Meeting Minutes are included in the appendix section of this Plan.

The goal of the Board of Supervisors is to develop and implement a plan that will achieve the goals as stated above and achieve individual objectives as stated in the chapters that follow.

CHAPTER TWO

(Below is the text from the 2001 Comprehensive Plan. This Section cannot be completed for the 2012 Plan until the work effort is completed.)

EXECUTIVE SUMMARY/IMPLEMENTATION

In June of 2000 the Governor of Pennsylvania, upon passage of “growing smarter” land use legislation, said,

“.....land use is about communities, the environment and future growth.”

“.....it’s about preserving open space and the quality of life we enjoy. And it is about respecting private property rights and allowing for the growth we need.”

This passage is restated in the 2000 Annual Report on Land Use prepared by the Governors Center for Local Government Services and it is equally applicable at both the State and local level. The 2001 Comprehensive Plan for Skippack Township fully embraces the Governor’s sentiments and it does so with attention to the discernment between ‘growth’ and ‘growth we need’.

It would require no great effort to secure a mandate from a majority of the residents of Skippack Township. The residents are attached to the life style they enjoy in their township. They are

enamored with their memories of yesterday. It is the accelerating rate of erosion of their life style that makes this Plan, at this time, so vitally important to them.

To facilitate preparation as well as comprehension, the 'Plan' was broken into component parts. The success of the Plan however rests upon the conforming of the parts. Housing, transportation, commerce, industry, services, utilities, conservation, recreation and the environment are the names of the parts that are addressed in this document.

Skippack Township deserves to be celebrated for its housing. As opposed to planning for growth which the township needs, this Plan recognized the necessity to plan for growth, which it cannot avoid. Establishing this absence of need, and the desires of the residents, this Plan seeks to direct the future housing toward an end that will do the least harm. Large lot, single family, detached housing is preferred for the remaining undeveloped parcels in the township, and the employment of clustering and transferable development rights options is encouraged as a means of realizing benefits for other parts of this Plan, such as conservation and the environment.

Transportation is treated in a delicate manner; any element should be when it is of such a nature that achievement of its own

optimum characteristics can only occur at a cost equivalent to devastation. Automotive transportation is to be accommodated in the most efficient manner possible with the strict proviso that the character of the community is not to be compromised. To do this one must accept and embrace the notion that given a choice a delay is preferable to an expressway.

The elements of commerce, industry, services, utilities and recreation should be treated in a manner such that there would be neither a deficiency nor excess. It is enough to meet the needs of the residents of this community.

The error of choice within this Plan rests with the conservation and environment components, and the choice is to err on the side of excess, would that we could over do it and conserve more open space than planned and protect the environment to a fault.

The land use plan is a guide for subsequent efforts that must conjoin a complete redraft of the zoning regulations with a site-specific application of those regulations. This effort is the initial and salient component of the implementation strategy for this plan. A corresponding redraft of the subdivision and land development ordinance will be the second part of the

implementation strategy as it is in 73% of the communities in Pennsylvania with comprehensive plans.

The focus and the effort subsequent to the adoption of this plan is to be placed on initiating and following through on all of the elements in the Visioning Chapter of this Plan.

CHAPTER THREE

COMMUNITY BACKGROUND

The 2001 Comprehensive Plan provided the community history and background from the Township's origins up through 2001. This update will therefore focus on the events and developments over the past 11 years as that past has not changed. Accordingly, please note that the 1996 Open Space Plan along with the 2006 Amendment to that plan are incorporated into this Comprehensive Plan by reference, along with the 2001 Comprehensive Plan for Skippack Township. The four documents present an entire picture.

In the 2001 Comprehensive Plan population statistics were projected for 2010. The chart below shows the actual figures from the 2010 census. In the following table the listed population includes some 3,400 residents at Graterford Prison. Due to their confinement to the detention facility their impact on the Comprehensive Plan and the development of the community, as a whole, is severely limited. The prison is now embarking on an expansion project. An entirely new facility is being constructed

and the future of the existing facility is uncertain. The last reported population in the prison was 3,392 inmates.

POPULATION STATISTICS

Before getting into the 2010 figures it is noteworthy that in the 10 year period from 2000 to 2010 Skippack Township experienced exceptional growth. Skippack Township ranked third in Montgomery County in the percentage rate of growth with a rate of 3.83%. This is an increase of 3,795 people and 1,468 housing units.

The 2010 census population is 13,715 people; and the population projections are:

2015.....	14,199
2020.....	14,871
2030.....	16,680
2040.....	17,587

The Township has a total of 3,945 housing units of which 3,342 are owner occupied and 395 are renter occupied.

The age cohorts are:

0 - 4.....	772
5 - 17.....	2,105
18 - 24.....	764
25 - 34.....	2,117

35 – 44.....	2,685
45 – 54.....	2,325
55 – 64.....	1,565
65 – 74.....	925
75 +.....	484

The average household size is 2.76 persons. This is an opportune time to point out that the significance of population statistics in Skippack Township is flawed. There are 3,945 housing units with an average size of 2.76 people. This yields some 9,700 people. The prison population gets you up to the total figure. Approximately one-quarter of the residents have the same address.

Skippack Township enjoys the fact that 89.4% of the population resides in owner-occupied dwelling units. This speaks volumes for property values and all aspects of community life in the Township.

It is worthy of note here that due to the large number of age restricted housing units constructed the upper age cohorts grew in population by approximately 120%. This trend will continue as the approved units are built out.

Source: Montgomery County Planning Commission

“CURRENT ZONING DISTRICT MAP”

The following map is the current Skippack Township Zoning Map; it is included for information and reference.



REVISION DESCRIPTION	DATE
UPDATED OPEN SPACE AREAS	12-17-07
UPDATED OPEN SPACE AREAS	01-07-08
Added New Developments/Lots	1/30/07

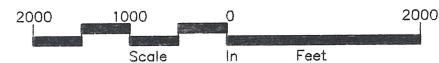
[Green Box]	RA Residential/Agricultural	[Orange Box]	VC Village Commercial
[Light Green Box]	R1 Residential	[Blue Box]	GC General Commercial
[Dark Green Box]	R2 Residential	[Red Cross-hatched Box]	SC Shopping Center
[Light Blue Box]	R3 Residential	[Green Box]	LI Limited Industrial
[Yellow Box]	R4 Residential	[CF in Circle]	CF Correctional Facility
[Grey Box]	R5 Residential	[Green with Diagonal Lines Box]	PR Park and Recreation
[Light Blue with Diagonal Lines Box]	VR Village Residential	[Black with Diagonal Lines Box]	UT Utility Transmission
[White with Diagonal Lines Box]	NL Neighborhood Lotting	[Pink Box]	ITND Integrated Traditional Neighborhood Development
[Pink with Diagonal Lines Box]	AAR4 Active Adult Residential		
[Pink with Cross-hatched Box]	AAR2 Active Adult Residential		

ADOPTED DATE: JUNE 26, 2002
 RE-ENACTED: AUGUST 21, 2002

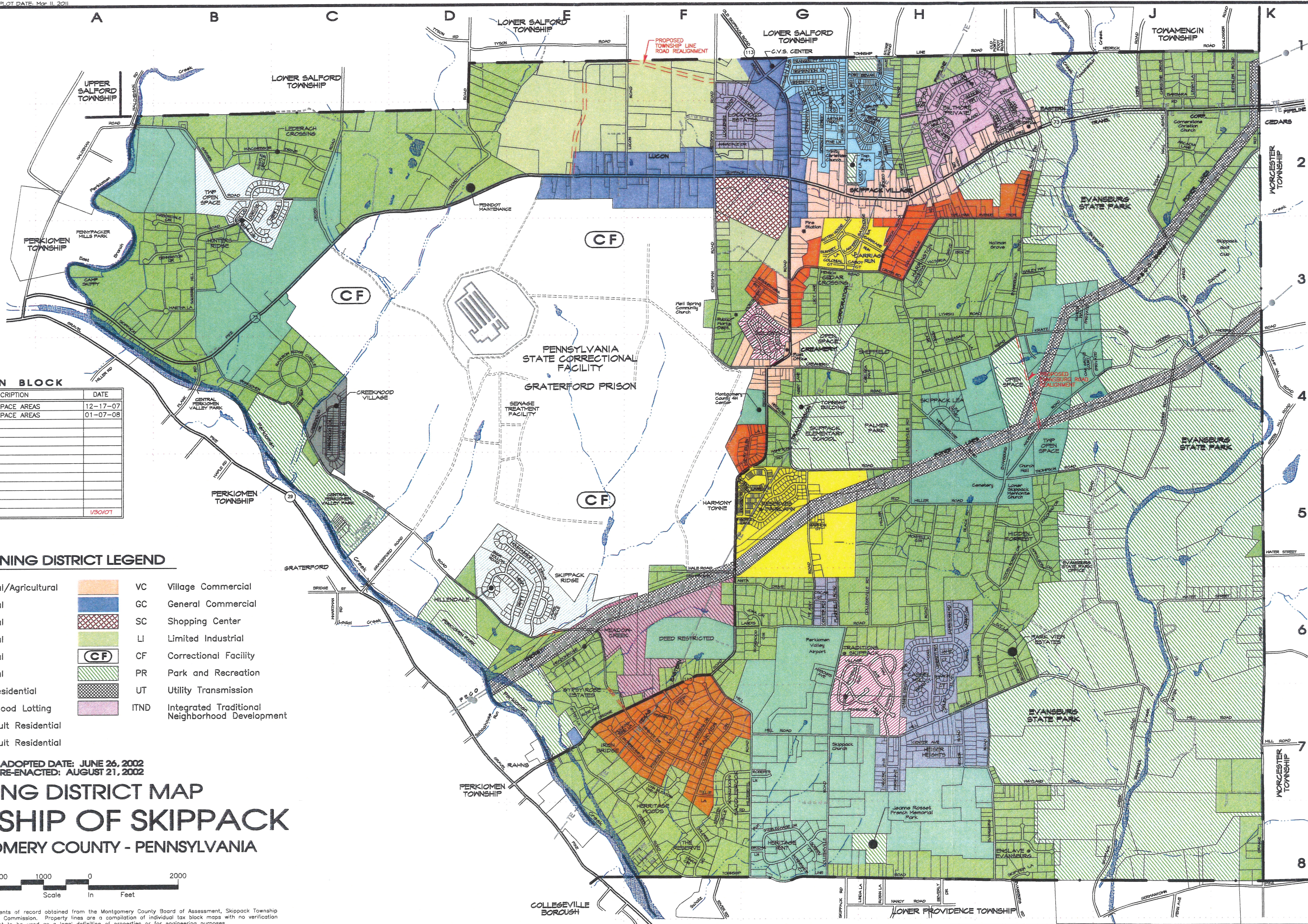
ZONING DISTRICT MAP

TOWNSHIP OF SKIPPACK

MONTGOMERY COUNTY - PENNSYLVANIA



This map is based upon documents of record obtained from the Montgomery County Board of Assessment, Skippack Township and Montgomery County Planning Commission. Property lines are a compilation of individual tax block maps with no verification from the deed. This map is not to be used as a legal definition of properties or for engineering purposes.



CHAPTER FOUR

HOUSING PLAN

As stated in the 2001 Comprehensive Plan, all housing types are available in the Township. And, as stated in that Plan any remaining undeveloped land should be zoned at the lowest legal density. Clustering and transferrable development rights could be utilized to better achieve the goals expressed at the public meeting.

Given these circumstances there is no need or purpose to focus on any specific housing type or any particular form of ownership. Rather the focus is on density, many housing types including but not limited to Single Family Attached or Detached, Apartments, Condominiums are all acceptable at the proper low density. This even envisions midrise buildings.

The two maps at the end of this Chapter document the status of the housing properties in the Township now. The Future Land Use Plan in Chapter Ten documents the goal for the future.

Multi-Family Housing

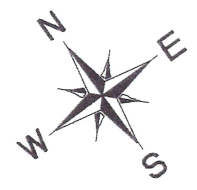
There are 6 multi-family communities in Skippack Township;
they are:

on Cody Lane	20 units on 5.2 acres
Biltmore	137 units on 83 acres
Carriage Run	279 units on 35 acres
Fair Hills	113 units on 30 acres
Fairlawn Court	107 units on 21 acres
Harmony Towne	99 units on 26 acres

The following map identifies the tracts of land that have the potential to be developed for residential use. This is a significant reduction from the corresponding 2001 Plan. The reduction of developable parcels is due to the fact that most of the missing parcels have been developed while others have been preserved as open space.

“FULLY DEVELOPED RESIDENTIAL AREAS”

MAP NO 1



Scale in Feet
Map Grid = 1/4 Mile

Date	Revision



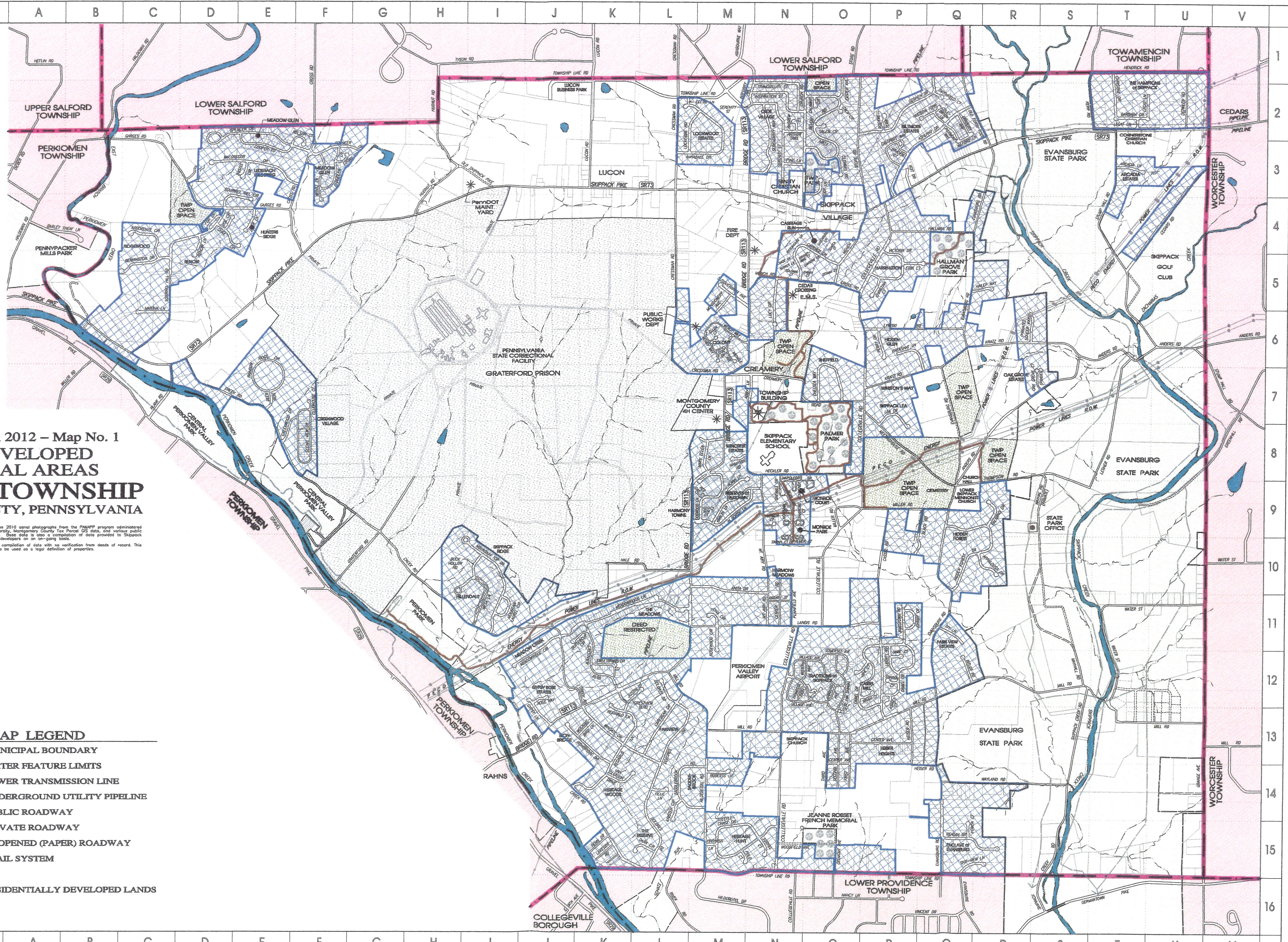
Comprehensive Plan 2012 – Map No. 1 FULLY DEVELOPED RESIDENTIAL AREAS SKIPPACK TOWNSHIP MONTGOMERY COUNTY, PENNSYLVANIA

Map prepared by:
Woodrow & Associates, Inc.
1100 W. Swetnam Pike
Ardur, Pennsylvania

This map is based on 2010 aerial photographs from the PMAPP program administered by Penn State University, Montgomery County Tax Parcel GIS data, and various public information sources. Base data is also a compilation of data provided to Skippack Township by private developers on an on-going basis.

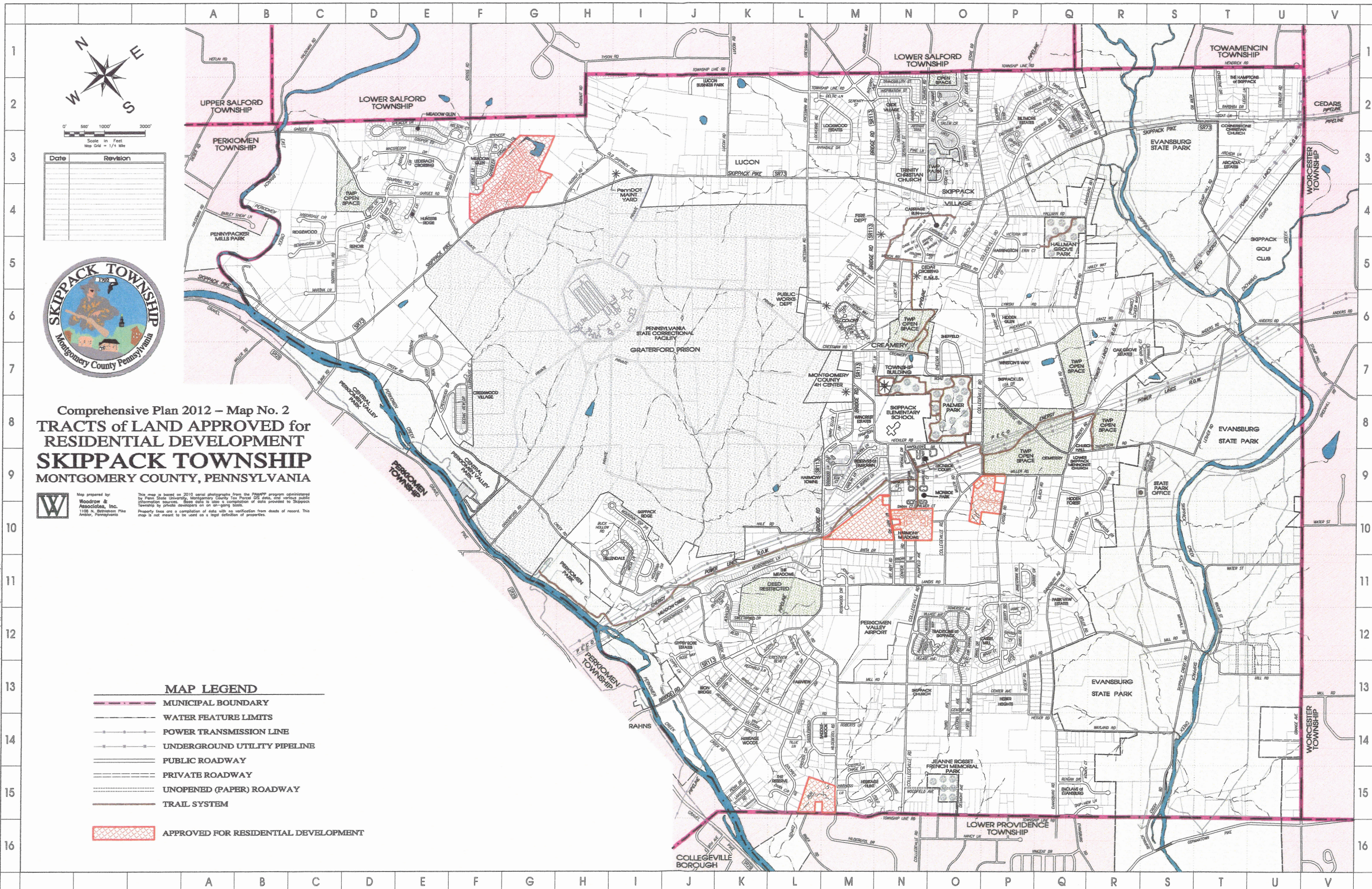
Property lines are a compilation of data with no verification from deeds of record. This map is not meant to be used as a legal definition of properties.

- MAP LEGEND**
- MUNICIPAL BOUNDARY
 - WATER FEATURE LIMITS
 - POWER TRANSMISSION LINE
 - UNDERGROUND UTILITY PIPELINE
 - PUBLIC ROADWAY
 - PRIVATE ROADWAY
 - UNOPENED (PAPER) ROADWAY
 - TRAIL SYSTEM
 - RESIDENTIALLY DEVELOPED LANDS



“TRACTS OF LAND APPROVED FOR RESIDENTIAL DEVELOPMENT”

MAP NO 2



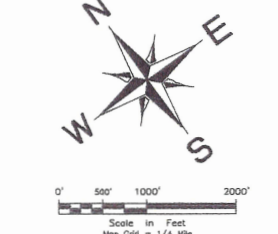
Comprehensive Plan 2012 – Map No. 2
TRACTS of LAND APPROVED for
RESIDENTIAL DEVELOPMENT
SKIPPACK TOWNSHIP
 MONTGOMERY COUNTY, PENNSYLVANIA

Map prepared by:
Woodrow & Associates, Inc.
 1105 N. Bethlehem Pike
 Ambler, Pennsylvania

This map is based on 2010 aerial photographs from the PAMFP program administered by Penn State University, Montgomery County tax Parcel ES data, and various public information sources. Data is also a compilation of data provided to Skippack Township by private developers on an on-going basis.
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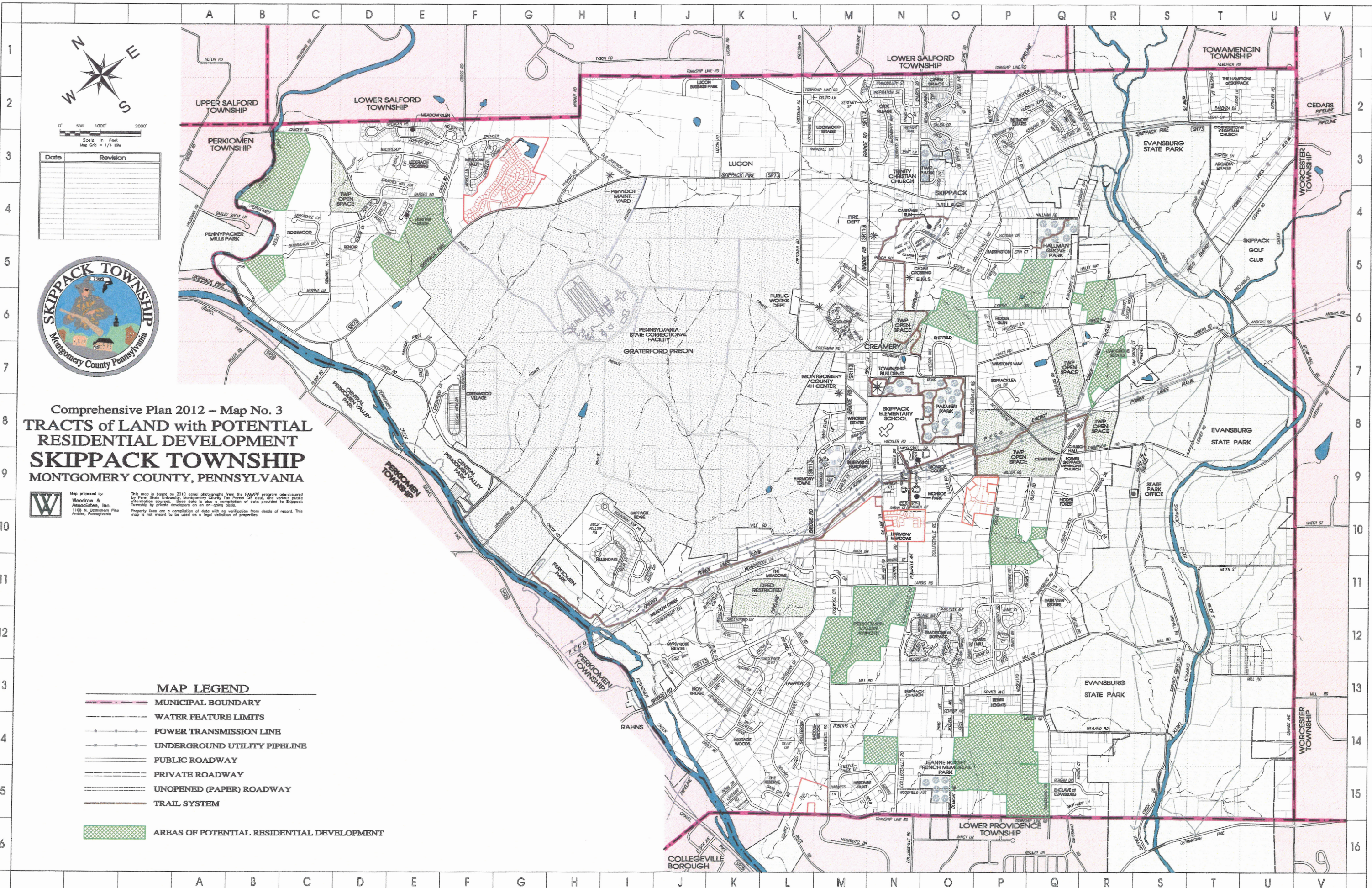
MAP LEGEND

- MUNICIPAL BOUNDARY
- WATER FEATURE LIMITS
- POWER TRANSMISSION LINE
- UNDERGROUND UTILITY PIPELINE
- PUBLIC ROADWAY
- PRIVATE ROADWAY
- UNOPENED (PAPER) ROADWAY
- TRAIL SYSTEM
- APPROVED FOR RESIDENTIAL DEVELOPMENT



“TRACTS OF LAND WITH POTENTIAL FOR RESIDENTIAL DEVELOPMENT”

MAP NO 3



Comprehensive Plan 2012 – Map No. 3
**TRACTS of LAND with POTENTIAL
 RESIDENTIAL DEVELOPMENT**
SKIPPACK TOWNSHIP
 MONTGOMERY COUNTY, PENNSYLVANIA

Map prepared by
**Woodrow &
 Associates, Inc.**
 1108 N. Bethlehem Pike
 Norristown, Pennsylvania

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MAP LEGEND	
	MUNICIPAL BOUNDARY
	WATER FEATURE LIMITS
	POWER TRANSMISSION LINE
	UNDERGROUND UTILITY PIPELINE
	PUBLIC ROADWAY
	PRIVATE ROADWAY
	UNOPENED (PAPER) ROADWAY
	TRAIL SYSTEM
	AREAS OF POTENTIAL RESIDENTIAL DEVELOPMENT

CHAPTER FIVE

TRANSPORTATION PLAN

The goals as stated in the 2001 Comprehensive plan are as appropriate today as they were in 2001. They bear repeating here.

- Provide for safe and efficient motorized and non-motorized travel throughout the Township.
- Upgrade, realign and maintain municipal roads to eliminate hazards and improve traffic flow.
- Accommodate and maintain the separation of regional and local traffic to the appropriate degree.
- Minimize congestion on main thoroughfares, i.e. PA Routes 73 and 113.
- Encourage efficient integration of new roads into the existing road network.
- Ensure that transportation improvements keep pace with residential, commercial and industrial growth within the Township.
- Recognize and integrate non-automotive transportation into the fabric of the community.
- Accomplish the above goals without compromise to the quality of life in the Township.

Similarly the roadway classification cited in 2001 remains valid.

The following major improvements to the road network in Skippack Township were accomplished in the last 10 years.

- * Full improvement to 3 legs of the Route 73 and 113 intersection including road widening, curbing and signalization. The fourth leg, Route 113 South awaits land acquisition before full improvements may be implemented. This was a proposed improvement in the 2001 Comprehensive Plan.
- * The Anders Road Bridge was re-opened as predicted in the 2001 Comprehensive Plan.
- * Reconstruction of the Route 73 and Forty Foot Road/Evansburg Road intersection was accomplished as part of the Biltmore project. The work included additional lanes and improved signalization along with major improvements to Old Forty Foot Road and its intersection with Township Line Road.
- * Route 73 was improved in the vicinity of Cross Road.
- * The Township Line Road Alternate was extended from Route 113 to Lucon Road and the traffic signal was installed at the Township Line and Route 113 intersection.

- * In addition approximately 9 miles of local roads, many private, were added to the Township.

It can affirmatively be asserted that traffic flow in the Township has improved over the last 10 years. There is room for additional improvement and they are as follows:

- A. Completion of the last leg of the Route 73 and 113 intersection.
- B. Completion of the Township Line Road Alternate, back out to Route 73.
- C. Completion of the Township Line Road, Old Forty Foot Road intersection.

The Perkiomen Valley Airport remains viable and the Township continues to work with the Bureau of Aviation to improve safety at that facility. As a separate effort apart from the Comprehensive Plan the Township will undertake a program with the affected private property owners to remove all obstructions to the flight path that are classified as hazards.

“TARGETED TRAFFIC IMPROVEMENTS”

MAP NO 4

CHAPTER FIVE

TRANSPORTATION PLAN

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- Recognize and integrate non-automotive transportation into the fabric of the community.
- Accomplish the above goals without compromise to the quality of life in the Township.

Similarly the roadway classification cited in 2001 remains valid.

- * In addition approximately 9 miles of local roads, many private, were added to the Township.

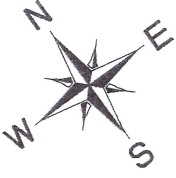
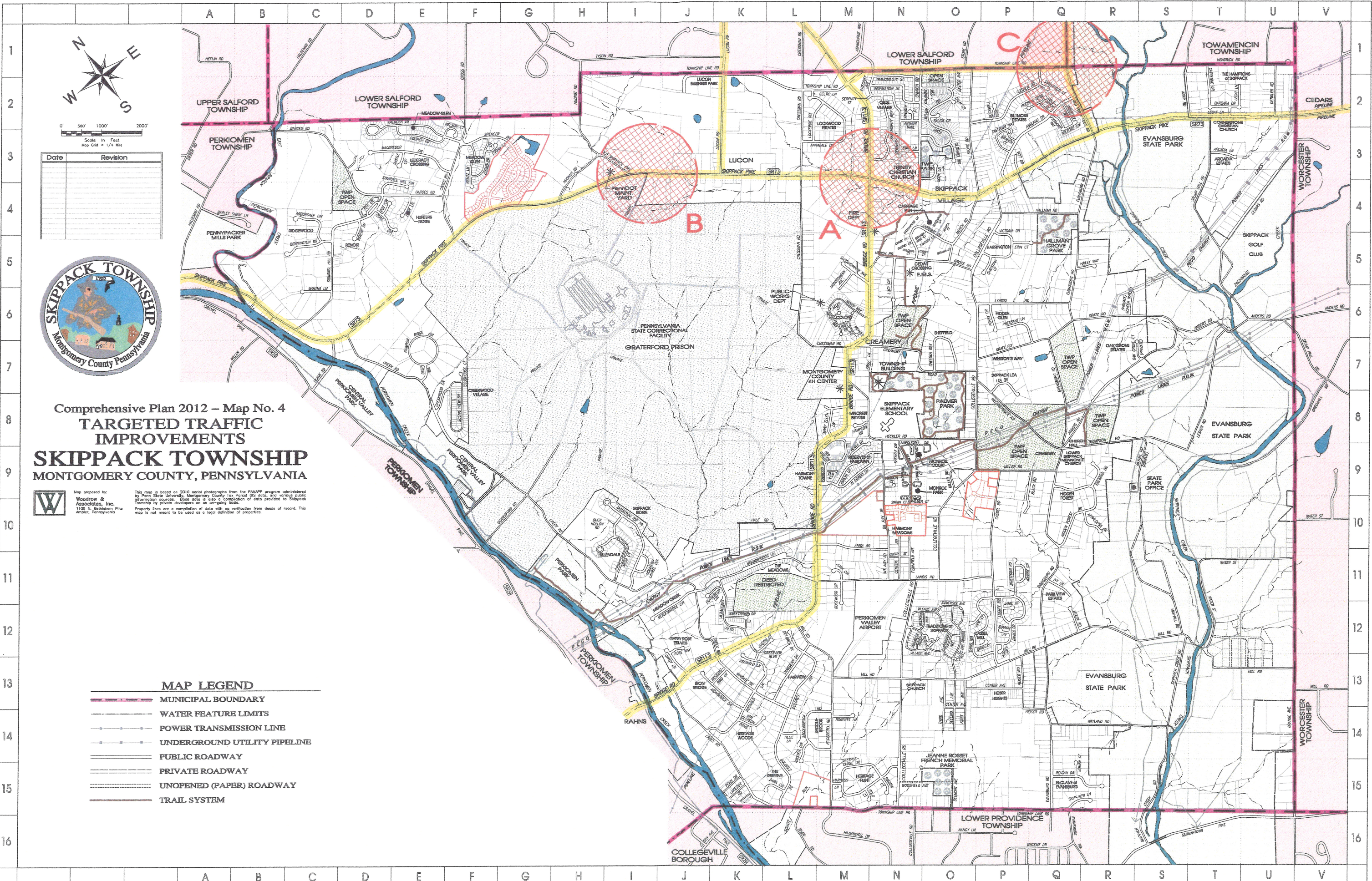
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“TARGETED TRAFFIC IMPROVEMENTS”

MAP NO 4



Scale in Feet
Map Grid = 1/4 Mile

Date	Revision



Comprehensive Plan 2012 – Map No. 4
TARGETED TRAFFIC IMPROVEMENTS
SKIPPAK TOWNSHIP
 MONTGOMERY COUNTY, PENNSYLVANIA



Map prepared by
Woodrow & Associates, Inc.
 1109 W. Bethlehem Pike
 Ambler, Pennsylvania

This map is based on 2010 aerial photography from the PMAPP program administered by Penn State University, Montgomery County Tax Parcel GIS data, and various public information sources. Base data is also a compilation of data provided to Skippack Township by private developers on an as-going basis.
 Property lines are a compilation of data with no verification from deeds of record. This map is not meant to be used as a legal definition of properties.

MAP LEGEND

- MUNICIPAL BOUNDARY
- WATER FEATURE LIMITS
- POWER TRANSMISSION LINE
- UNDERGROUND UTILITY PIPELINE
- PUBLIC ROADWAY
- PRIVATE ROADWAY
- UNOPENED (PAPER) ROADWAY
- TRAIL SYSTEM

Project No. 12-00008, Project Name: COMPREHENSIVE PLAN MAPS, Print Date: Oct 5, 2012 (12:27) PLOT FILE: C:\19747\12-00008\12-00008\Map - Master.dwg

CHAPTER FIVE - ONE

EQUESTRIAN/PEDESTRIAN TRAILS

The first map at the end of this Chapter depicts the trail system as it exists today. It can immediately be seen that the goals of the 2006 Open Space Preservation Plan have been exceeded beyond any and all expectations.

There remains work to be done. The sixth map in this Chapter identifies trail links that need to be established as well as expansion of the trail system to new points of interest.

“EXISTING TRAIL MAP”

MAP NO 5



Scale in Feet
Map Scale = 1/4" = 1000'

Date	Revision



Comprehensive Plan 2012 – Map No. 5

EXISTING TRAIL MAP

SKIPPACK TOWNSHIP

MONTGOMERY COUNTY, PENNSYLVANIA

Map prepared by:
Woodrow & Associates, Inc.
1108 N. Bethlehem Pike
Ambler, Pennsylvania

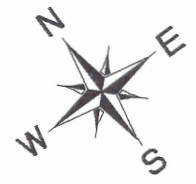
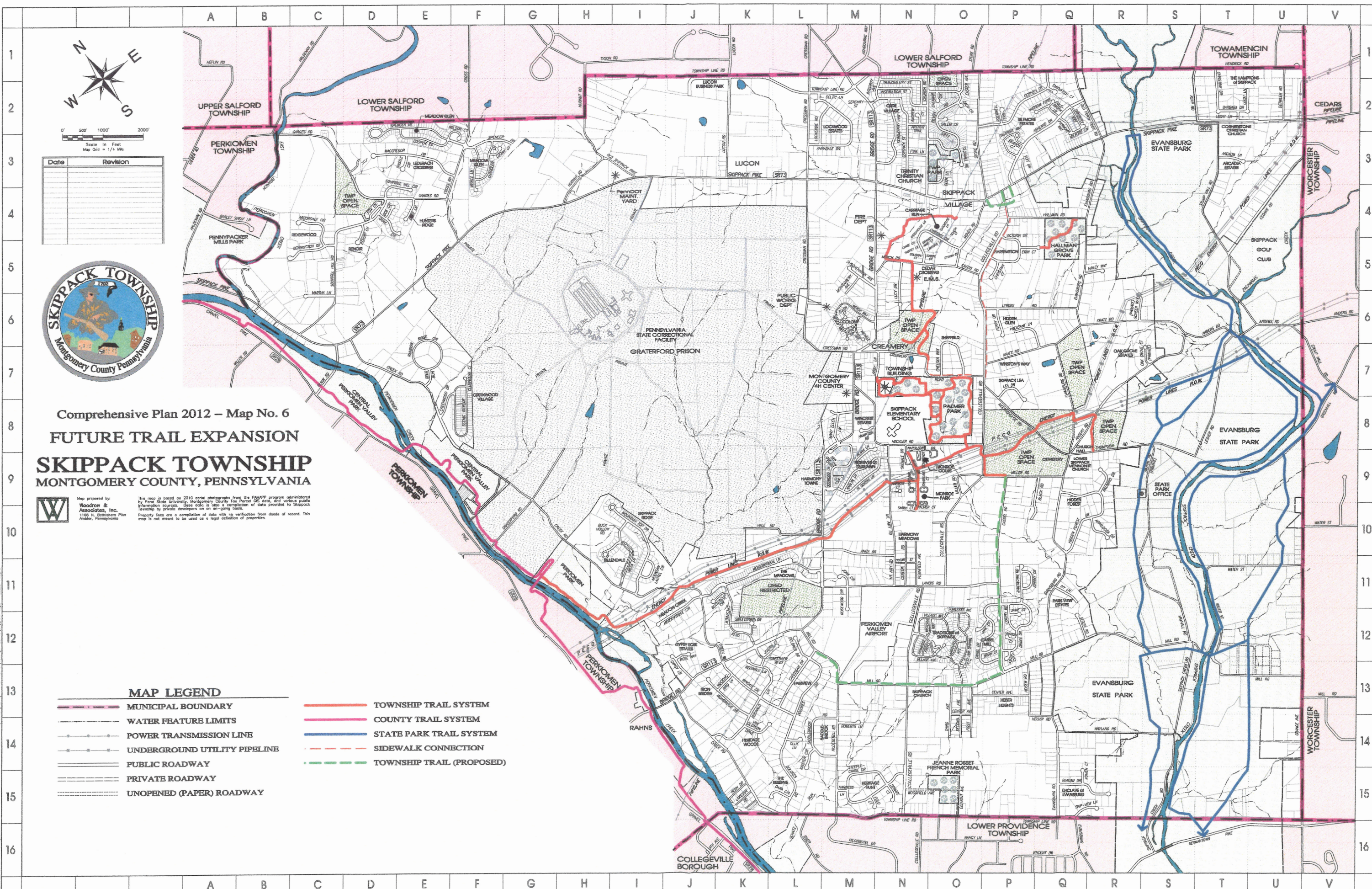
This map is based on 2010 aerial photographs from the PAIRP program administered by Penn State University, Montgomery County Tax Parcel GIS data, and various public information sources. These data is also a compilation of data provided to Skippack Township by private developers on an on-going basis.
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MAP LEGEND	
	MUNICIPAL BOUNDARY
	WATER FEATURE LIMITS
	POWER TRANSMISSION LINE
	UNDERGROUND UTILITY PIPELINE
	PUBLIC ROADWAY
	PRIVATE ROADWAY
	UNOPENED (PAPER) ROADWAY
	TOWNSHIP TRAIL SYSTEM
	COUNTY TRAIL SYSTEM
	STATE PARK TRAIL SYSTEM
	SIDEWALK CONNECTION

Project No: 12-00225 Project Name: COMPREHENSIVE PLAN MAPS Print Date: Oct 5, 2012 (12:28) File Path: C:\1907\12-00225\12-00225\Map - Master File.dwg

“FUTURE TRAIL EXPANSION”

MAP NO 6



Scale in Feet
Map Grid = 1/4 Mile

Date	Revision



Comprehensive Plan 2012 – Map No. 6
FUTURE TRAIL EXPANSION
SKIPPACK TOWNSHIP
MONTGOMERY COUNTY, PENNSYLVANIA

Map prepared by
Woodrow & Associates, Inc.
 1103 N. Baltimore Pike
 Ardmore, Pennsylvania

This map is based on 2010 aerial photography from the PAMPP program administered by Penn State University, Montgomery County Tax Parcel GIS data, and various public information resources. Base data is into a coordinate system of data provided to Skippack Township by private developers on an on-going basis.
 Property lines are a compilation of data with no verification from deeds of record. This map is not meant to be used as a legal definition of properties.



MAP LEGEND

- MUNICIPAL BOUNDARY
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- TOWNSHIP TRAIL SYSTEM
- COUNTY TRAIL SYSTEM
- STATE PARK TRAIL SYSTEM
- SIDEWALK CONNECTION
- TOWNSHIP TRAIL (PROPOSED)

Project No: 12-0323 - Project Name: COMPREHENSIVE PLAN MAPS - Print Date: Oct 5, 2012 (12:11) - Plot File: C:\187497-001\14\Skipack Maps - Master Page

CHAPTER SIX

Commercial/Industrial Plan

The major goal of the 2001 commercial plan has been implemented and achieved. Commercial zoning has been applied to the lands at the intersection of Routes 73 and 113. Despite two attempts to bring the actual development to fruition, no development has occurred. In fact over the past 10 years commercial development has lagged behind residential development.

There is commercial land in the core of the Biltmore project but again development has not occurred.

As to industrial development, the story of the last 10 years mirrors the commercial development story. Industrial development has not kept pace with the residential development. An industrial park was constructed off of the northern end of Lucon Road. And, a Striker Brigade facility was constructed on the State Penitentiary grounds off of Route 113. This is not a public facility therefore its impact on the Township is limited. The Township would be well

served by an increase in non-residential land use as demonstrated by the following chart.

	Land Use
	Acres/Percentages
Residential	1,124 acres/12.5%
Commercial – retail	63 acres/0.7%
Commercial – office	9 acres/0.1%
Industrial	71 acres/0.8%
Recreational	2,141 acres/23.8%
Utility	206 acres/2.3%
Roads	378 acres/3.2%
Open Land	3,132 acres/35.1%
Total	8,958 acres/100%

The construction of a new prison is non-residential development in that it is not public residential. Therefore, the impact on the Township is limited.

It is the recommendation of this Plan that substantial acreage along the sides of Route 73, toward the western end of the Township be rezoned to a new Multi-Use District. This ordinance should be drafted to embrace large scale development, be it research and development, manufacturing, office park, industrial park or life style commercial center. This would be a direct action aimed at correcting the current low level of non-residential development in Skippack Township.

CHAPTER SEVEN

PUBLIC SERVICES/UTILITIES PLAN

Little has changed with regard to the Public Services section of the Comprehensive Plan from 2001 save for the implementation of the changes recommended in the 2001 Plan. As stated in the 2001 Plan, the growth and development over the past 10 years has not created the need for additional public services.

The situation with utilities has also remained stable, and in fact has experienced improvement with regard to the sanitary sewer system.

Storm sewerage is a separate world unto itself. Skippack Township along with all other Pennsylvania municipalities faces an unfunded State mandate. The requirement is to control storm water run-off. There has been widespread resistance to this program due to the potential costs for the Townships. This will

have to be dealt with at some future time. The impact will be considerable.

Energy conservation was targeted in the 2001 Comprehensive Plan for specific attention beginning in 2006. As events unfolded this did not come to pass.

This topic is again addressed in the Visioning Chapter of this Plan.

CHAPTER EIGHT

CONSERVATION/RECREATION PLAN

This chapter is the success story of the 2001 Comprehensive Plan. As the exhibit in the Transportation chapter shows the goal of creating a network of trails throughout the Township has nearly been achieved. We note however that all networks can always be improved, as detailed in Chapter 5-1.

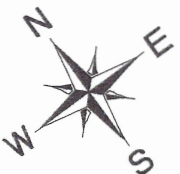
Public open space is one aspect of the 'Public Service' category where Skippack Township need not take a back seat to any other municipality. The Township is blessed with acres upon acres of public open space in Evansburg State Park. In addition the Township has been aggressive in the area of direct purchase of open space. And, this has been further supported by the creation of open space in a number of development projects, through clustering in various forms.

Further, the Township continued to purchase open space over the past 10 years. The following maps depict first, the current

inventory of Township Open Space and second, the areas where there is a desire to acquire additional open space.

“EXISTING TOWNSHIP OPEN SPACE”

MAP NO 7



Scale in Feet
Map Grid = 1/4 Mile

Date	Revision



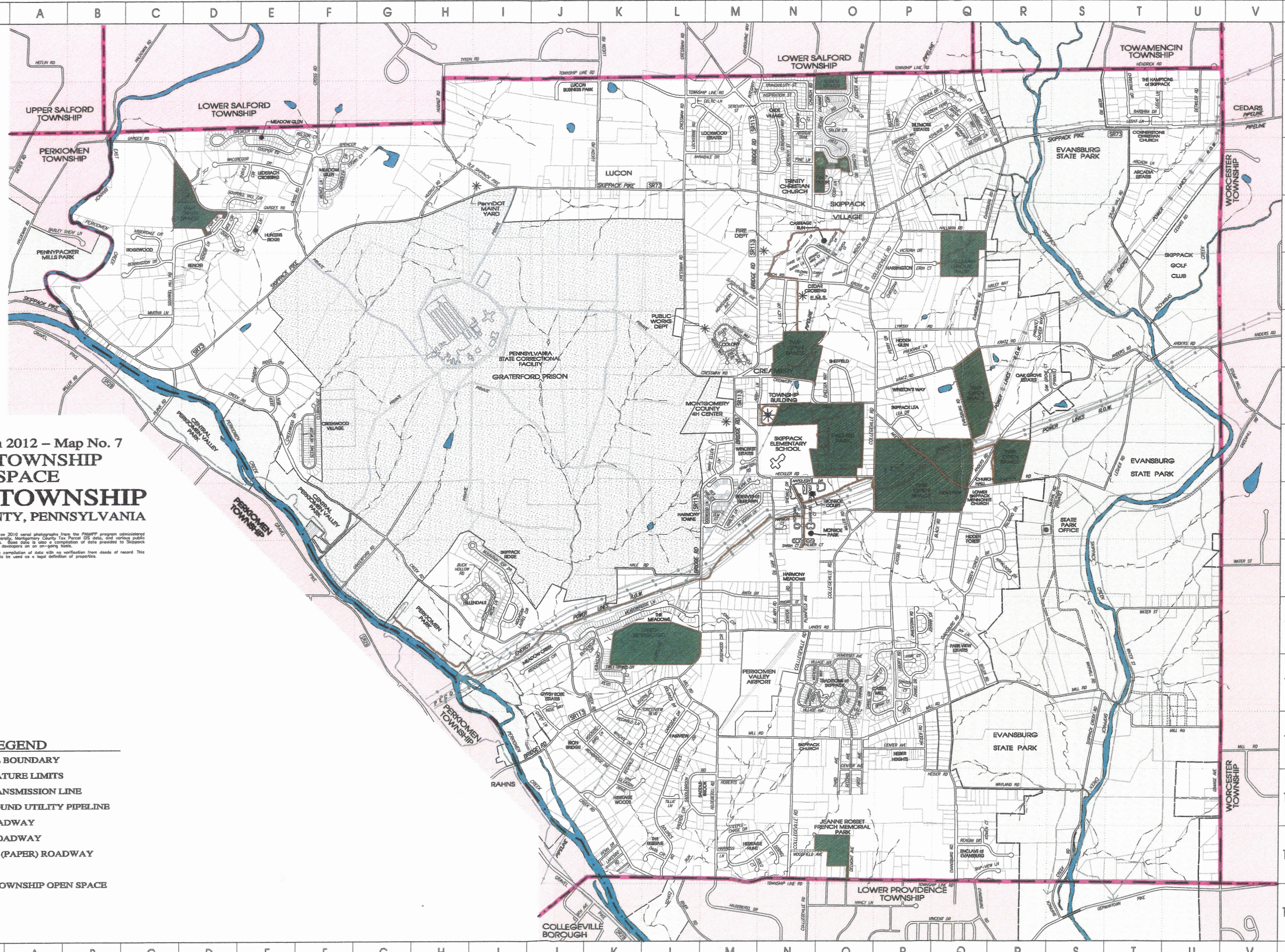
Comprehensive Plan 2012 – Map No. 7 EXISTING TOWNSHIP OPEN SPACE SKIPPACK TOWNSHIP MONTGOMERY COUNTY, PENNSYLVANIA

Map prepared by
Woodrow & Associates, Inc.
1103 N. Bethlehem Pike
Ambler, Pennsylvania

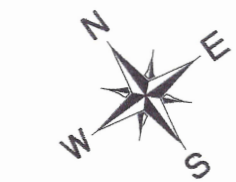
This map is based on 2010 aerial photographs from the PAMPP program administered by Penn State University, Montgomery County Tax Parcel GIS data, and various public information sources. Some data is a compilation of data provided to Skippack Township by private developers on an on-going basis.
Property lines are a compilation of data with no verification from deeds of record. This map is not meant to be used as a legal definition of property.

MAP LEGEND

	MUNICIPAL BOUNDARY
	WATER FEATURE LIMITS
	POWER TRANSMISSION LINE
	UNDERGROUND UTILITY PIPELINE
	PUBLIC ROADWAY
	PRIVATE ROADWAY
	UNOPENED (PAPER) ROADWAY
	EXISTING TOWNSHIP OPEN SPACE



Project No. 12-02025 Project Name: Comprehensive Plan Maps File Date: Oct. 5, 2012 (12:44) PRD File: C:\1017\1017-1014\Skippack Maps - Master File.dwg



Scale in Feet
Map Grid = 1/4 Mile

Date	Revision

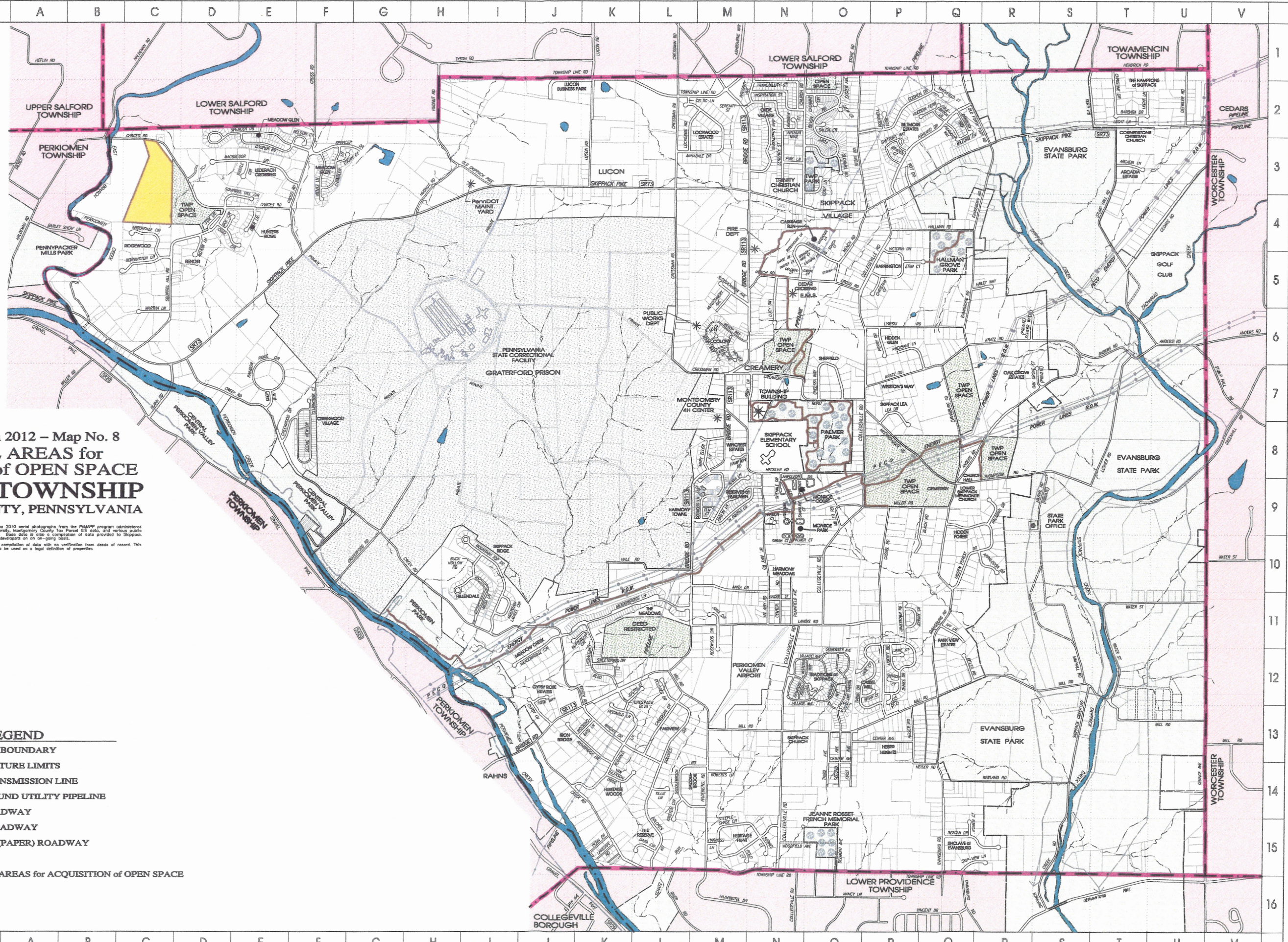


Comprehensive Plan 2012 – Map No. 8 POTENTIAL AREAS for ACQUISITION of OPEN SPACE SKIPPACK TOWNSHIP MONTGOMERY COUNTY, PENNSYLVANIA

Map prepared by:
Woodrow & Associates, Inc.
1128 W. Schwaben Pike
Ambler, Pennsylvania

This map is based on 2010 aerial photographs from the PAMAPP program administered by Penn State University, Montgomery County Tax Parcel GIS data, and various public information sources. Base data is also a compilation of data provided to Skippack Township by private developers on an on-going basis.
Property lines are a compilation of data with no verification from deeds of record. This map is not meant to be used as a legal definition of properties.

- #### MAP LEGEND
- MUNICIPAL BOUNDARY
 - WATER FEATURE LIMITS
 - POWER TRANSMISSION LINE
 - UNDERGROUND UTILITY PIPELINE
 - PUBLIC ROADWAY
 - PRIVATE ROADWAY
 - UNOPENED (PAPER) ROADWAY
 - POTENTIAL AREAS for ACQUISITION of OPEN SPACE



Project No. 12-02025 Project Name: Comprehensive Plan Maps Date: Oct. 3, 2012 (12/20/12) File: C:\1897\17-0214\Skippack Maps - Master File.dwg

CHAPTER NINE

ENVIRONMENTAL PROTECTION PLAN

The tools identified in the 2001 Chapter on this topic in the 2001 Plan have all been used over the past 10 years to afford protection to the environment. Within the limits of observing the rights of private property ownership, the effort to protect the environment has been successful. Developers have been sensitive to and cooperative with the protection and preservation initiatives.

These same efforts will be continued in the coming years, with the possibility of increasing the riparian buffer regulations. This is an area where the new storm water regulations will exert pressure to increase the buffers as a means of controlling stream pollution.

CHAPTER TEN

LAND USE PLAN

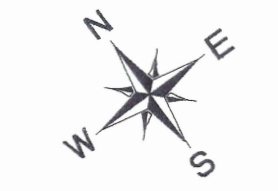
In the 2001 Comprehensive Plan there was a Land Use Plan. A review of that plan reveals that nearly all development that took place over the last 10 years conformed with that plan. The plan is attached.

One notable exception is Hallman Grove. In the 2001 plan this was designated for “potential resident development.” As it turns out Hallman Grove is now Township open space. New facilities are planned to be constructed at that park this year.

The projected Land Use Plan for 2012 is attached. The notable changes to the Plan are the creation of the new low density residential zones and the new multi-use district.

“FUTURE LAND USE PLAN”

MAP NO 9



Scale in Feet
Map Grid = 1/4 Mile

Date	Revision



Comprehensive Plan 2012 – Map No. 9
FUTURE LAND USE PLAN
SKIPPACK TOWNSHIP
 MONTGOMERY COUNTY, PENNSYLVANIA

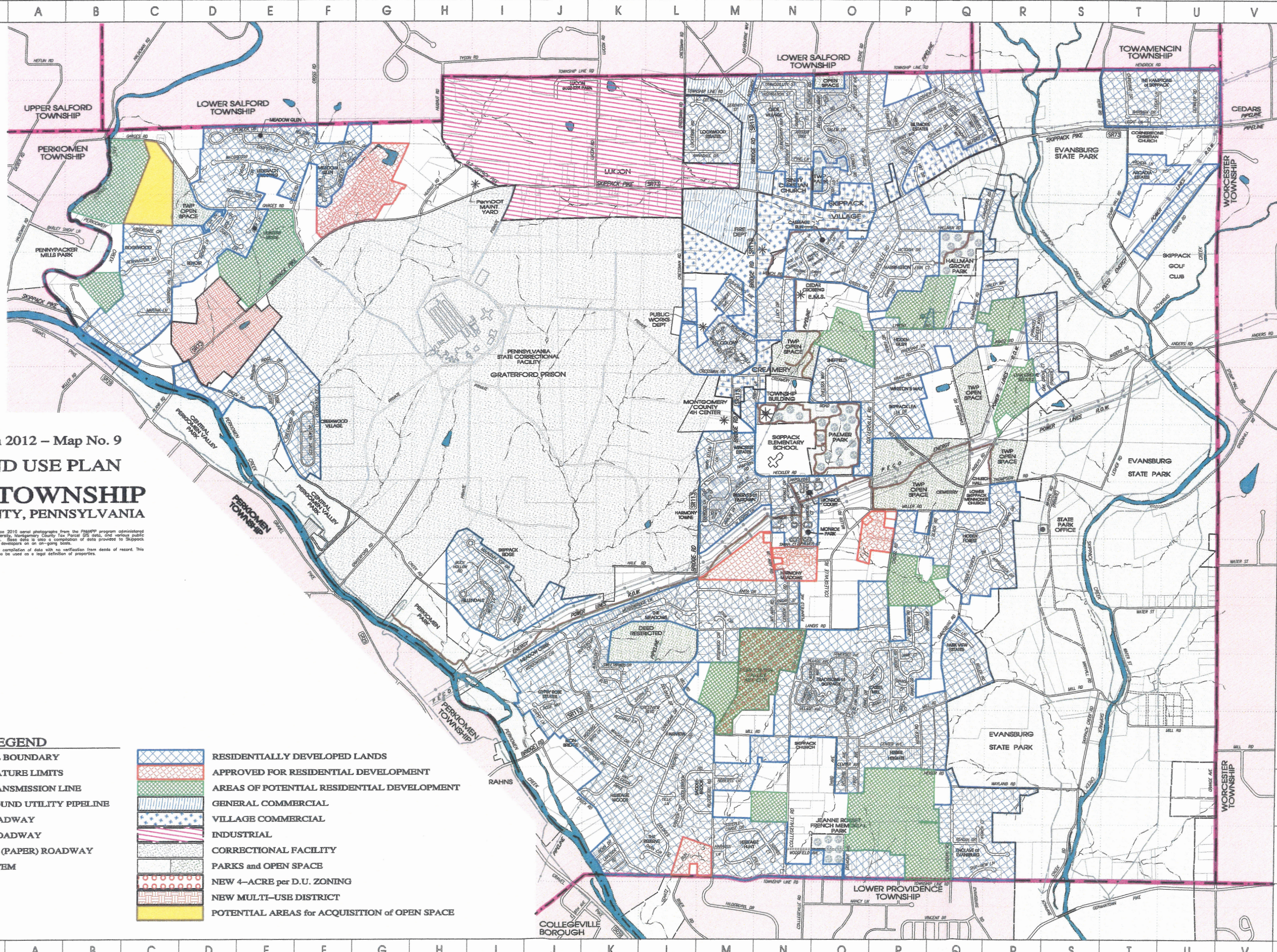
Map prepared by
Woodrow & Associates, Inc.
 1103 N. Bethlehem Pike
 Ambler, Pennsylvania

This map is based on 2010 aerial photography from the PIMAPP program administered by Penn State University, Montgomery County Tax Parcel GIS data, and various public information sources. Base data is also a compilation of data provided to Skippack Township by private developers on an on-going basis.
 Property lines are a compilation of data with no verification from deeds of record. This map is not meant to be used as a legal definition of properties.

MAP LEGEND

	MUNICIPAL BOUNDARY
	WATER FEATURE LIMITS
	POWER TRANSMISSION LINE
	UNDERGROUND UTILITY PIPELINE
	PUBLIC ROADWAY
	PRIVATE ROADWAY
	UNOPENED (PAPER) ROADWAY
	TRAIL SYSTEM

	RESIDENTIALLY DEVELOPED LANDS
	APPROVED FOR RESIDENTIAL DEVELOPMENT
	AREAS OF POTENTIAL RESIDENTIAL DEVELOPMENT
	GENERAL COMMERCIAL
	VILLAGE COMMERCIAL
	INDUSTRIAL
	CORRECTIONAL FACILITY
	PARKS and OPEN SPACE
	NEW 4-ACRE per D.U. ZONING
	NEW MULTI-USE DISTRICT
	POTENTIAL AREAS for ACQUISITION of OPEN SPACE



Project No: 12-03225 Project Name: Comprehensive Plan Maps Print Date: Oct 5, 2012 12:53:00 PM File: C:\1897\1897-02145\Skippack_Map - Master File.rvt

CHAPTER ELEVEN

VISIONING

Housing Plan

There is no glaring housing deficiency in Skippack Township. All types of housing are well represented. And, as can be seen on Map #3 in Chapter 4, the areas available for residential development are limited. The choice with regard to these properties could be expressed as being between high density and low density.

The largest single factor affecting the housing plan is the sanitary sewer or 537 Plan. The map of the 537 Plan is attached and it delineates the areas that will not be served by public sewer. The 2012 update proposes that a residential ordinance that permits a density of 1 dwelling unit per 4 acres be drafted.

It is further the recommendation of this plan that the underlying zoning of the lands of the airport be rezoned to that

same 1 unit per 4 acre density. The unit type should not be restricted in order to allow the density to be concentrated, thereby permitting greater open space opportunities.

Economic Development Plan

It is recommended that a structure be developed whereby both the public and private sectors may be able to address the economic development of the Township in an organized and ongoing fashion. As noted in foregoing pages non-residential development is disproportionately small. There is vacant land and the Township could take a proactive role in the development of the non-residential land by involving owners of the land and the public to participate in formulating a sustainable model for future development. This may involve the rezoning of large tracts of land to uses other than those presently permitted.

To this point the economic development of the Township is something that has simply “happened to” the Township. This could be defended as a “free market” approach but it would be difficult to argue that the free market approach could not be improved upon with the benefit of research, wide ranging input and intentional actions all aimed at a successful economic climate.

Open Space Plan

The Township's performance in the area of open space has been exemplary. Much of the impetus came from the leadership of the Township over the past decade and the leadership was guided by the 2006 Open Space Plan. That Plan is now 6 years old, but it is still very relevant.

As with the Comprehensive Plan it will be appropriate to observe a 10 year cycle for the Open Space Plan. In this instance however, it would be beneficial to have the next Open Space Plan adopted prior to the expiration of 10 years.

Transportation Plan

This is an area that is neglected by virtue of the fact that local municipalities rarely make transportation the topic of its own study of plan. Transportation plans tend to be regional. Under the concept of Visioning as presented here, it is strongly recommended that a Skippack Township Transportation Plan be prepared by the year 2015.

Resources

The Township is dependent on a great many resources. However, Skippack like most municipalities is passive with respect to both planning and action in the resource areas.

Below is a list of “resources” that can or cannot be the subject of involvement of a local government. Over the next 10 year cycle these areas may or may not be addressed by Skippack Township.

ENERGY

Renewable energy represents an opportunity for the Township. There may be Township land that is well suited for the installation of a solar panel field. Energy conservation could be a Township sponsored effort. These are two examples where the Township could take action. A comprehensive investigation would surely reveal other areas that would provide benefits to the residents.

TRASH/RECYCLING

A number of townships have initiated a program where, by ordinance, a single trash hauler is designated to collect all trash in the township. This results in a savings to homeowners as well as less truck traffic on residential roads. Less traffic means less noise. In addition recycling can be included in the contract in various forms. This is beneficial to the environment. On a smaller scale centralized pick-up points can be sponsored by the township for cardboard recycling, newspaper recycling or other materials.

WATER

An overall plan for water service, much like a 537 Plan for sanitary sewer, could be prepared. This would be done in conjunction with the water companies serving the Township. The information would guide future development, support fire safety and serve as a backdrop for conservation and potential contamination issues.

COMMUNICATION

The nature of communication has undergone a radical transformation in recent years. To keep pace with current times it

will require the consideration of establishing on-line accounts with, for example, Twitter or Facebook. This may seem farfetched but it is suggested here that it is not.

INDUSTRY

Establishing a structure for cooperation between the Township governing body and the industrial users in the Township is a beneficial effort. It is sometimes called the industrial compact. Typically a meeting is held quarterly and at the very least information is shared at these sessions. This sharing has the potential to benefit both the individual industrial users and the general population of the Township. At its very best it can be instrumental in attracting new industrial users to the Township.

The above listings are by no means meant to be complete or all inclusive. The concept of 'Visioning' includes the notion that you keep looking for any and every opportunity to create action plans that will contribute to the sustainability of the community.