

COMPREHENSIVE PLAN UPDATE

FOR

Whitpain Township

Montgomery County, Pennsylvania

June 2006



Technical Assistance By:

THE WAETZMAN PLANNING GROUP

1230 County Line Road
Bryn Mawr, PA 19010
(610) 527-0600

**COMPREHENSIVE PLAN
UPDATE
FOR
Whitpain Township
Montgomery County, Pennsylvania**

Adopted by the Board of Supervisors: June 6, 2006

**Technical Assistance By:
THE WAETZMAN PLANNING GROUP
1230 County Line Road
Bryn Mawr, PA 19010
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Technical assistance provided by THE WAETZMAN PLANNING GROUP

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Introduction

A comprehensive plan functions as a guide for the growth of a community, for its development policies and ordinances, and serves as the principal municipal long-range planning tool. Comprehensive plans are provided for under Article III of the Pennsylvania Municipalities Planning Code (P.L. 805, "Act 247"), which states that any municipality may prepare and adopt such a plan after a recommendation by the planning agency (Whitpain Township Planning Commission), and following a public hearing(s) held by the governing body (Township Board of Supervisors). The Planning Code requires certain elements to be included in any comprehensive plan, including a statement of goals and objectives, land use and housing plans, a circulation plan, a community facilities plan, a statement on the interrelationships between the various plan elements and with surrounding communities, and a discussion of implementation strategies.

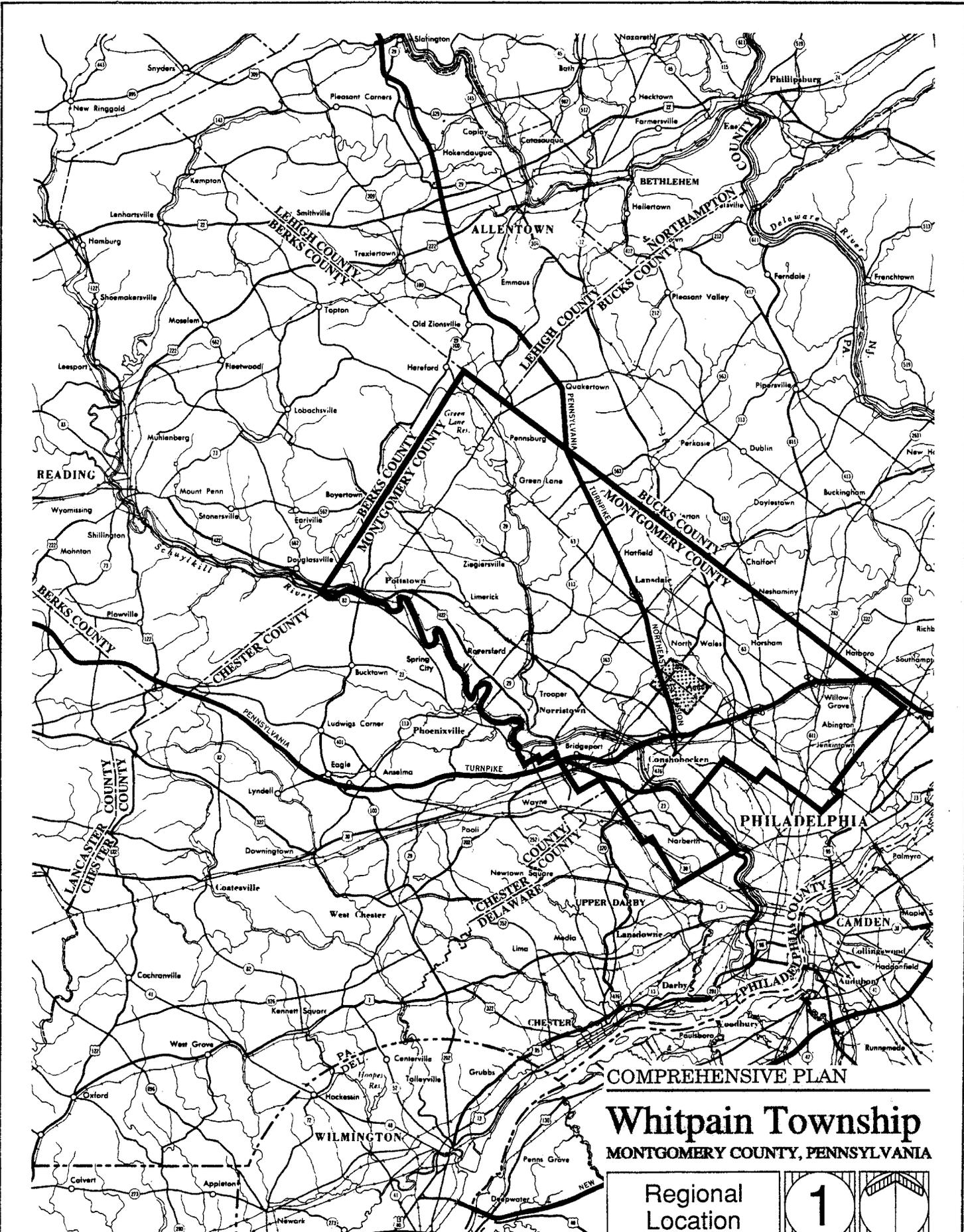
The current comprehensive plan for Whitpain Township was adopted in 1982 and was revised in 1984. The intervening years have seen significant changes that create a need for an update. The Whitpain Township Parks and Recreation Plan: Recreation 2020 was adopted September 16, 2003 and should be considered as an element of this comprehensive plan update.

While this Comprehensive Plan Update will include all of the other required elements, its focus will be on some specific planning issues facing the Township. Whitpain has experienced considerable development since the previous plans and now must consider issues that face communities nearing build-out. This plan will consider other planning documents recently prepared (including the Open Space Plan, Township-wide Traffic Study, Whitpain Township Park & Recreation Plan: Recreation 2020 adopted in September 2003, and others) and synthesize the major planning recommendations into a single policy document.

Regional Location

Whitpain Township, a second-class township established in 1701, is located near the center of Montgomery County. Whitpain Township is approximately 12.9 square miles. Upper Gwynedd and Lower Gwynedd Townships are to the north of Whitpain. Ambler Borough, Upper Dublin and Whitemarsh Townships bound Whitpain to the east. East Norriton and Plymouth Townships are south of Whitpain and Worcester Township forms the border to the west.

The Northeast Extension of the Pennsylvania Turnpike (Route 476) runs through the western section of the Township. The closest interchange, approximately two miles south of Township Line Road in Plymouth Township is with the Pennsylvania Turnpike (Route 276). North Wales Road, DeKalb Pike (Route 202), Penllyn Bluebell Pike and Butler Pike are the major thoroughfares in the Township traveling generally in a north-south direction. Morris Road, Skippack Pike (Route 73), and Township Line Road provide access in an east-west direction.



Base Source: Montgomery County Planning Commission, Norristown, PA
Updated: Waetzman Planning Group

Whitpain Township

MONTGOMERY COUNTY, PENNSYLVANIA

Regional Location

1

0 2 MI 4 MI 8 MI 12 MI
 DATE: Feb, 1999
 SCALE: 1" = 8MI

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Demographics

Population

The population from the 2000 Census for Whitpain Township is 18,562, as shown in Figure 1, Population Trends. This is an increase over the 1980 census population (11,772) of 58% and an increase over the 1990 population (15,660) of 19%. The population for Montgomery County, as a whole, grew approximately 11% between 1990 and 2000. The Delaware Valley Regional Planning Commission (DVRPC) produces population forecasts for the region, the most recent in March of 2005. The forecast population for Whitpain Township for the year 2010 is 19,420. This would be an increase of 4.6% over the 2000 census. This compares to a 6.4% increase projected for the County as a whole. The census figures and DVRPC projections are shown in Figure 1 below.

Figure 1 - Population Trends

	1980 Census	1990 Census	2000 Census	2010 Projection
Whitpain Township	11,772	15,660	18,562	19,420
Montgomery County	643,621	678,193	750,097	797,990

Population Density

The 2000 Census shows a density of 1,440 people per square mile in Whitpain Township. This density is lower than the overall County density of 1,553 people per square mile.

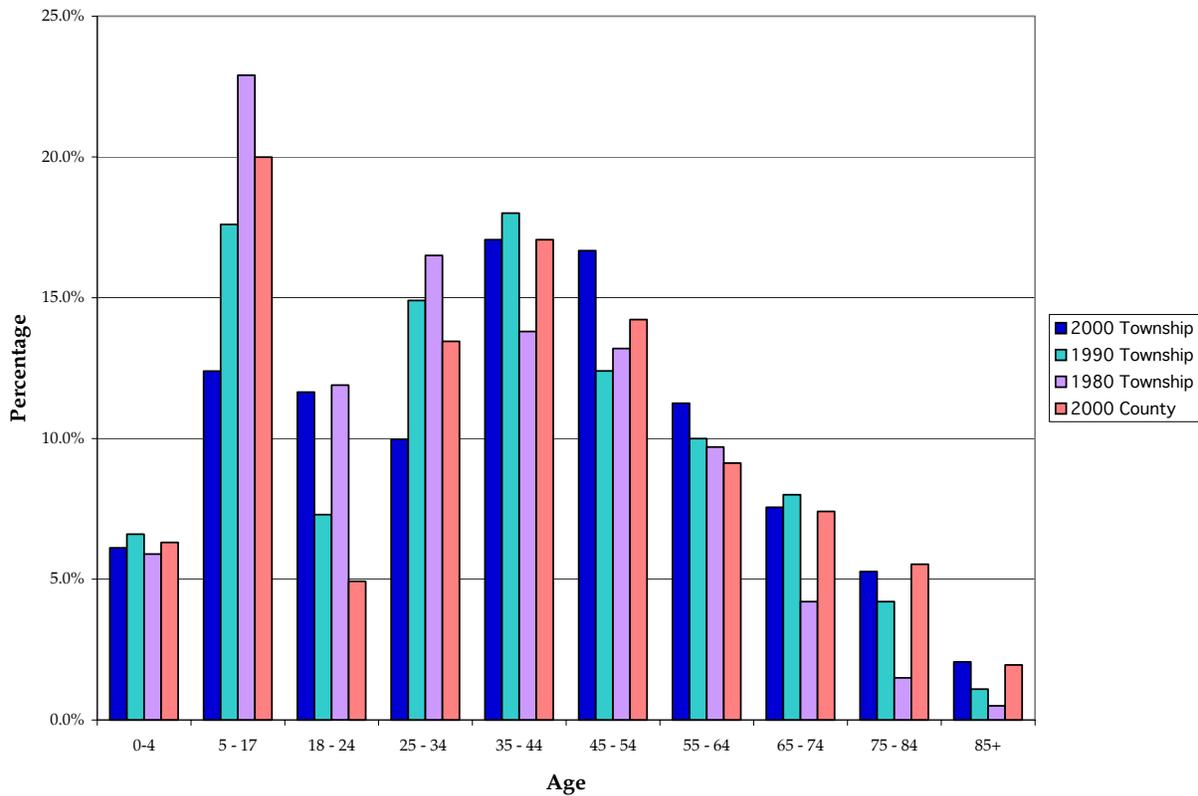
Age Cohorts

The population, broken down by age, is shown in Figure 2, Age Cohorts. There has been a percentage increase of people over the age of 45 in the Township, while the percentage of people between the age of 18 and 35 has been steadily declining in the past 20 years. In 1980, slightly over 29% of the Township's population was over age 45. The 2000 census shows that currently 43% of the Township's population is over the age of 45. The under 24 year old age group has fallen from more than 40% of the population in 1980 to slightly more than 30% of the population in 2000. The median age for the Township in 1990 was 37.0, just slightly higher than the County median age of 35.8. The median age in 2000 has increased to 41.1, several years higher than the County median age of 38.2.

Figure 2 - Age Cohorts

Age	1980 Whitpain Population	% of Total	1990 Whitpain Population	% of Total	2000 Whitpain Population	% of Total	2000 County Population	% of Total Population
under 5	700	5.9%	1,040	6.6%	1,135	6.1%	47,290	6.3%
5 to 17	2,691	22.9%	2,758	17.6%	2,300	12.4%	131,507	17.5%
18 to 24	1,401	11.9%	1,144	7.3%	2,162	11.6%	55,437	7.4%
25 to 34	1,945	16.5%	2,331	14.9%	1,851	9.9%	100,931	13.5%
35 to 44	1,623	13.8%	2,825	18.0%	3,167	17.1%	127,953	17.1%
45 to 54	1,549	13.2%	1,938	12.4%	3,094	16.7%	106,735	14.2%
55 to 64	1,144	9.7%	1,565	10.0%	2,089	11.3%	68,447	9.1%
65 to 74	495	4.2%	1,247	8.0%	1,402	7.5%	55,562	7.4%
75 to 84	171	1.5%	658	4.2%	978	5.3%	41,518	5.5%
85 +	53	0.5%	167	1.1%	384	2.1%	14,717	2.0%
Total	11,772	100.0%	15,673	100.0%	18,562	100.0%	750,097	100.0%

Figure 3 - Age Cohorts Graph



Housing

The 2000 Census shows 7,327 housing units in the Township. This is an increase of 1,624 units over the 1990 Census of 5,703 housing units or a 28% increase in 10 years. The previous 10-year period from 1980 to 1990 saw a similar increase of 1,658 units. As shown in Figure 4, Housing Units 2000, 4,364 or 59.6% were single-family detached units, and another 1,832 units, or 25% were single-family attached units. The percentage of single-family units in the Township, 84.6%, is higher than the overall County percentage of 74.7%. The percentage of owner occupied units is higher in the Township than in the County as a whole.

Figure 4 - Housing Units 2000

Housing Units	Whitpain Township	% of Total Housing Units	Montgomery County	% of Total Housing Units
1 unit detached	4,364	59.6%	166,543	56.0%
1 unit attached	1,832	25.0%	55,745	18.7%
2 to 4 units	185	2.6%	23,107	7.8%
5 to 9 units	193	2.6%	9,641	3.2%
10 or more units	736	10.0%	39,680	13.3%
Mobile home, trailer or other	17	0.2%	2,718	0.9%
Total	7,327	100.0%	297,434	100.0%
Vacant Units	339	4.6%	11,336	3.8%
Owner Occupied Units	5,089	69.5%	190,477	64.0%

The average household size was 2.64 persons per household, down from 2.80 in 1990, 3.06 in 1980 and 3.92 in 1970. This follows a national trend to smaller household size. The average household size for the County as a whole is somewhat smaller than the Township at 2.54 persons per household.

The 2000 median owner-occupied housing unit value was \$248,600. This is considerably more than the County median of \$160,700.

Household Income

The 1999 median household income (from the 2000 census) for the Township was \$88,933. This is a 45% increase from the 1990 census. The median household income for Montgomery County is \$60,829. The median family income is \$103,613, while the median family income for the County is \$72,183. Ninety families, or 1.7%, were below the poverty level in 1999.

Goals

The Comprehensive Plan is based upon a statement of community goals. These are the basis for land use policies, for the creation and evaluation of the zoning, subdivision and land development ordinances, and for assessing proposals for new development in the Township. The goals contained here incorporate the goals from the Whitpain Township Open Space Plan and the 1984 Comprehensive Plan.

Community Character/Land Use

1. To maintain a rural-suburban character within the Township.
 - Promote the retention of the few agricultural lands remaining.
 - Preserve environmentally sensitive and ecologically fragile lands.
 - Improve water quality through the use of riparian buffers and other means.
 - Protect significant scenic views and scenic roads from the encroachment of development.
 - Retain major physiographic features such as stream valleys and wooded hillsides through the subdivision and land development review process.
2. To discourage typical suburban development which consumes open space and “hides” distinctive characteristics of the Township.
 - Confine major commercial expansion to locations near existing centers.
 - Encourage private development to respect environmental features that contribute to the overall scenic and visual quality of the Township.
 - Coordinate the location and development of new open spaces with other existing and projected land uses or existing open spaces so that they enhance one another.
 - Promote creative development and good, responsible design techniques, i.e., cluster development and planned residential development; to create a desirable living and working environment.
3. To provide for a variety of housing types and densities, with an emphasis on planned, low density neighborhoods.
4. To locate medium and higher density development near transportation and commercial facilities and encourage a mix of housing types and densities.
5. To preserve and reinforce existing neighborhoods

- Residential neighborhoods should be strengthened by discouraging conflicting land use.
 - Development of aesthetically pleasing housing should be encouraged and the existing supply should be preserved through the enforcement of ordinances.
 - Consider appropriate land use for strategically located parcels that are likely to experience land use change during the plan horizon.
6. To plan development compatible with the continued operation of Wings Field as an airport.
- Plan for new uses consistent with the existing residential development.

Historic Preservation

1. To preserve Whitpain Township's social, economic, and military history, and the Township's resulting quality of life by protecting its abundant and significant visual historic resources and the historic landscape they project.
- Evaluate these resources for architectural and/or historic significance, based upon a detailed survey.
 - Create a workable resource protection strategy for protecting historic resources as well as the historic landscape.
 - Provide proactive incentives for preservation of historic properties.
 - Recommend future development patterns that are compatible with the chosen resource protection strategy.
 - Encourage reuse of historic resources through recommendation for appropriate regulations.
 - Educate the Township's residents on the significance of historic resources and the implications of the chosen resource protection strategy.

Recreation

1. To plan for the optimum use and location of land for recreation, parks and open spaces.
- Ensure an adequate system of open space for public use.
 - Set aside open space to accommodate both the current and future needs of Township residents.
 - Locate open space close to established and developing residential areas.
 - Centrally locate recreational open space within population centers to provide safe, easy access for the age groups the sites are designed to serve.
 - Develop a diversified system of parks that are intended to satisfy the needs and interests of all sectors of the citizen population.

- Establish a system of interconnecting open space areas with trail opportunities for pedestrians and bicyclists.
 - Foster the involvement of all public, quasi-public and private groups in the provision of open space and recreational opportunities.
2. To establish a priority of preservation of open space land. Over the last several years, the Township has been actively pursuing the purchase of critical parcels of open space and because of this effort has achieved its open space acquisition goals through the year 2020.
- To acquire land for Township or County parks and recreation if funding becomes available and sites are of a high priority.
 - To assess appropriate means to fund the acquisition of any additional open space.
 - To achieve a balance between active and passive open space.
 - To permanently preserve historic sites of regional importance.
 - To preserve areas of scenic beauty and valuable natural resources.

Transportation

1. Widening of Route 202

- Encourage the use of development techniques that avoid conflicts with a future expanded roadway.
- Plan for and provide areas to accommodate landscaping and other street amenities to minimize the impact of road widening and traffic on abutting uses.
- Anticipate the impacts that a wider cartway will have on the interrelationship of uses on either side of the road.

2. Corridor Studies

- Plan for uses and re-use of buildings consistent with near-by uses.
- Allow more intense uses where access can be best controlled.
- Plan for and provide areas to accommodate landscaping and other street amenities.
- Provide for the proper relationship of uses directly along the street with abutting uses to the rear.

3. Coordinate the Comprehensive Plan Update with the Township-wide traffic study.

- Recommend land uses that are consistent with major roadway improvements.
 - Recommend development techniques and implementing land use regulations that will facilitate planned improvements.
 - Reflect major roadway improvements on the Land Use and Circulation Plans.
 - Separate local and regional traffic patterns within the Township.
 - Plan new roads to provide proper access in areas that are being developed.
4. Coordinate with PA/DOT and the Turnpike Commission to articulate the Township policy with respect to the various slip ramps proposed in the Township.
 5. Provide for mass transit, coordinating a bus/train link with major offices.

Municipal Administration

1. Anticipate and plan for the needs of the Township government to provide the level of service required by the residents and businesses of the Township.
2. Monitor growth and development in the Township.

Natural Resources

Land forms, geology and natural features are discussed and mapped in the Whitpain Township Open Space Plan (November 1995) in Chapter 3. This section is a summary of that information.

There are two bedrock formations underlying Whitpain Township. The Stockton Arkocsic Sandstone, Conglomerate and Hale formation underlies the vast majority of the Township. This formation provides the best groundwater resources in the County. The northern tip of the Township is underlain by Lockatong, Argillite and Shale formation, which at one time was quarried for building stone.

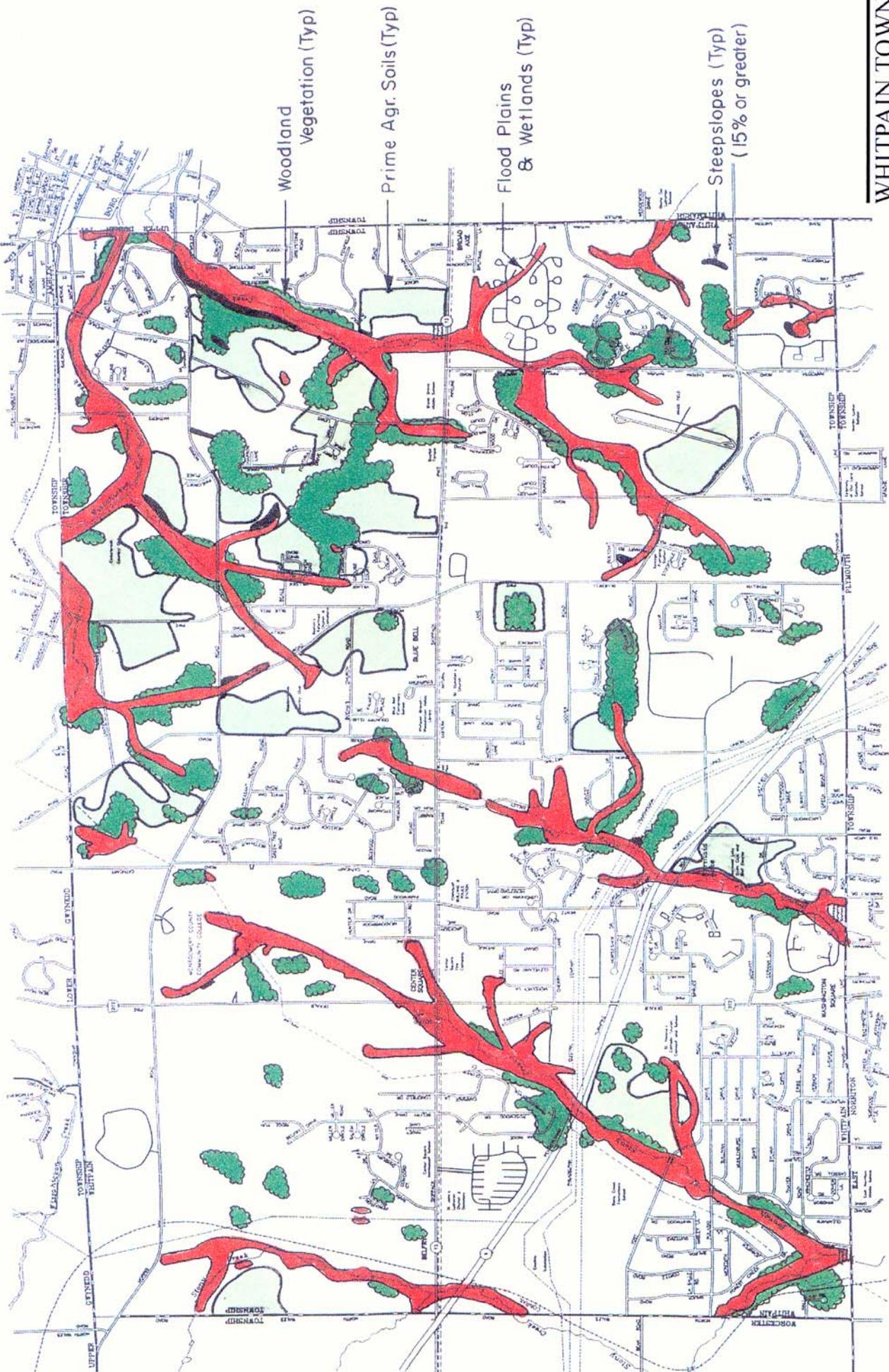
There are three soil associations that make up Whitpain's surface geology. Lawrenceville-Chalfont-Doylestown Association soils include deep moderately well drained to poorly drained soils formed in windblown silt deposits on undulating uplands. These soils run through the central area of the Township. Lansdale-Penn-Readington Association soils are prominent in the Wissahickon Watershed and lower elevations of the Township. They are deep and moderately deep, well-drained and moderately well drained soils underlain by shale and sandstone on rolling uplands. The northwesterly edge of the Township is characterized by the Abbottsville-Readington-Croton Association. These are deep, moderately well drained to poorly drained soils underlain by shale and sandstone on undulating uplands.

Woodlands, floodplain and wetlands, steep slopes in excess of 15%, and prime agricultural soils are shown on Map 2, Environmentally Sensitive Areas taken from the Whitpain Township Open Space Plan. As can be seen from that map, the majority of the environmentally sensitive land in the Township is related to the streams, creeks and other waterways in the Township.

Wetlands are based on the National Wetland Inventory (NWI), prepared by the US Department of the Interior, Fish and Wildlife Service. These areas are, for the most part located within the 100-year floodplain. This mapping is generalized and may not show some of the smaller wetland areas in the Township.

There are very few areas of steep slopes in the Township. Again, the main areas of steep slopes are along the watercourses in Whitpain, and these are shown generally on the Environmentally Sensitive Areas Map. Woodland areas are interspersed throughout the Township, and cover approximately 30% of the vacant and undeveloped portions of the Township.

There are large areas of prime agricultural soils in the Township. These areas occur most frequently in the northeastern part of the Township.



**WHITPAIN TOWNSHIP
COMPREHENSIVE PLAN**
MONTGOMERY COUNTY, PENNSYLVANIA

MAP # : 2
Environmentally
Sensitive Areas

July 24, 2002

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Source: Whitpain Township
Open Space Plan

Scale: 1" = 1000'

Map prepared by: The Waeitzman Planning Group
Montgomery County Planning Commission
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Revised: 1995, 1997
Printed: October 1997

Public Road
Private Road
U.S. Route
Pennsylvania Route

Land Use Element

Existing Land Use

Whitpain continues to be among the fastest growing municipalities in Montgomery County. Between 1990 and 2000 there was an increase in housing units of over 28%. This follows the 40% increase in housing units between 1980 and 1990. Of the municipalities directly adjacent to Whitpain, only Worcester experienced a larger growth rate with a 65% increase in housing units. As a result of this growth, Map 3, Existing Land Use has a significantly different appearance than the existing land use map from the 1984 Comprehensive Plan. Areas that were vacant in 1984 are now developed, and as can be seen in Figure 5, less than 14% of the Township is presently classified as unprotected open space or vacant. This compares to nearly 47% in 1984. Figure 6 shows that 69% of the Township is developed. (The percentages are based on an overall Township acreage of 7,603 derived from the GIS mapping). The Township has, however, seen a steady increase in Protected Open Space largely due to the continued Township acquisitions of open space.

Whitpain enjoys a balanced complexion of land uses. With a relatively high percentage of office and commercial uses, people can live, work and shop within the Township. Whitpain is not just a bedroom community. Whitpain also enjoys a high percentage of open space to complement the other uses for the enjoyment of its residents and employees working in the Township.

Residential

As shown in Figure 5, the majority of land, 51.3% of the total area, in Whitpain is devoted to residential use. In comparison, approximately one-third of the land in the Township was devoted to residential use in 1984. In fact, the most significant change in land use since the last comprehensive plan has been in the residential category. There have been several new townhouse developments along with single-family detached developments and a great deal of in-fill development. Residential land comprises 72% of the developed land in the Township as shown in Figure 7.

Figure 5 - Land Use

Land Use	% of Township
Single Family Detached	45.4
Other Residential	5.9
Retail	2.1
Mixed Commercial	0.3
Office/Office Campus	5.0
Institutional	5.2
Industrial	1.4
Protected Open Space	14.1
Unprotected Open Space	12.3
Vacant	1.6
Utility	5.6
Not Categorized	1.0
Total	100%

Source: GIS mapping

Figure 6 - Township-wide Existing Land Use

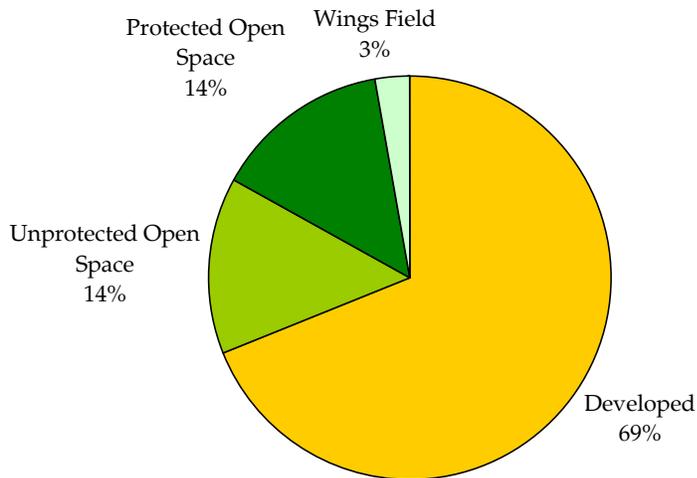
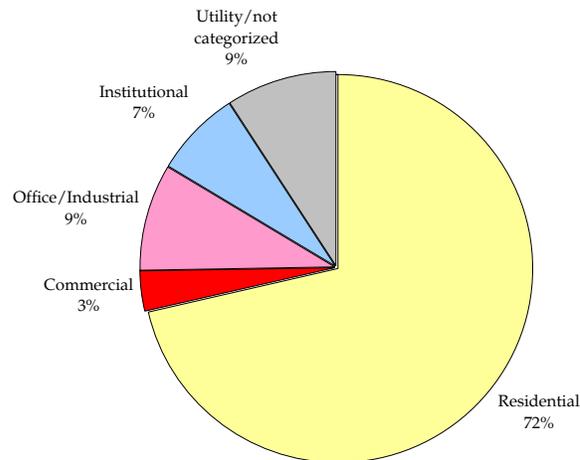
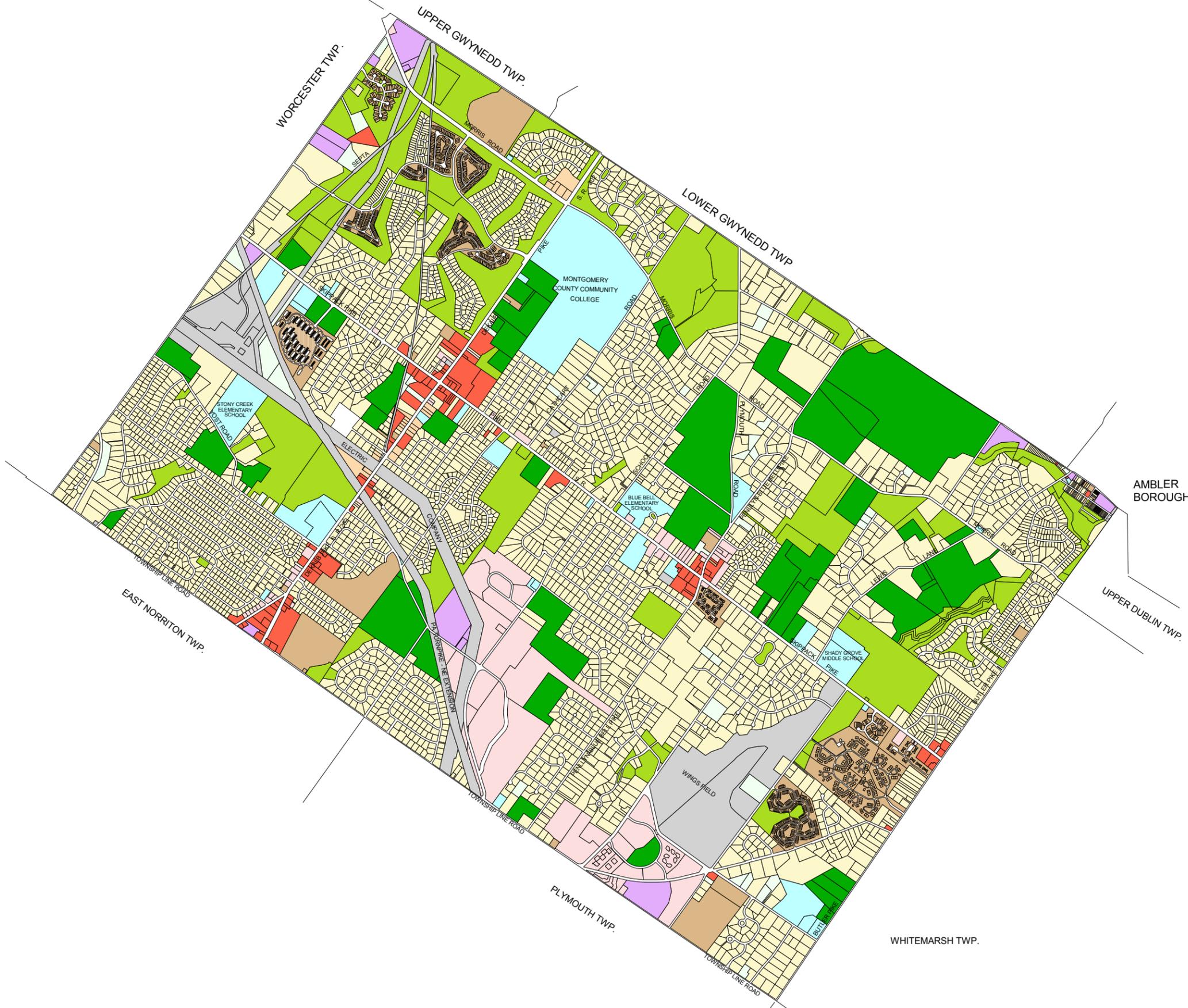


Figure 7 - Developed Land

The northern portion of the Township, largely agricultural land at the time of the 1984 Comprehensive Plan, has probably seen the most pronounced change. Blue Bell Country Club, a golf course community with a mix of housing types (850 units total) occupies a 260 acre tract in this area of the Township. Two new single family detached developments, Normandy Estates and Windermere, are also located at Morris Road and Route 202.

There are several townhouse neighborhoods that have been completed since the previous comprehensive plan. High Gate at Penllyn-Blue Bell Pike and Skippack Pike, Pheasant Run on Skippack Pike, Steeplechase Townhouses on Butler Pike just south of Skippack Pike, Blue Bell Woods on Norristown Road, and Whitpain Hills south of Skippack Pike west of Centre Square.

Single family detached houses have been built in all areas of the Township since 1984. Some of the larger developments include the area in the westernmost area of the Township off of Pulaski Road, on the east side of DeKalb Pike south of Meadow Wick, on the north side of Arch Street near Township Line Road, and along Penllyn-Blue Bell Pike south of Skippack Pike. There has also been considerable single family detached development in the eastern portion of the Township along Butler Pike, along Township Line Road (south) adjacent to the Village of Oxford Apartments, and along Norristown Road adjacent to Narcissa Road.

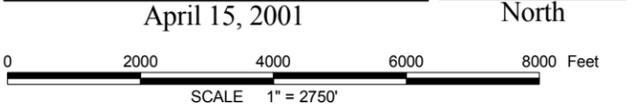
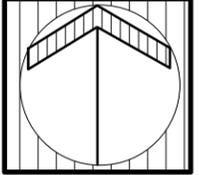


- Existing Land Use**
- Single Family Detached
 - Other Residential
 - Retail
 - Mixed Commercial
 - Office/Office Campus
 - Institutional
 - Industrial
 - Protected Open Space
 - Unprotected Open Space
 - Utility
 - Vacant

Revision Dates
May 01, 2002

**WHITPAIN TOWNSHIP
COMPREHENSIVE PLAN**
MONTGOMERY COUNTY, PENNSYLVANIA

**MAP #3:
EXISTING
LAND USE**



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Commercial/Office

There has been a considerable increase in the amount of land devoted to commercial and office use since the 1984 plan. More than 7% of the land in the Township is currently used for commercial or office uses as compared to less than 3% in 1984.

Commercial development has increased along the DeKalb Pike (Route 202) corridor, particularly in the southern portion of the Township in the area between DeKalb Pike and Swede Road, as well as at the intersection with Skippack Pike. The section of DeKalb Pike south of Skippack Pike has also seen an increase in office use and conversions to office and mixed commercial. The only commercial at the northern end of DeKalb Pike is a mixed use office and inn/catering establishment that has been approved on the north corner of DeKalb Pike and Morris Road. This development will utilize existing Normandy Farm buildings.

The Skippack Pike Corridor has also seen an increase in commercial and office uses. Along with the area surrounding the intersection of Skippack Pike and DeKalb Pike, the area in the vicinity of the intersection of Skippack Pike and Penllyn-Blue Bell Pike has changed significantly. In addition to new retail and office uses, there have been a number of residential conversions to retail and office in the area.

The most significant new office uses are in the south central portion of the Township off of Union Meeting Road and Jolly Road, where there is a new office campus and the US Healthcare complex. There has also been additional development in the Walton Road, Norristown Road, and Township Line Road area in the vicinity of the Sentry Park West Complex. The area west of Sentry Park West remains unchanged.

Open Space

The Township's undeveloped land is shown in Map #4, Open Space. (This map was created primarily to provide input into the Land Use Plan. The Parks and Recreation Plan: Recreation 2020, which is considered part of this Comprehensive Plan, should be referenced for specific recreation information.) The open areas are shown as either protected or unprotected. There are four categories of protected open space. This correlates to the protected open space category on the Existing Land Use Map. The publicly protected open space is owned by the Township. As further described in the Community Facilities section, this includes the more than 400 acres of active and passive recreation areas that the Township now owns. Since the Open Space Plan was prepared in 1995, the Township has acquired more than 150 acres of open space.

The areas shown as privately owned protected open space include areas that are protected by deed restrictions as a result of development. The largest concentration of privately owned protected open space is in the northern portion of the Township as

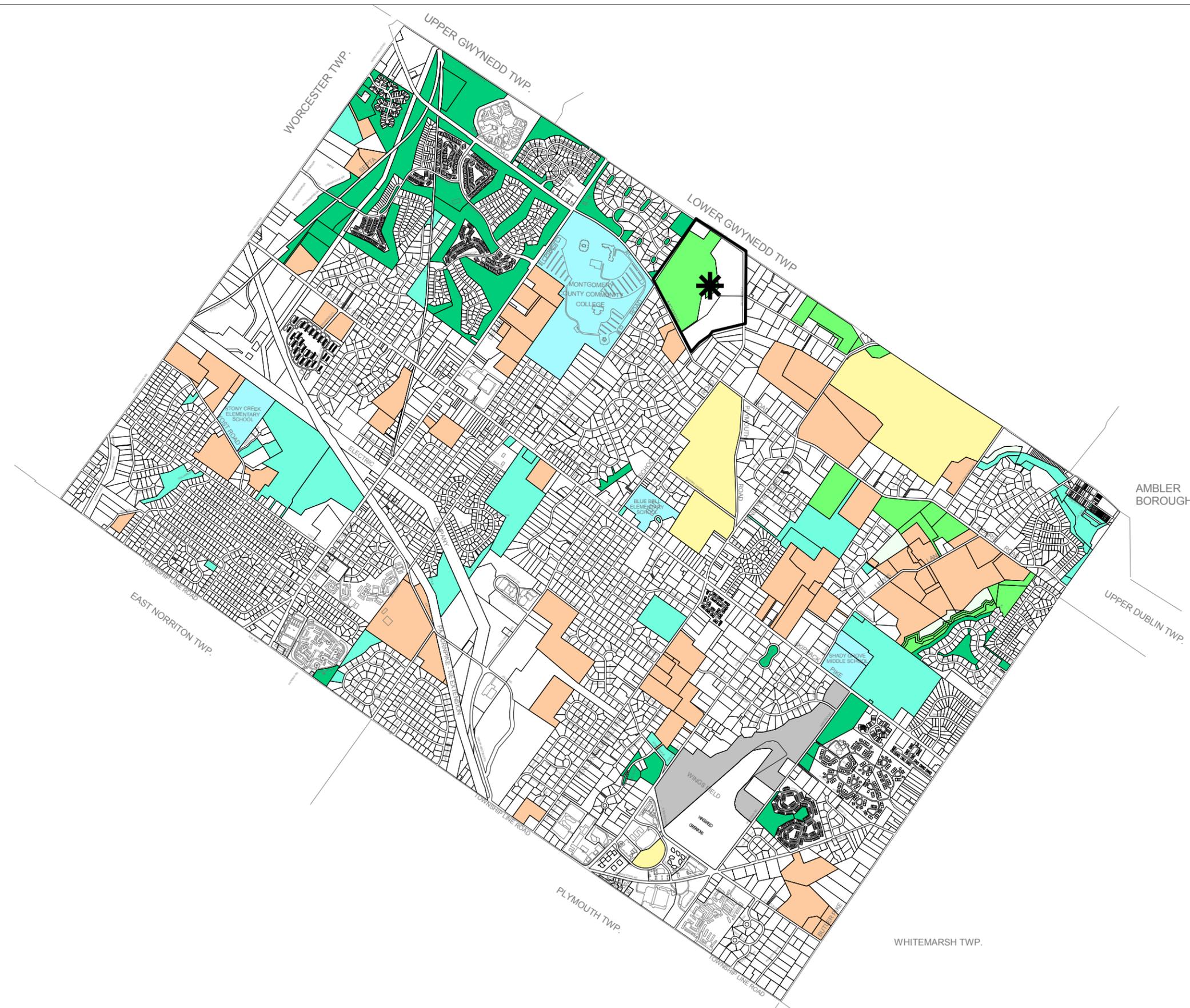
part of the recent Blue Bell Country Club and development of the Normandy Estates tract.

The last two categories of protected open space involve the Wissahickon Valley Watershed Association (WVWA). The first WVWA category is land that the owned by the Association and is therefore permanently protected from development. The second category is land that is not owned by WVWA, but they have an easement on the property that precludes development on it.

Much of the remaining open space in the Township is categorized as unprotected. Development is possible on these properties, and in some cases probable. The unprotected categories on the Open Space Map include the unprotected open space on the Existing Land Use Map and also include vacant or residential properties that are 10 acres or more. The first category of unprotected open space is property that is considered at risk. These properties include more than 1100 acres of open space in the Township. The parcels are located throughout the Township but are concentrated in the eastern section, where there is, obviously, less development. This is not to suggest that all of these parcels are available for development or will be developed in the near future, but development is a possibility.

The second category of unprotected open space is labeled "long term". These properties are also privately owned with the possibility of development, but development in the near future seems less likely.

Open space in the Township, both protected and unprotected, accounts for 27% of the land area. The "unprotected category" accounts for nearly half of the 27% (13%), and this is land that could be considered for development in the future. Public schools and Wings Field account for another 6%. The public schools also could be at risk, since occasionally schools are closed due to declined enrollments or other reasons. (Wings Field is discussed separately in the "Land Use Plan" section of this Plan.)



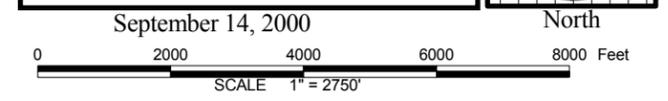
- Open Space**
- Protected - Private
 - Protected - Public
 - Protected - WVWA
 - Protected - WVWA Easement
 - Unprotected - At Risk
 - Unprotected - Long Term
 - Wings Field
 - Public School
 - Protected Conservation Easement-Natural Lands Trust

Revision Dates
December 27, 2000
May 01, 2002

**WHITPAIN TOWNSHIP
COMPREHENSIVE PLAN
MONTGOMERY COUNTY, PENNSYLVANIA**

**MAP #4:
OPEN SPACE**

North



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Vacant Land Study

There are thirty-seven parcels in the Township that are either vacant or contain a single family house and that either singly or combined with adjacent parcels are ten acres or larger and several key parcels of a slightly smaller size. These parcels represent the areas in the Township that would receive new development. These parcels are shown on Map 5, Vacant Land and summarized in Figure 8.

Figure 8 - Vacant Land Study

Map #	Area	Block	Unit	Zoning	Historic	Land Use	Flood	Location
1	9.2	009	007	R-6	Class II	Unprotected Open Space		1895 Skippack Pike
2	12.7	007	011	R-1 R-2	Class I	Unprotected Open Space		1750 Skippack Pike
3	5.1	008	010/024 /029	R-1		Single Family Detached		1809 Yost Rd
4	32.1	008	001/003	R-1	Class II	Unprotected Open Space/SFD		1819 Yost Rd
	37.2							
5	19.6	001	011	R-2		Unprotected Open Space	•	1702 Yost Road
6	9.0	006	031	R-1 R-2		Unprotected Open Space	•	1421 Cherry Lane
7	6.4	006	055	R-1 R-2		Unprotected Open Space	•	1151 Fairview Road
8	15.0	006	014	R-1 R-2		Unprotected Open Space	•	1486 Skippack Pike
9	7.2	006	014/015 018/044	R-1 C		Vacant	•	1462/1486 Skippack Pike
	28.6							
10	11.8	004	004	R-1 C		Institutional		1010 DeKalb Pike
11	10.2	011/ 011B	003/005	R-1	Class I	Unprotected Open Space/SFD		980 Morris Rd
12	46.5	016	009/025	R-5		Unprotected Open Space		243 Penllyn Blue Bell Pike
13	61.4	017	001/004	R-5	Class I	Unprotected Open Space	•	230 Penllyn Blue Bell Pike
	107.9							
14	10.4	017	005	R-5	Class I	Single Family Detached	•	225 Mathers Rd
15	16.8	018	005	R-5		Unprotected Open Space		480 Morris Rd
16	3.9	018	007	R-5		Unprotected Open Space		353 Lewis Lane
17	15.7	023	003/023	R-5	Class I	Unprotected Open Space/SFD		560 Lewis Lane
18	87.0	023	001/004 /019/027	R-5	Class II	Unprotected Open Space/SFD	•	700 Lewis Lane
19	9.2	023	019	R-5		Unprotected Open Space	•	560 Lewis Lane
20	21.1	018	008/080	R-5	Class I	Unprotected Open Space		485 Lewis Lane

Map #	Area	Block	Unit	Zoning	Historic	Land Use	Flood	Location
			/088/090			Space/SFD		
21	3.4	018	043	R-5	Class II	Single Family Detached		585 Lewis Lane
	140.3							
22	24.4	018	026	R-1		Unprotected Open Space		535 Skippack Pike
23	20.2	018	049	R-5	Class I	Unprotected Open Space		475 Skippack Pike
24	1.8	018	033	R-5	Class I	Unprotected Open Space		481 Skippack Pike
25	14.3	018	021	R-5	Class II	Unprotected Open Space		453 Skippack Pike
26	10.5	018	020	R-5		Single Family Detached		795 Lewis Lane
	71.2							
27	51.9	019	004/005/ 029/030/ 031/032/ 049/059/ 060	R-5	Class II	Single Family Detached		560 Leslie Lane
28	10.9	019	006	R-5		Single Family Detached		1201 Walton Rd
29	10.1	019	041	R-5	Class II	Single Family Detached		527 Stenton Avenue
	73.0							
30	16.9	021	003	R-5		Single Family Detached		120 Norristown Rd
31	23.2	021	063/064/ 065	IN		Institutional		137 Stenton Avenue
32	3.0	021	062	R-5	Class II	Unprotected Open Space		1551 W. Butler Pike
	43.1							
33	10.8	014	010/035	R-1	Class II	Unprotected Open Space/SFD		1799/1781 Penllyn Blue Bell Pike
34	17.5	014	008	R-E		Unprotected Open Space		785 Jolly Rd
35	39.6	014	017	R-1	Class II	Unprotected Open Space	•	898 Hoover Rd
36	58.0	003/012	019/007	P-R R-1	Class II	Unprotected Open Space	•	1002 Jolly Rd
37	11.8	014	001	R-1		Unprotected Open Space		
	69.8							
Total	738.7							

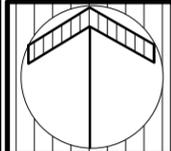


* Vacant Land includes all unprotected open space (at risk), vacant, or single-family detached parcels/ groups of parcels of 10 acres or greater and selected key parcels of a smaller size.

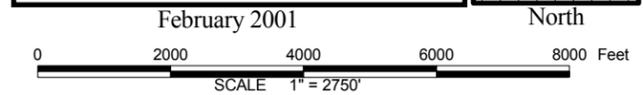
Revision Dates
March 12, 2001
July 9, 2001
January 28, 2002

WHITPAIN TOWNSHIP COMPREHENSIVE PLAN MONTGOMERY COUNTY, PENNSYLVANIA

**MAP #5:
VACANT LAND**



North



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Land Use Plan

The land use plan is based on an analysis of all of the background information on community characteristics discussed in the early sections of this document. It is also strongly based on the stated goals and objectives, and the Vacant Land Study. The challenge which the land use plan presents is how to allow Whitpain to maintain its current character and identity, while accommodating the remaining development which is inevitable.

The land use plan's importance cannot be overstated, since it provides critical guidance to the Township in the preparation of updates to its Zoning and Subdivision/Land Development Ordinances, and aids Township officials in their assessment of proposed zoning changes requested by landowners and developers, in their assessment of development proposals, and provides important policies for use by the Zoning Hearing Board and other Township boards in the decision-making and recommendatory roles. The land use plan is also used as a basis for decisions relative to future community facilities' improvements and for circulation improvements needed to carry traffic to serve the people who live and work in the Township. The land use plan, therefore, has a direct impact on these other elements of this Plan, found in subsequent sections.

Land uses designated in this plan are described in greater detail below followed by Corridor Studies and the Centre Square Focus Area Study Map 6, the Land Use Plan, is on the following page and is described below.

Residential

The Single Family Residential category encompasses the largest area of any of the land use categories on the plan. The vast majority of the single family category is existing housing. The remainder is smaller infill lots and several larger lots that were part of the Vacant Land Study. (See discussion of recommendations for vacant land under the Open Space Category below.) These small infill parcels, along with the larger parcels, provide the most logical areas for single family residential growth in the Township.

The Medium Density Residential category, with the exception of one area, is currently developed with lower density townhouses. These developments are in the R-3, R-6, and R-8 Residential districts, with densities ranging from approximately 2 to 5 dwelling units per acre. The developments included are Pheasant Run on Skippack Pike, Whitpain Farms on Butler Pike and the Village at Yorktown on North Wales Road. The area adjacent to the Village at Yorktown has been designated as a logical expansion of the Medium Density Residential category, most of which is under active proposal for a townhouse development at the time of this writing.



- Land Use Plan**
- Single Family Residential
 - Medium Density Residential
 - High Density Residential
 - Other Residential
 - Golf Course Residential
 - Open Space
 - Institutional
 - Retail
 - Mixed Commercial
 - Office/Office Campus
 - Industrial
 - Utility
 - Wings Field Airport Operations

Secondary Recommendations

- Single Family Residential
- ✱ Specific recommendations of development form in Land Use Plan text.
- Limited Non-Residential Conversion (see text for policy)
- Proposed Road Relocation (see text for policy)
- ↔ The conversion policies in the Corridor Studies text in the Land Use Element are applicable in this area.

Other Information

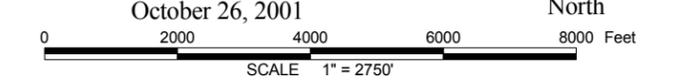
- ✱ Specific recommendations of development form in Land Use Plan text.
- Limited Non-Residential Conversion (see text for policy)
- Proposed Road Relocation (see text for policy)
- ↔ The conversion policies in the Corridor Studies text in the Land Use Element are applicable in this area.

Revision Dates
February 07, 2002
March 06, 2002
October 7, 2005

**WHITPAIN TOWNSHIP
COMPREHENSIVE PLAN
MONTGOMERY COUNTY, PENNSYLVANIA**

**MAP #6:
LAND USE PLAN**

North



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The High Density Residential category includes the most densely developed areas in the Township including apartments, townhouses and older style attached singles in the vicinity of Ambler Borough. Developments which are in this category include Steeplechase on Butler Pike, Blue Bell Woods on Norristown and Narcissa Roads, portions of Meadow Wick on Jolly Road, Townline Apartments on Township Line Road, the Village of Oxford on Township Line and Narcissa Roads, High Gate townhouses on Penllyn-Blue Bell Pike, and Whitpain Hills on Skippack Pike. These developments are generally in the R-3 district and have densities up to 8 dwelling units per acre.

The "Other Residential" category includes various types of residential developments for older adults. These include: Normandy Estates on Morris Road, a life-care community; two assisted living facilities, Sunrise on Penllyn-Blue Bell Pike and the recently completed Blue Bell Place on Dekalb Pike just south of Blue Bell Country Club. The category also includes the "55 and over" (manufactured home) community adjacent to the Montgomery County Community College currently under development and an additional parcel for potential "55 and over" development in Centre Square (Reed hotel property).

Blue Bell Country Club is a unique development in the Township and is categorized as "Golf Course Residential." Single family detached and attached homes are clustered around an eighteen hole golf course, as well as a clubhouse and related facilities.

Commercial/Office

There are two areas in the Township where retail development is concentrated. The intersection of Dekalb Pike (Rt. 202) and Skippack Pike (Rt.73) is the largest area designated as Retail. The most dominant land use here is the Shopping Center at Centre Square on the northeasterly corner of the intersection with Kohl's and Clemens Market, as well as one large, vacant space formerly occupied by Sears Hardware. As discussed in the Corridor Study and the Centre Square Focus Area sections below, further consideration needs to be given to this area to minimize traffic problems largely associated with adjacent commercial uses. Consolidating entrances and shared parking is also explored. In order to establish this area as the retail core of the Township, consideration is given to streetscape and landscape improvements and creating a more pedestrian friendly environment. Some of these issues are addressed as part of the proposed Route 202 upgrade and improvements related to that project, while others should be addressed separately by the Township.

The other retail center in the Township, the "Shops at Blue Bell," is located on the east side of Dekalb Pike just north of Township Line Road. The shopping center contains the Giant supermarket, in addition to other shops, restaurants, and a bank.

Aside from the retail centers, there are several significant areas shown on the Land Use Plan as Mixed Commercial. Two such areas are found adjacent to the two above-described retail centers, but there are several others, as well. This land use category represents areas for a mix of uses that are more service-oriented, including less traffic-intensive retail uses, offices, restaurants, and hotel/inn uses. Mixed Commercial is shown along Skippack Pike at Penllyn-Blue Bell Pike and at Butler Pike and Skippack Pikes, where there are existing clusters of such uses. Similarly, a Mixed Commercial area is shown along most of the Dekalb Pike frontage (with the exception of the most northerly section around Blue Bell Country Club and Montgomery County Community College), reflective of the mix of uses that have traditionally developed along much of this corridor. (Please refer to the Corridor Study section of this document for further discussion of this area.). Finally, the Mixed Commercial category is shown at the corner of Dekalb Pike and Morris Road, which is the site of the Hansen development on the Normandy Farms property. This development will contain offices, a hotel and conference center, and restaurant.

The Leoni property, located off of DeKalb Pike to the rear of the properties on the southeastern corner of the intersection with Skippack Pike, is one of the properties in this area designated Mixed Commercial on the Land Use Plan, but with specific developmental recommendations. This property was included in the Vacant Land Study, the Corridor Study, and the Centre Square Focus Area Study. Because this property is in such close proximity to existing residential land, care needs to be taken in its development; detailed land use recommendations for this area are contained in the Centre Square Focus Area discussed later in this chapter.

The office/office campus category includes the existing office complexes and many of the smaller offices in the Township. The major complexes are along Union Meeting Road, Jolly Road, Norristown Road, Walton Road and Sentry Parkway. In addition to continued office development in this area, the possible development of a major new hospital is anticipated as part of the office campus area. Of note, there is a semi-circular shaped piece of open space on Sentry Parkway. This area is within the flight path of Wings Field and is expected to remain open space for this Plan's horizon; however, if Wings Field ceases operation, office development consistent with the surrounding office park, is anticipated. The smaller area of Office/Office Campus is located on Penllyn Blue Bell Pike to the north of Skippack Pike. It is expected that there will be some office use along Skippack Pike, however it is expected that any development located along this corridor will be residential in character (see Corridor Studies following in this document). One additional office area is shown between the proposed realigned Jolly Road (west of the Northeast Extension overpass) and the Northeast Extension. (This relocation is discussed as part the 'Transportation Plan' in the Transportation Element.)

Open Space

The Open Space category includes both protected and unprotected open space. It is a consistent and strong policy of this Plan to retain the maximum amount of existing open space. The reality is, however, that short of the Township purchasing all of the remaining unprotected open space, some of the land will inevitably be developed. Based on the Vacant Land Study, recommendations were made for alternative land uses for these parcels in the event that they are developed. The recommendations are contained in Figure 9, Land Use Recommendations for Vacant Land.

Figure 9 - Land Use Recommendations for Vacant Land

Map #	Area	Zoning	Historic	Existing Land Use	Flood	Recommended Land Use
1	9.2	R-6	Class II	Unprotected Open Space		Skippack Pike Corridor Study - Residential
2	12.7	R-1, R-2	Class I	Unprotected Open Space		Skippack Pike Corridor Study - Residential
3	5.1	R-1		Single Family Detached		Partially classified Priority II Open Space - Residential
4	32.1	R-1	Class II	Unprotected Open Space/SFD		Partially classified Priority II Open Space - Residential
	37.2					
5	19.6	R-2		Unprotected Open Space	•	Maintain Camp - Residential
6	9.0	R-1, R-2		Unprotected Open Space	•	Residential (Environmental Constraints)
7	6.4	R-1, R-2		Unprotected Open Space	•	Skippack Pike Corridor Study - Mixed Use
8	15.0	R-1, R-2		Unprotected Open Space	•	Skippack Pike Corridor Study and Centre Square Focus Area - Other Residential
9	7.2	R-1. C		Vacant	•	Skippack Pike Corridor Study - Mixed Use
	28.6					
10	11.8	R-1, C		Institutional		Skippack Pike Corridor Study - Mixed Use
11	10.2	R-1	Class I	Unprotected Open Space/SFD		Residential
12	46.5	R-5		Unprotected Open Space		Low Density Residential

Map #	Area	Zoning	Historic	Existing Land Use	Flood	Recommended Land Use
13	61.4	R-5	Class I	Unprotected Open Space	•	Partial Priority I Open Space - Low Density Residential
	107.9					
14	10.4	R-5	Class I	Single Family Detached	•	Residential (Environmental Constraints)
15	16.8	R-5		Unprotected Open Space		Priority I and II Open Space - Residential
16	3.9	R-5		Unprotected Open Space		Residential
17	15.7	R-5	Class I	Unprotected Open Space/SFD		Cluster Residential w/#18
18	87.0	R-5	Class II	Unprotected Open Space/SFD	•	Partial Priority I and II Open Space - Cluster Residential w/#17
19	9.2	R-5		Unprotected Open Space	•	Residential
20	21.1	R-5	Class I	Unprotected Open Space/SFD		Partial Priority I Open Space - Residential
21	3.4	R-5	Class II	Single Family Detached		Priority I Open Space - Residential
	140.3					
22	24.4	R-1		Unprotected Open Space		Priority II Open Space - Residential
23	20.2	R-5	Class I	Unprotected Open Space		Priority II Open Space - Residential
24	1.8	R-5	Class I	Unprotected Open Space		Priority II Open Space - Residential
25	14.3	R-5	Class II	Unprotected Open Space		Priority II Open Space - Residential
26	10.5	R-5		Single Family Detached		Residential
	71.2					
27	51.9	R-5	Class II	Single Family Detached		Low Density Residential
28	10.9	R-5		Single Family Detached		Low Density Residential
29	10.1	R-5	Class II	Single Family Detached		Low Density Residential
	73.0					
30	16.9	R-5		Single Family Detached		Priority II Open Space - Residential
31	23.2	IN		Institutional		Priority II Open Space - Residential
32	3.0	R-5	Class II	Unprotected Open Space		Priority II Open Space - Residential
	43.1					

Map #	Area	Zoning	Historic	Existing Land Use	Flood	Recommended Land Use
33	10.8	R-1	Class II	Unprotected Open Space/SFD		Township Line Corridor Study - Residential/Office or mix
34	17.5	R-E		Unprotected Open Space		Residential
35	39.6	R-1	Class II	Unprotected Open Space	•	Residential
36	58.0	P-R, R-1	Class II	Unprotected Open Space	•	Residential
37	11.8	R-1		Unprotected Open Space		Priority I Open Space - Residential
	69.8					
Total	738.7					

Parcel #18 in the Vacant Land Study is designated as Open Space with a secondary recommendation for Single Family Residential. In this case, if the area is developed, it should be in some form of cluster scheme because of the severe environmental constraints in this area.

Wings Field is a private airport surrounded by existing development. The area adjacent to Wings Field is designated as unprotected open space. As long as the airport is in operation, this area should remain as permanent open space. Wings Field is a non-conforming use in a residential area and has already exceeded its expansion permitted through zoning regulations as the result of variances and court decisions.

Corridor Studies

As Whitpain has grown and changed, there has been increased development and redevelopment pressure along some of the most heavily used roadways in the Township. The once exclusively residential areas have changed in recent years to include some office/commercial uses. It was felt that a more detailed land use analysis was warranted in these areas, as a way to develop consistent policies for future conversions and redevelopment, where appropriate. The Centre Square area in particular warranted detailed analysis due in part to the development pressure along Skippack and Dekalb Pikes, but more importantly, it is the retail center of Whitpain and requires careful planning. Analysis of the Centre Square Focus Area follows the corridor studies and includes refinement of recommended land uses for some of the affected parcels.

There were two areas that were studied in more detail. The first was the Skippack Pike corridor between North Wales Road and Wentz Road and the intersecting Dekalb Pike corridor from Montgomery County Community College to Jolly Road. The second study area was the Township Line Road corridor between Sheffield Drive and just east of Norristown Road along the Plymouth Township border. A detailed land use and access analysis was prepared for each of the study areas; Maps 7 and 8 show these for

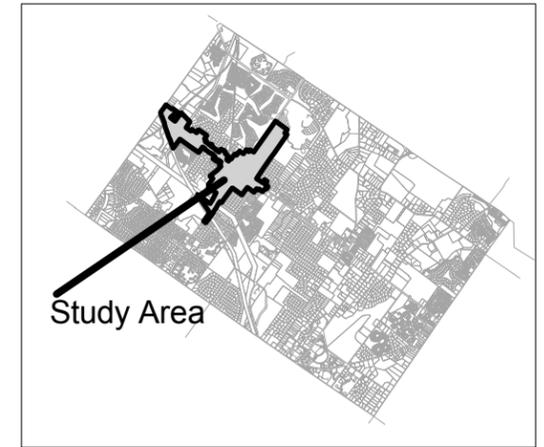
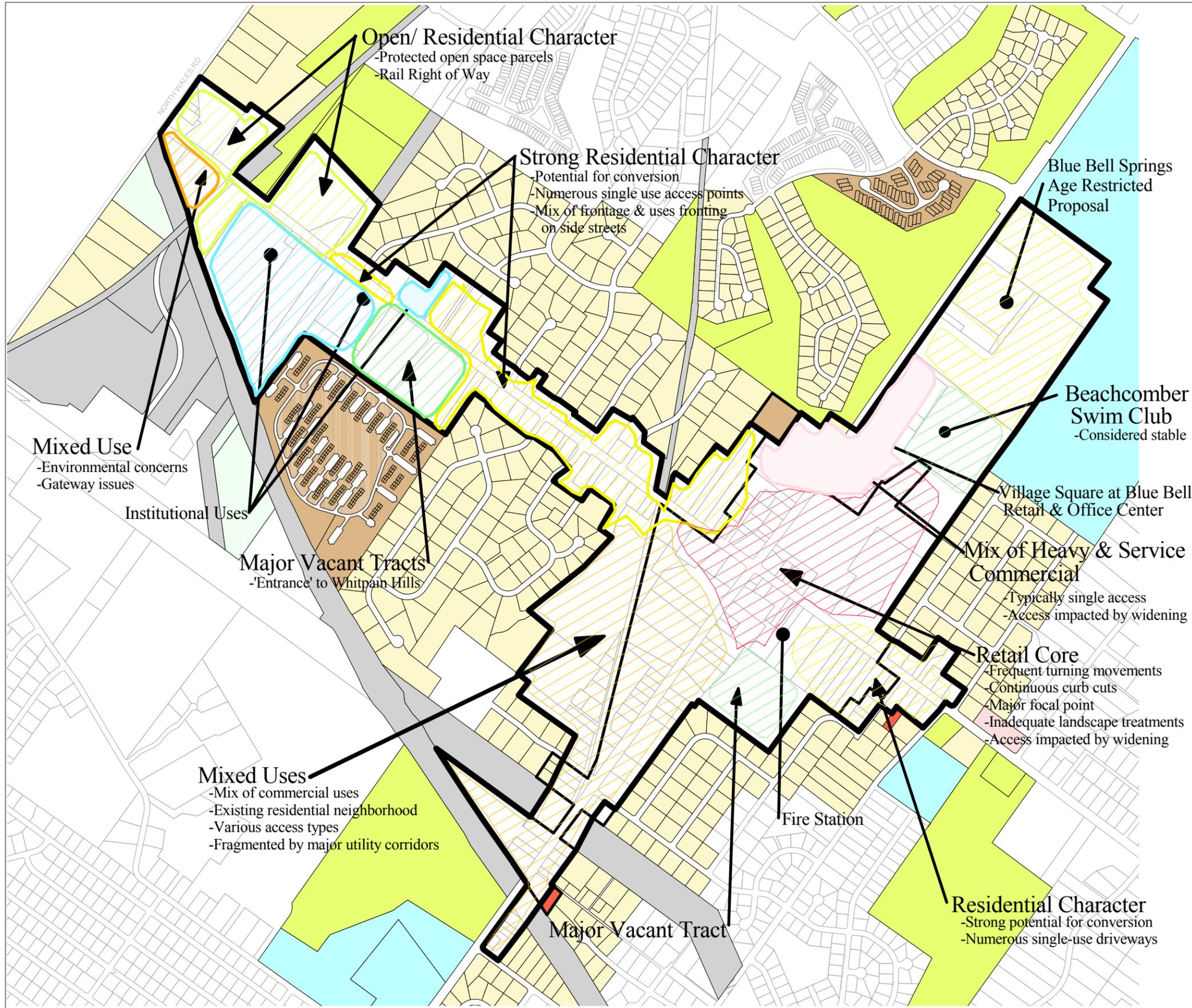
the Skippack/DeKalb Pike Corridor Study areas. Recommendations regarding future land use and access onto the roadways were made for both areas. These are shown on Maps 9 and 10.

Of particular importance in these areas are residential conversions. As these areas continue to develop, how conversions are handled will determine whether or not these areas maintain their residential character. In order to maintain the character of these areas and avoid undesirable commercialization and its associated impacts, the following recommendations are made for these areas when future conversions may be proposed:

- Conversions should be permitted only in Class I Historic Structures with sole frontage on an arterial road
- Conversions in owner-occupied homes should be permitted only as allowed by existing regulations for Home Occupations with sole frontage on an arterial road
- Residential appearance should be maintained
- Existing buildings should be preserved wherever possible
- Permitted uses are limited to selected business and professional offices
- Access controls must be provided
- Shared access is encouraged
- Parking should be located in the rear of the building
- Shared parking is encouraged
- Landscaped buffers should be provided

These recommendations should be embraced by the Zoning Hearing Board if variance applications are submitted in these areas. These recommendations should also be considered by the Planning Commission and Board of Supervisors in any review and approval of land development applications, which may result from any variance approvals by the Zoning Hearing Board. In addition to applicable standards in the Zoning Ordinance, conversions allowed as home occupations should also meet the standards recommended herein.

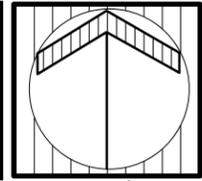
For locations where these specific recommendations are most applicable, please refer to the notations on Maps 9 and 10.



Revision Dates
July 12, 2001

**WHITPAIN TOWNSHIP
COMPREHENSIVE PLAN**
MONTGOMERY COUNTY, PENNSYLVANIA

MAP #7:
Skippack/ Dekalb Pike
CORRIDOR STUDY
Analysis



June 11, 2001

0 500 1000 1500 2000 Feet

SCALE 1" = 1000'

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Northeast Extension (476)

PECO Right-of-Way

Mixed Use

- Some conversions in Plymouth Twp.
- Residential properties should be retained in Whitpain
- Corner residential properties enter from side streets
- PECO Right-of-Way
- Strong residential character

Class II Historic Properties

Large Office Campus

- Entrances to two office developments on Township Line Road in Plymouth Twp.
- Valley Square & development under construction
- Some office developments still under construction
- Access points not coordinated on both sides of the road

Entrance to Corporate Campus

- Large open entrance
- Buildings are obscured from Township Line Rd. by landscaping and grading

Post Office

Blue Bell Junior Camp

- Unprotected open space
- One house on lot
- Only parcel available for significant development in study area
- Same family owns adjacent historic property

Office & Office Campus

- Office campus in Whitpain
- Single office buildings in Plymouth

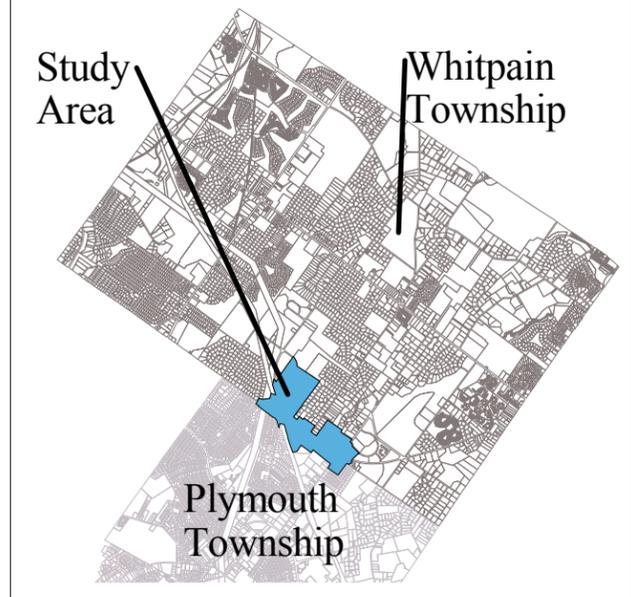
Mixed Use

- Some conversions in Plymouth Twp.
- Potential for conversion on Whitpain side
- Potential noise and traffic conflict with adjacent offices
- Plymouth Twp. parcels zoned Campus Industrial

Church/ School

Retail

LOCATION MAP



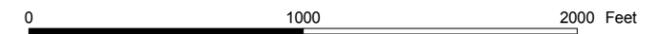
Revision Dates
November 9, 2001
February 14, 2006

**WHITPAIN TOWNSHIP
COMPREHENSIVE PLAN
MONTGOMERY COUNTY, PENNSYLVANIA**

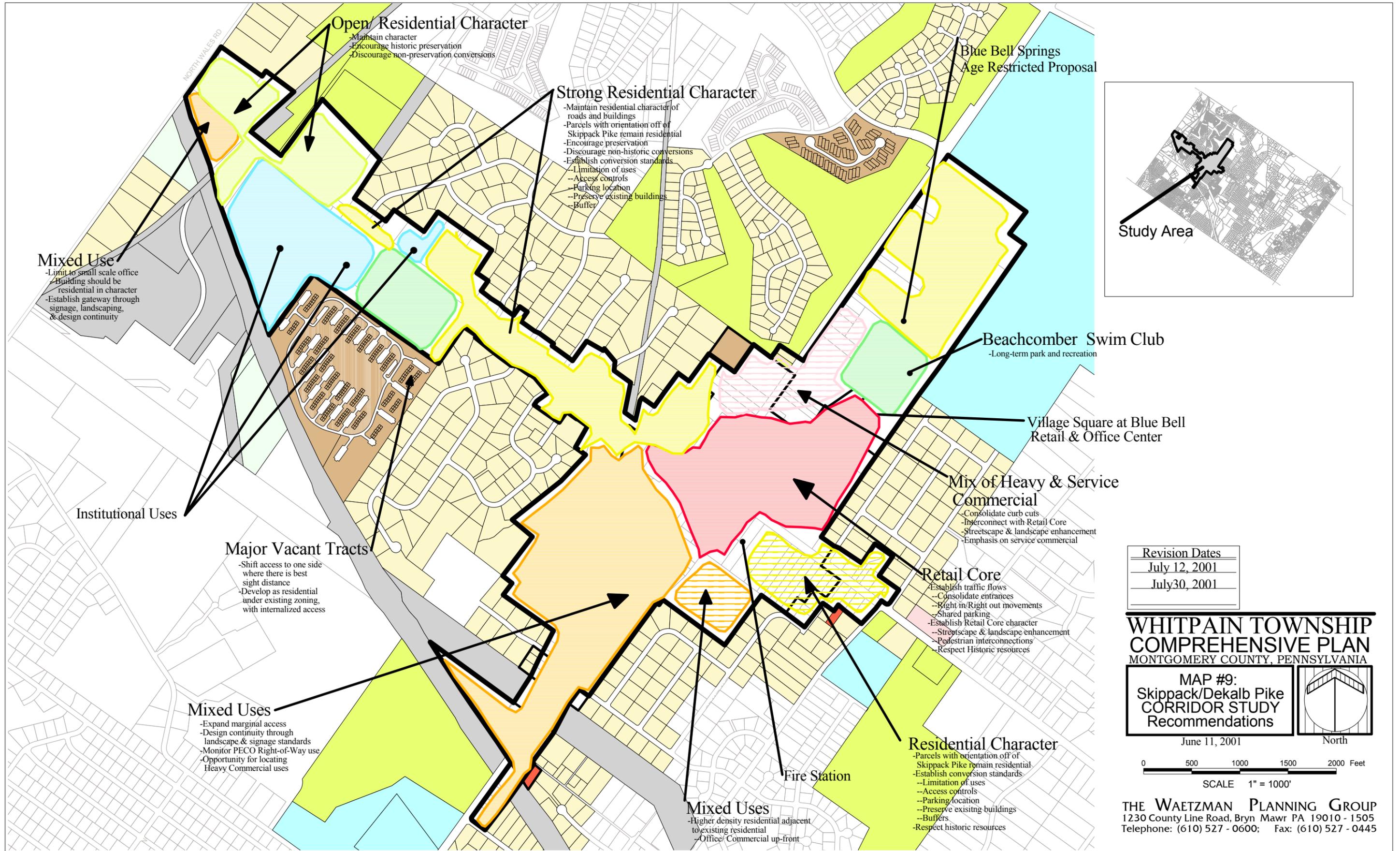
**MAP #8:
Township Line Road
CORRIDOR STUDY
Analysis**

June 11, 2001

North



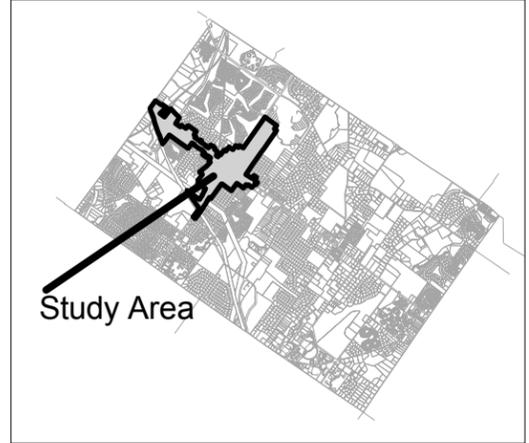
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Open/ Residential Character
 -Maintain character
 -Encourage historic preservation
 -Discourage non-preservation conversions

Strong Residential Character
 -Maintain residential character of roads and buildings
 -Parcels with orientation off of Skippack Pike remain residential
 -Encourage preservation
 -Discourage non-historic conversions
 -Establish conversion standards
 -Limitation of uses
 -Access controls
 -Parking location
 -Preserve existing buildings
 -Buffer

Blue Bell Springs Age Restricted Proposal



Mixed Use
 -Limit to small scale office
 -Building should be residential in character
 -Establish gateway through signage, landscaping, & design continuity

Beachcomber Swim Club
 -Long-term park and recreation

Village Square at Blue Bell Retail & Office Center

Institutional Uses

Mix of Heavy & Service Commercial
 -Consolidate curb cuts
 -Interconnect with Retail Core
 -Streetscape & landscape enhancement
 -Emphasis on service commercial

Major Vacant Tracts
 -Shift access to one side where there is best sight distance
 -Develop as residential under existing zoning, with internalized access

Retail Core
 -Establish traffic flows
 -Consolidate entrances
 -Right in/Right out movements
 -Shared parking
 -Establish Retail Core character
 -Streetscape & landscape enhancement
 -Pedestrian interconnections
 -Respect Historic resources

Mixed Uses
 -Expand marginal access
 -Design continuity through landscape & signage standards
 -Monitor PECO Right-of-Way use
 -Opportunity for locating Heavy Commercial uses

Residential Character
 -Parcels with orientation off of Skippack Pike remain residential
 -Establish conversion standards
 -Limitation of uses
 -Access controls
 -Parking location
 -Preserve existing buildings
 -Buffers
 -Respect historic resources

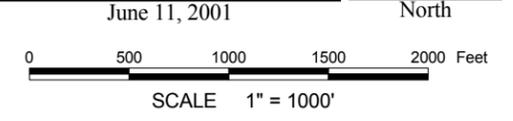
Mixed Uses
 -Higher density residential adjacent to existing residential
 -Office/ Commercial up-front

Fire Station

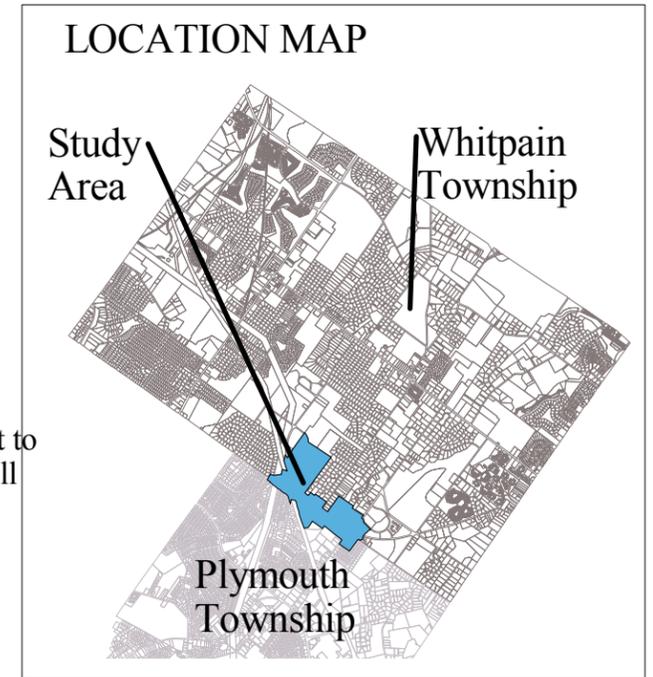
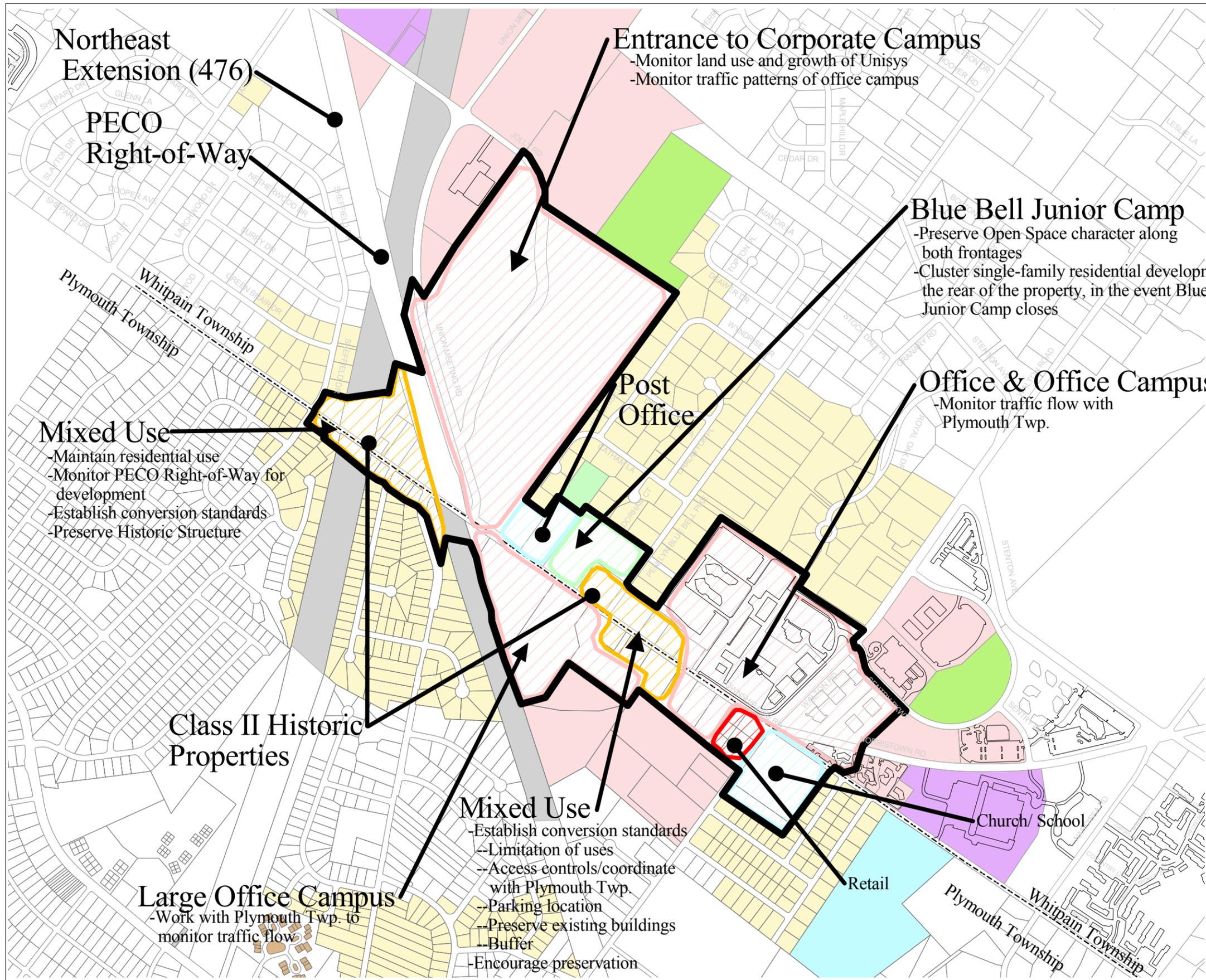
Revision Dates
July 12, 2001
July 30, 2001

WHITPAIN TOWNSHIP COMPREHENSIVE PLAN
 MONTGOMERY COUNTY, PENNSYLVANIA

MAP #9: Skippack/Dekalb Pike CORRIDOR STUDY Recommendations



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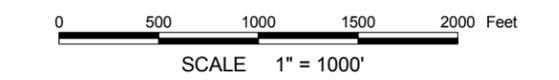
Revision Dates
October 30, 2001
November 9, 2001

**WHITPAIN TOWNSHIP
 COMPREHENSIVE PLAN
 MONTGOMERY COUNTY, PENNSYLVANIA**

**MAP #10:
 Township Line Road
 CORRIDOR STUDY
 Recommendations**

August 15, 2001

North



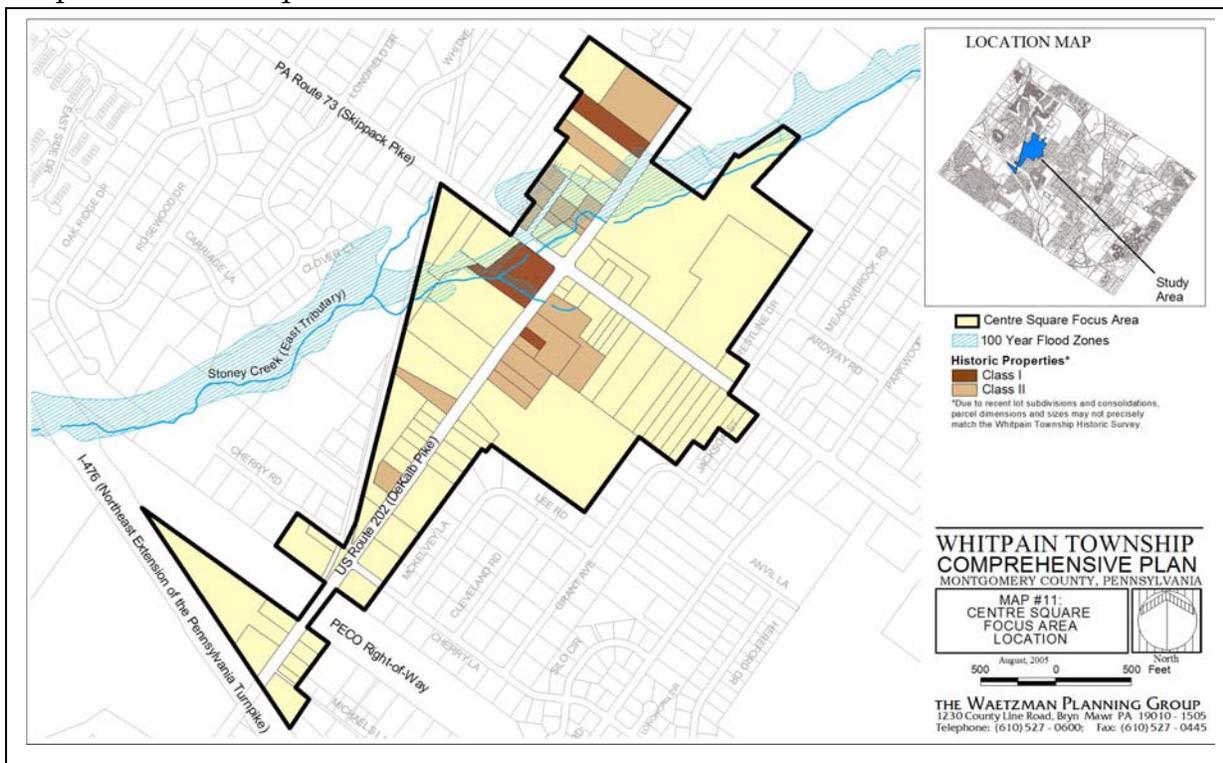
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Centre Square Focus Area

Centre Square has experienced significant development pressure and increased congestion from commuter traffic on Routes 202 and 73. It is also the commercial center of Whitpain Township. This section provides additional analysis and policy recommendations for Centre Square to address the development pressures that it faces and to help it develop successfully as a retail core.

The Centre Square Focus Area is the portion of Centre Square bordering the intersection of Routes 202 and 73. The Area extends from the intersection of the two roads approximately 1,300 feet northeast and 3,400 feet southwest along Route 202 and 1,000 feet northwest and 1,600 feet southeast along Route 73 (see Map 11, Focus Area Location). There are 89 property lots in the area totaling 122 acres and ranging in size from roughly an eighth of an acre to 17 acres.

Map 11 Centre Square Focus Area Location



Centre Square has an established and active commercial core that includes the Center Square Plaza, which is anchored by Kohl’s department store, Clemens Family Market grocery store, and Home Goods (an off-price home fashion store operated by the owners of T.J. Maxx). Other commercial uses in the Focus Area include a few recently built retail stores and restaurants and many converted and partially converted single family dwellings that often are used as offices. Activity around these businesses

contributes to the nearly 20,000 vehicles that pass through Centre Square daily and to the area's traffic congestion.

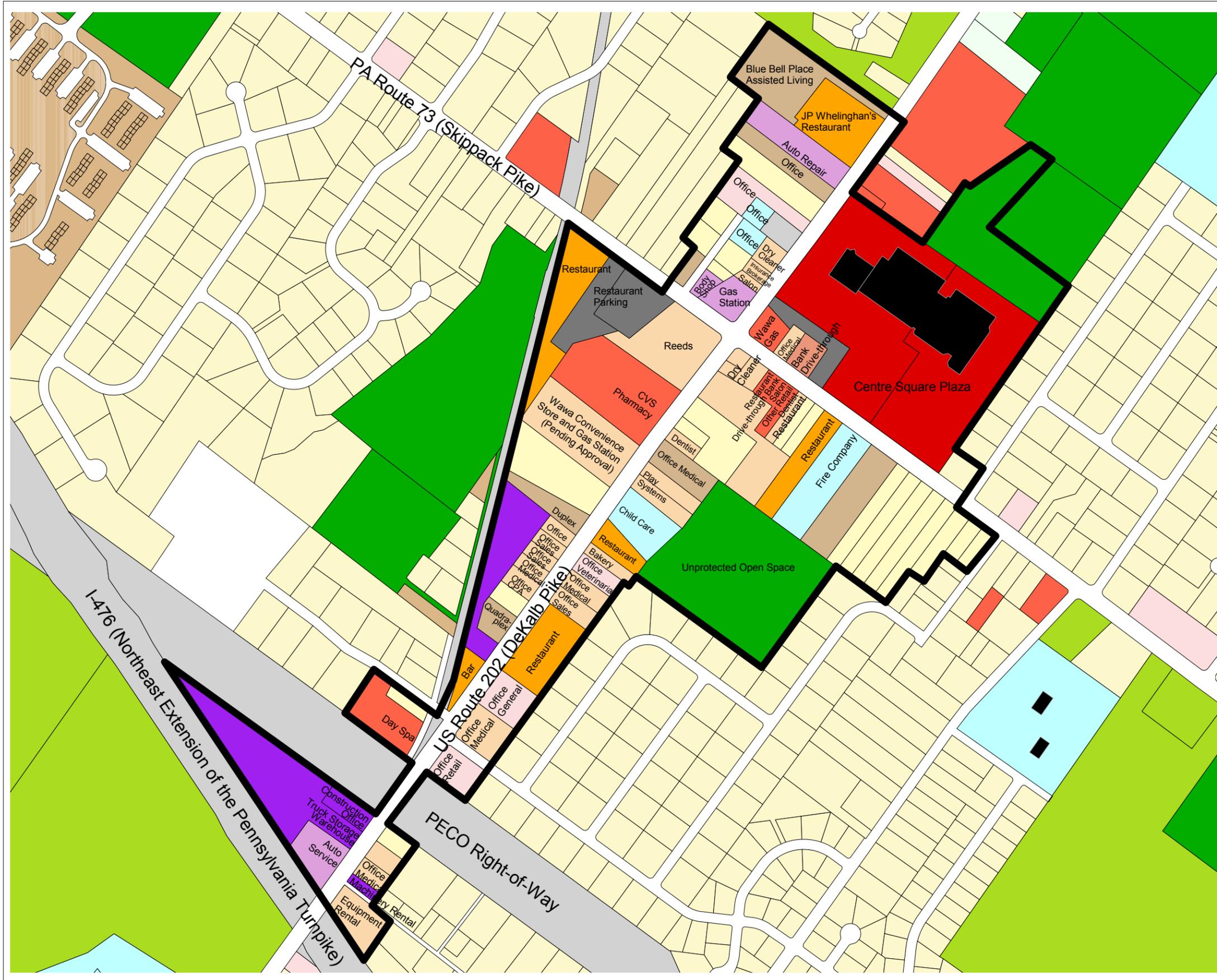
The largest single land use in the Focus Area is the Shopping Center, followed by the Mixed Office, Retail, and Apartments use, which is largely made up of converted single-family dwelling units (see Figure 10: Land Use Table and Map 12: Existing Land Use). The next largest use is Open Space, followed by Residential, which is mostly single-family dwellings. Mixed Office combined with the Residential make up 49 of the Focus Area's 89 lots. There are also three Class I historic places, eligible to be put on the National Register, and several Class II historic places in the study area. A number of properties fall within a 100 year flood plain.

Figure 10 – Land Use Table

Land Use	Number of Parcels	Acres	Percentage of Focus Area
Shopping Center	2	20.4	16.7%
Mixed Retail, Office, Apartments	27	18.7	15.3%
Open Space	2	16.0	13.1%
Single-Family	22	15.9	13.0%
Restaurant	6	9.7	8.0%
Other Residential	7	9.2	7.5%
Industrial	4	8.6	7.0%
Retail	4	7.1	5.8%
Institutional	4	4.5	3.7%
Parking	3	4.1	3.4%
Auto Related	4	3.9	3.2%
Office/Office Campus	3	2.8	2.3%
Utility	2	0.6	0.5%
Bank	1	0.5	0.4%
Total	91*	122	100.0%

Source: Lot areas were calculated from a geographic information system.

*Areas of open space were split out from portions of two lots. The total number of assessed lots is 89 and not 91



- Land Use**
- Single-Family Detached
 - Other Residential
 - Shopping Plaza
 - Retail
 - Restaurant
 - Bank
 - Mixed Retail, Office, and Apts
 - Office/Office Campus
 - Institutional
 - Auto Related
 - Industrial
 - Protected Open Space
 - Unprotected Open Space
 - Parking
 - Utility
 - Vacant
- Centre Square Focus Area
 Building Footprint

Revision Dates

**WHITPAIN TOWNSHIP
COMPREHENSIVE PLAN
MONTGOMERY COUNTY, PENNSYLVANIA**

**MAP #12:
CENTRE SQUARE
FOCUS AREA
EXISTING LAND USE**

October 12, 2004

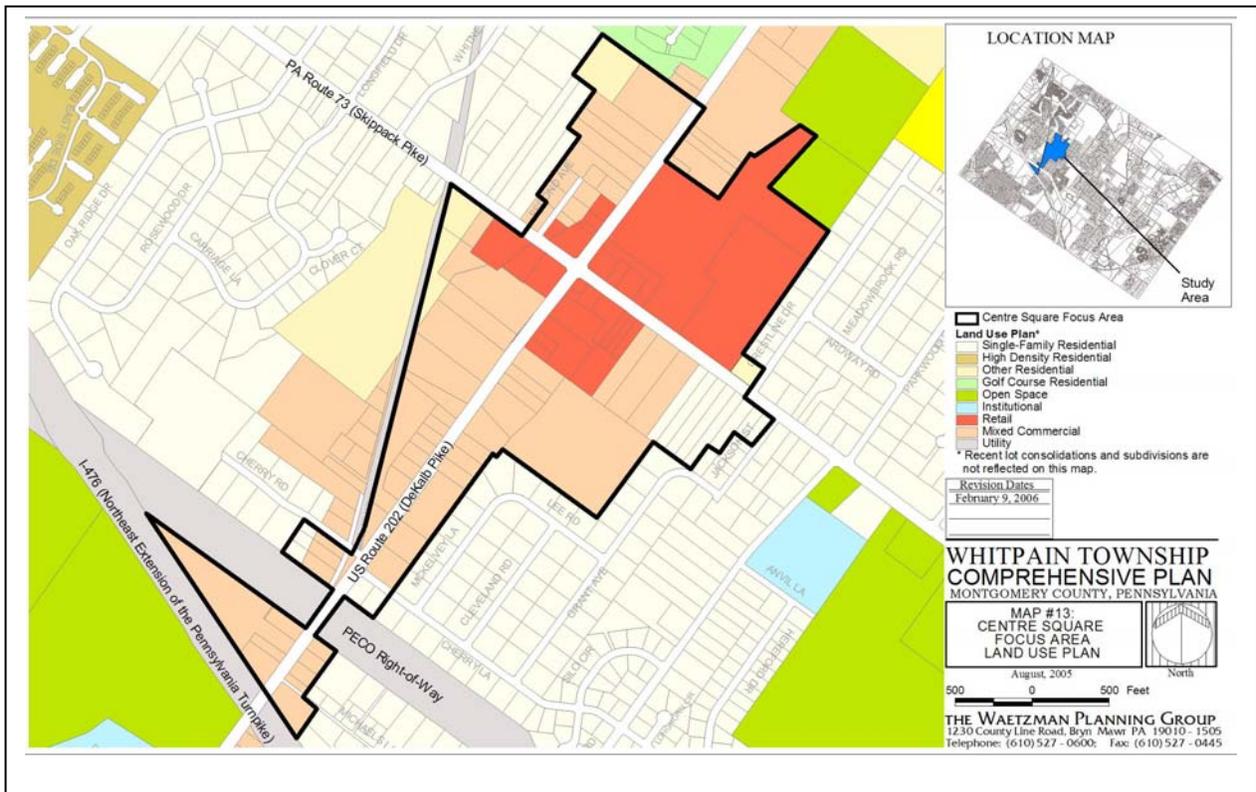
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Major Planning Issues

There are two predominant land use traits in the Centre Square Focus Area: commercial growth and traffic congestion. Consideration of these two traits is critical to the implementation of the Township Comprehensive Plan, in which Centre Square is identified as a central retail area (see Map 13: Land Use Plan). To ensure that the Comprehensive Plan is implemented successfully, a thorough analysis of the commercial core and its traffic congestion follow.

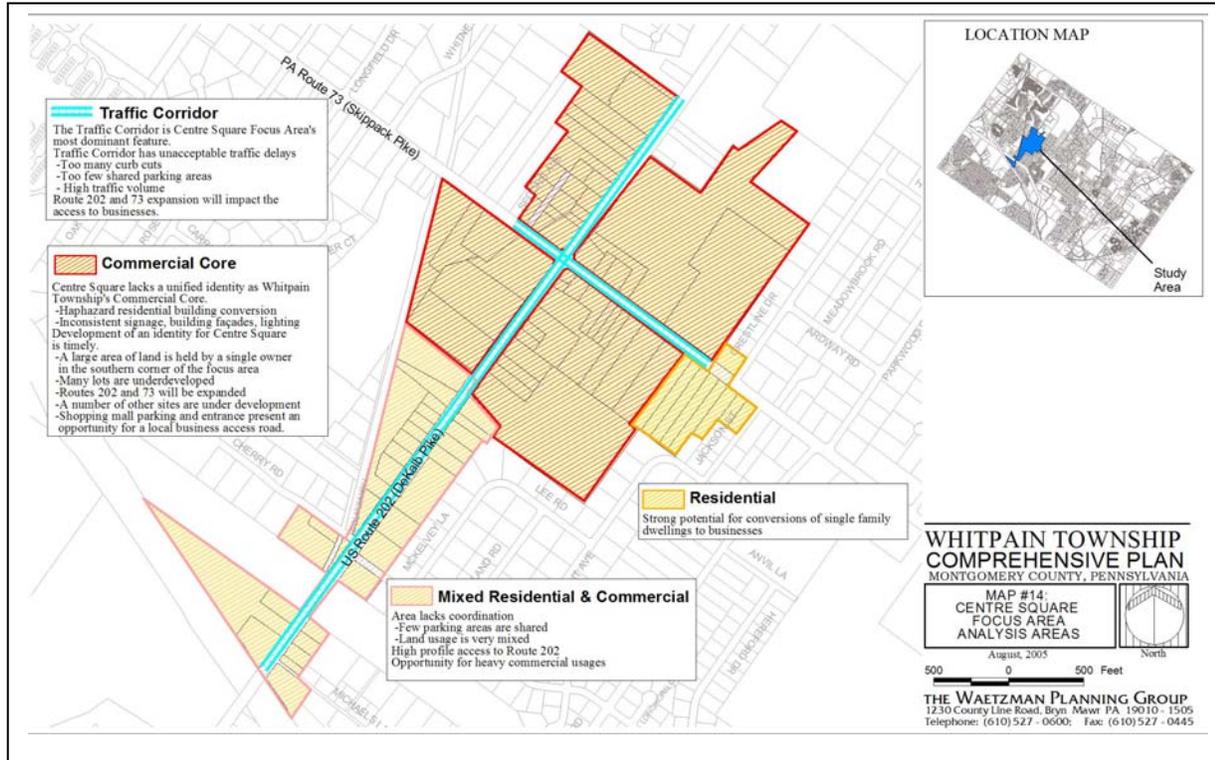
Map 13 Centre Square Focus Area Land Use Plan



Analysis

Centre Square is made up of three semi-discrete areas. The first is the commercial core, which is predominately retail. The second area is a mix of residential and commercial uses, and the third area is all residential. Connecting these are the major commuter roads, Routes 202 and 73. Each of these areas and the traffic corridor are analyzed individually below (see Map 14 Analysis Areas).

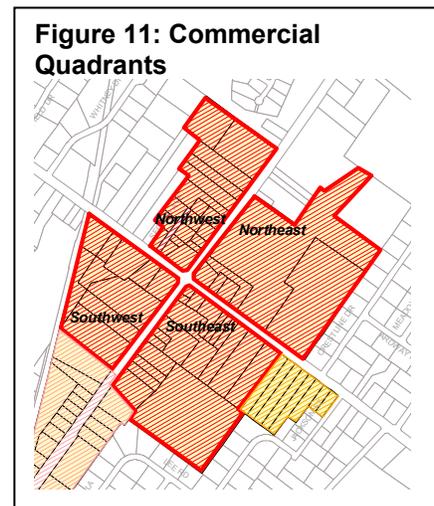
Map 14 Centre Square Focus Area Analysis Areas



Commercial Core

For planning purposes the four quadrants created by the intersection of Routes 202 and 73 are discussed individually (See Figure 11: Commercial Quadrants). The quadrants are described as *Southwest* (Reeds is on the corner), *Northeast* (Center Square Plaza is the dominant land use), *Southeast* (Leoni family is the largest property holder), and *Northwest* (Sunoco Gas Station is on the corner).

The *Southwest Quadrant* is entirely commercial. Reeds, a Class I historic building with a retail business on the ground floor, is located at the intersection. Further south on Route 202 there is a newly built 12,150 square foot CVS pharmacy with a drive-through and 89 parking spaces. Next to the CVS a Wawa convenience store and gas station has been proposed. On the west side of Route 73 there is a restaurant with a large partially paved parking lot.



The new CVS has entrances on both Routes 202 and 73, with access to Reeds; the proposed Wawa will share an entrance with the CVS. This entrance creates a local business access road that may be expanded. Because these three developments are close to the intersection and have significant frontage on Route 202 they will, in part, create the future identity of Centre Square. The current development is not aesthetically coordinated and physical coordination has not been planned. With the construction of the Wawa, there will be no large undeveloped lots remaining on this corner.

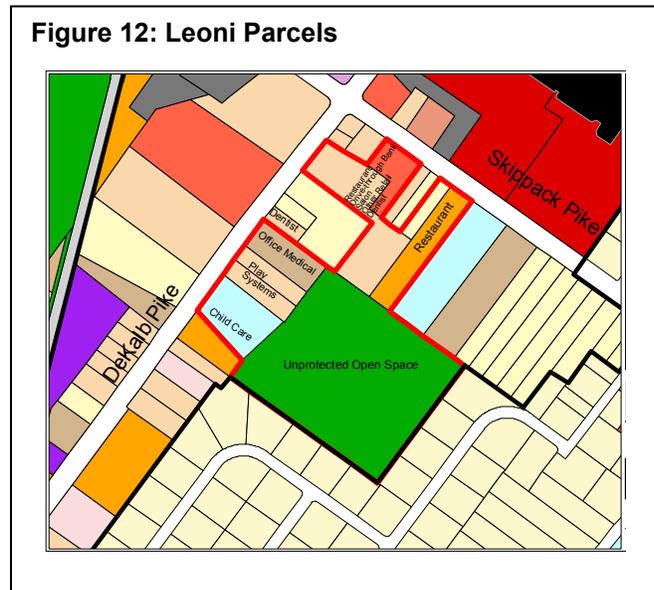
The *Northeast Quadrant* of the intersection contains several businesses. The largest is the Center Square Plaza anchored by a Kohls department store, Clemens Family Market grocery store, and Home Goods. A Wawa convenience store and gas station is on the corner. This lot will be greatly reduced by the expansion of Routes 202 and 73 (discussed below). The Wawa will likely be replaced by the new Wawa on the southwest quadrant of the study area (described above). The existing Wawa will likely continue to be used as a convenience store until the roadway expansion, but in the long-term the lot presents a possible location for a civic, recreational, or public art use and the creation of a gateway to Centre Square.

Proceeding east from the Wawa on Route 73 there is a medical office and a bank with a drive-through followed by the Centre Square Plaza. The medical office is scheduled to be condemned with the roadway expansion. There is no shared access between these businesses. Impromptu parking for the Wawa has been created in the open space between the Wawa and the Plaza parking lot. The Plaza's main entrance is on Route 202 with another entrance on Route 73.

There are no large undeveloped parcels in this quadrant; however there is excess parking for Centre Square Plaza. The Zoning Ordinance requires five (5) spaces for 1,000 gross square feet in a shopping center. The Center Square Plaza is 203,815 gross square feet requiring 1,019 parking spaces. The Plaza currently provides 1,082 spaces, 63 in excess of the requirement. Assuming each space uses 350 square feet (including cart ways and spaces), these 62 spaces produce 21,700 square feet of potentially developable area. Consideration should be given to converting some of the excess spaces into landscaping improvements. The traffic pattern should also be changed to provide better and shared access with business that are adjacent to the Plaza.

The *Southeast Quadrant* of the intersection is characterized by a broad mixture of uses including converted single-family structures, small retail business, and offices. A dry cleaning business is located at the intersection. South on Route 202 there are six single-family dwelling units most of which have been converted into businesses. Beyond those are a child care facility and a restaurant. East on Route 73 there is a retail building occupied by several small businesses followed by a pizzeria, two single family dwellings (one vacant), another restaurant, and the Centre Square Fire Station.

Although predominantly commercial on the roadway frontages, this corner lacks a coordinated plan for access, design, signage and other development standards. Given the high profile of the lots on Routes 202 and 73, many of the residential and vacant properties are underdeveloped. There is also a large parcel of open space that abuts the rear of most of the lots along Routes 202 and 73 but has no frontage on either. This lot is considered “at risk open space”; however its size and location make it valuable for future development. Additionally, this lot, along with seven others, is owned by a single land owner (see Figure 12: Leoni Parcels). A residential area, which would have to be buffered if these lots were developed more intensively, abuts the large parcel of open space.



The *Northwest Quadrant* has a mix of office, retail, and residential uses. A Sunoco gas station is located at the corner of the intersection. Further north on Route 202, there are a few converted single-family dwellings with retail or office business below and residential above. Next there are two offices, followed by more converted single-family dwellings that have auto repair businesses. At the edge of the study area is a restaurant behind which there is an assisted living facility. West on Route 73 there is a converted single-family dwelling and a single-family residence. A dead end street, Second Avenue, provides access to a few private homes and businesses off of Route 73. There are no large developable lots in this area.

This area is stable and development options for the immediate future are limited.

Summary Analysis for the Commercial Core

Although Centre Square is the commercial core of Whitpain Township, it has developed incrementally over time and lacks a cohesive identity or character that reflects its importance to the Township. A number of factors suggest that creating an identity for Centre Square is timely, specifically the impending improvements to the roadways and the commonly owned lots in the southeast quadrant. The southwest quadrant also presents an opportunity to develop an identity through the new CVS, proposed Wawa, and Reeds assuming it is maintained. The northwest quadrant however is stable and development is limited. Center Square Shopping Plaza in the northeast quadrant has excess parking and could accommodate some new development.

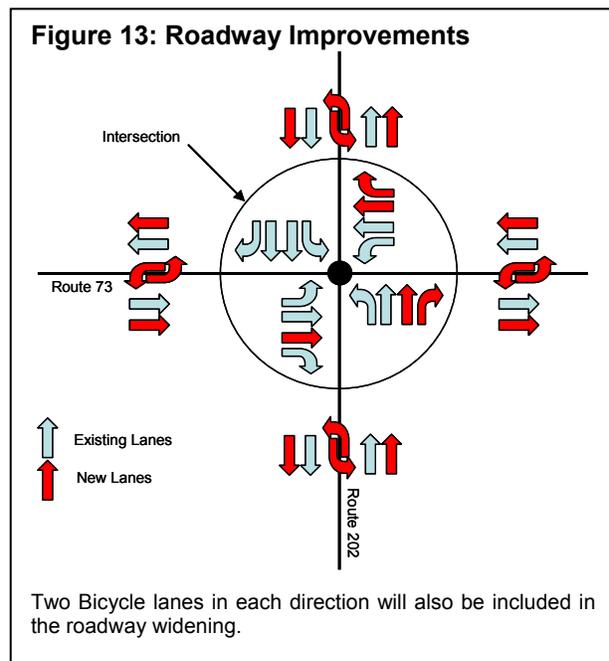
The following is a list of the central points of this analysis of the Commercial Core.

- ▶ Centre Square lacks a unified identity as Whitpain Township's commercial core.
 - Incremental residential building conversion
 - Uncoordinated signage, building façades, lighting, and landscaping
- ▶ Development of an identity for Centre Square is timely
 - A large area of land is held by a single owner in the southern corner of the Focus Area
 - Many lots are underdeveloped
 - Routes 202 and 73 will be expanded (discussed below)
 - Shopping mall parking and entrance present an opportunity for a local business access road

Traffic Corridor

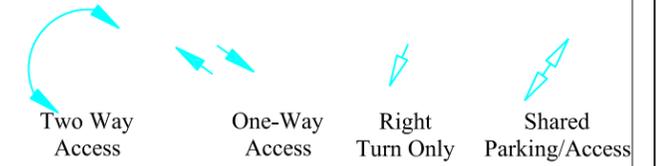
Route 202 is the most highly traveled arterial roadway in the Township and a major commuter roadway connecting regional destinations. Daily trips on Route 202 range from 8,000 to 10,400 depending on the location in the Township and the direction of traffic. Route 73 averages about 9,100 trips a day. In addition to commuter traffic, the corridor also provides access to Centre Square's residents and businesses via over 80 curb cuts (see Map 15, Curb Cuts). These curb cuts create traffic delays from left turning traffic, which can back up traffic behind the turning vehicle. Additionally, cars turning onto the corridor slow down the traffic already on the roads. These delays manifest themselves in the findings of the traffic study used in this Comprehensive Plan, which finds that the intersection of Routes 202 and 73 experience unacceptable traffic delays as determined by its rating of an 'F' level of service (p. 36).

The Delaware Valley Regional Planning Commission has included the expansion of Routes 202 and 73 through Centre Square in their 2003 Transportation Improvement Program. Route 202 will be widened from a two-lane road to a four-lane road with intersection improvements at Route 73 (see Figure 13: Roadway Improvements). Route 73 will also be widened to four lanes in the study area. A five foot bicycle path is included in the proposed widening. Construction is scheduled to start in 2007.





Parcel Access



**WHITPAIN TOWNSHIP
COMPREHENSIVE PLAN**
Montgomery County, Pennsylvania

Map #15
Centre Square Focus Area
Curb Cuts



SCALE: Not to Scale
DATE: 08/24/05

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A number of properties will be affected during the widening process (see Map 16 Centre Square Focus Area Proposed Roadway Expansion). Starting from the southern end of Route 202, the first 13 properties on the east side of the road will have their lot size reduced and their parking lots and entrances impacted. (There are only two sets of shared parking lots among these 13 properties.) The expansion of Route 202 will have less of an impact on the west side the road. Roughly five properties will be impacted, including two residences, the newly built CVS and the proposed Wawa gas station. North of Route 73 on Route 202 the only properties impacted are Center Square Plaza and the existing Wawa gas station.

On Route 73, from the western edge of the Focus Area to the intersection with Route 202, properties on both sides of the road will have their frontages reduced. East of Route 202, the greater impact will be on the north side of the road. The Wawa's gas pumps will be condemned, but the store will remain. The adjacent medical office will also be condemned. The Bank's parking area will be reduced.

Summary Analysis for the Traffic Corridor

The corridor created by Routes 202 and 73 is the most dominant feature of the Focus Area and a crucial aspect of the Centre Square Focus Area's future land use. It is characterized by congestion delays at the signaled intersection of the two roadways and by poor access management to the homes and businesses that front on the corridor. The planned expansion of the corridor will greatly influence how commuters access and experience Centre Square. The following are the major findings of the analysis of the traffic corridor.

- ▶ The Traffic Corridor is Centre Square Focus Area's most dominant feature.
- ▶ Traffic Corridor has unacceptable traffic delays.
 - Numerous curb cuts
 - Few shared parking areas
 - Large volume of traffic
- ▶ Route 202 and 73 expansion will impact the access to businesses, traffic speed and volume.

Residential

This area is west of the Commercial Core and includes nine single-family residential lots along Route 73. The residential use of the area appears to be stable; there are no vacancies and yards are maintained. As development demand builds in Centre Square however, the conversion of these structures to commercial use is likely to occur.

- ▶ Strong potential for conversions of single family dwellings to commercial use.



- Proposed Right-Of-Way
- Proposed Edge of Pavement

**WHITPAIN TOWNSHIP
COMPREHENSIVE PLAN**
Montgomery County, Pennsylvania

Map #16
Centre Square Focus Area
Proposed Roadway Expansion



SCALE: Not to Scale
DATE: 08/24/05

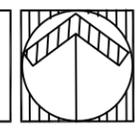
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— Proposed Right-Of-Way
 — Proposed Edge of Pavement

**WHITPAIN TOWNSHIP
 COMPREHENSIVE PLAN**
 Montgomery County, Pennsylvania

Map #17
 Intersection of Routes 202 and 73
 Proposed Roadway Expansion



SCALE: Not to Scale
 DATE: 08/24/05

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Mixed Residential and Commercial

No single land use dominates this section of Centre Square; however toward the southern end of the section there are a number of heavier commercial uses (heavy commercial auto uses are also located off of Second Avenue in the northwest quadrant). There also appears to be a trend in how individual properties are developed. Most began as single-family dwellings and then were converted to commercial uses. Because single-family dwelling units are not built and designed for commercial uses, several new office, retail, and restaurant buildings have been built. Most properties have their own parking areas and entrances onto Route 202. This section is bounded on its western edge by a PECO right-of-way and on its southern edge by the I-476 (Northeast Extension of the Pennsylvania Turnpike).

- ▶ Area lacks coordinated physical and aesthetic character
- ▶ Few parking areas are shared
 - Land use is mixed
 - High profile access to Route 202
- ▶ Opportunity for heavy commercial use

Conclusions

The existing businesses in the Focus Area lack a connection to one another and have developed without a clear plan or vision for Centre Square as the commercial core of Whitpain Township. For example, access to many of Centre Square's businesses is through exclusive driveways and parking areas which are not shared (see Figure 14: Existing Parking). Also, separate land uses are not clustered but scattered throughout. In the Mixed Residential area, for example, there are residential uses abutting industrial uses. There are single-family dwellings in the commercial core as well as Center Square Plaza (see Map 12 Existing Land Use).

Figure 14: Existing Parking



The image on the left shows the Wachovia Bank parking on the right and shopping plaza parking on the left. Although a shared access would benefit customers who wish to visit both businesses, there is no access between the two lots.

The image on the right is taken from the Lai Lai Restaurant facing north. The two businesses beyond the restaurant have parking lots at the same grade, but there is no shared access.

The commercial structures in Centre Square lack a consistent design motif that would give the area a defined identity and let shoppers and others know that they are in Centre Square. The broad mix of signage in the area promotes business individually but not Centre Square collectively (see Figure 15: Existing Signage).

While there is some consistency in how single family dwellings have been allowed to convert, there is great variation in their appearance. Many original details of buildings are lost during the conversion process. Additionally, businesses convert buildings differently according to their needs (see Map 18 Single-Family Units and Conversions).

Policy Recommendations

Policy recommendations respond directly to the two major planning issues identified in this report: the quality of the commercial core and the traffic congestion along Routes 202 and 73. The first major recommendation is to create a commercial core identity for Centre Square and Whitpain Township. The second recommendation is to create better access management for the businesses in the area and fewer delays for commuters. Specific policy recommendations are described as follows:



1. Create a Commercial Core Identity for Centre Square and Whitpain Township.

- A. Develop a Future Land Use plan for the Focus Area.
 - i. Extend retail uses in the southeast quadrant of the Commercial Core.
 - ii. Buffer residential areas adjacent to the southeast quadrant with low-intensity use and open space.
 - iii. Promote office conversions in the Residential Area.
 - iv. Promote certain frontage commercial uses in the Mixed Residential Commercial Area.
 - v. Do not change land use intensity or use in the northwest quadrant.
- B. Develop a business design theme for Centre Square and the Township. Initial ideas are: (1) base the theme on the name Centre Square and develop the concept of a traditional town square. (2) use a repeated public art theme such as the painted dogs used on the Main Line. Perhaps turtles or trees to reflect the Township logo.
 - i. Develop design standards for the conversion of single family units.
 - ii. Create standards for signage.
 - iii. Create design standards for building façade.
 - iv. Create standards for landscaping.
 - v. Create standards for appropriate period lighting.



- Centre Square Focus Area
- Single Family Units and Conversions
- Land Use**
- Single-Family Detached
- Other Residential
- Shopping Plaza
- Retail
- Restaurant
- Bank
- Mixed Retail, Office, and Apts.
- Office/Office Campus
- Institutional
- Auto Related
- Industrial
- Protected Open Space
- Unprotected Open Space
- Parking
- Utility
- Vacant

**WHITPAIN TOWNSHIP
COMPREHENSIVE PLAN**
MONTGOMERY COUNTY, PENNSYLVANIA

MAP #18:
CENTRE SQUARE
FOCUS AREA
SINGLE FAMILY UNITS
AND CONVERSIONS

August, 2005

500 0 500 Feet

North

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- C. Develop a public open space area for the northeast and southeast corners of the intersection with public art and signage to create a gateway to Centre Square.
2. Promote Safe and Efficient Travel on Routes 202 and 73.
 - A. Provide new local businesses access roadway.
 - i. Minimize curb cuts on Routes 202 and 73.
 - ii. Create linkages and cross easements between parking areas in adjacent properties.
 - B. Insert new traffic signals to allow for easier access to local business and promote safe and efficient use of Routes 202 and 73 for commuters (see 'Alternatives' discussed below).
 - i. Minimize left turning traffic.
 - ii. Utilize various traffic calming measures to help ensure pedestrian safety.
 - iii. A pedestrian plan should be undertaken to coordinate sidewalks and bike paths with landscaping and street furniture. The Route 202 study recommends a continuous pedestrian linkage at route 73.

Future Land Use Concept

A future land use concept was developed to help implement the policy recommendations described above. The concept prescribes different land uses around Centre Square and, as a key element, employs a *Business Access Route*. That road is intended to draw consumers destined for this area, off of Routes 202 and 73 and provide them with safe access to business and adequate parking. The proposed road would intersect both Routes 202 and the easterly portion of Route 73 at new signalized intersections, as shown on Map 19. A proposed leg of the new road is also planned from its intersection on Route 202 to the westerly portion of Route 73; this section would serve the new CVS drug store, the proposed Wawa to be constructed immediately to its south, and the Reed Country Store complex. (This section is largely completed as the result of development of the CVS. This leg would not be signalized at Route 73 since planned improvements there will preclude left turns onto it.) The portion of the proposed road from Route 202 to the easterly portion of Route 73, is intended to service existing and new development in the southeast quadrant, and the Centre Square Plaza (shopping center) in the northeast quadrant; the road will also allow vehicles destined for points east on Route 73, to bypass the congested Routes 202/73 intersection. The road would have a signalized intersection at Route 73, opposite the shopping center driveway. This will require a slight relocation of the driveway to the east, since the fire house precludes lining up the access road with the existing shopping center entrance. (The Fire Company owns an additional parcel adjacent to its current location, immediately to its east, which would be on the opposite side of the

proposed business access road from its current location. If a new fire house was built on that site in lieu of its current location, it could take access directly from the new road instead of Route 73, and the new road could align with the existing shopping center driveway, avoiding the need to relocate it.) It is recommended that when the new business access road is built, that it also serve as the impetus for internal circulation improvements to be made at Centre Square Plaza

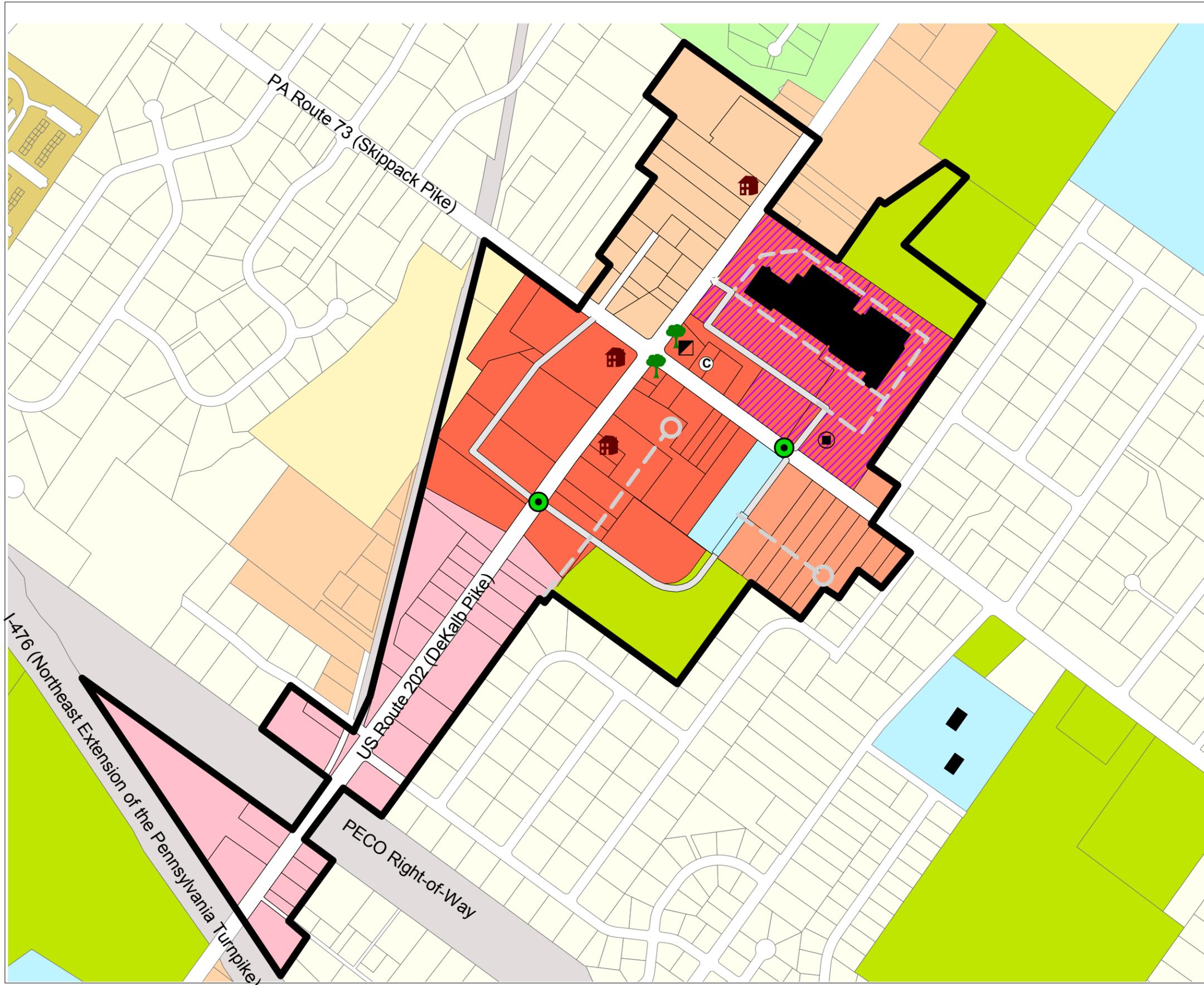
As a policy, curb cuts would be minimized on the business access route, to allow for efficient traffic flow. To facilitate this, secondary business access routes will be employed to provide access to some of the uses in the focus area, as shown on Map 19. In addition, new development proposed on the Leoni and surrounding parcels, is planned to be unified, with access limited to controlled locations.

In terms of the land uses shown on Map 19, the area immediately around the intersection of Route 202 and 73 continues to be proposed as the *Retail Core*, with the most intensive land uses. *Mixed Office* is proposed along Route 73, east of the intersection of the proposed business access road, to serve as a transition between the retail core and the existing residential area, which is outside the focus area to the south on Grant Avenue and Lee Road. The mixed office is an area of converted homes and residences, where additional conversions are likely to occur. (Please see conversion policies recommended in the 'Corridor Study' portion of this chapter.) To the south and east of the proposed business access route, *Open Space* is proposed. This will provide a buffer to new retail development anticipated on the Leoni parcels and those adjacent to them.

The *Other Residential* area at the most westerly portion of the Focus Area on the south side of Route 73, would allow age-restricted development. This would provide a good transition between the existing residential area to the west and the retail core. (A portion of the parcel proposed for *Other Residential* extends outside of the Focus Area, as shown on Map 19.)

The northwest quadrant of the Focus Area is recommended for *Mixed Commercial* development. This reflects the existing conditions of the area and again provides a transition between the retail core and the residential area to the west (on the north side of Route 73). Little opportunity for new development is present in this quadrant.

Finally, *Highway Commercial* development is proposed along the southern end of Route 202 in the Focus Area. Here, development is anticipated in a similar pattern to what currently exists, with commercial uses on individual parcels. While unified development is not planned in this area, any opportunities for consolidating access points and parking areas should be pursued. This will improve safety and allow consumers to park once and access more than one business.



- Future Land Use**
- Shopping Center
 - Highway Commercial
 - Mixed Office
 - Single-Family Residential
 - Medium Density Residential
 - High Density Residential (Townhouses/Attached Dwellings)
 - Other Residential
 - Golf Course Residential
 - Open Space
 - Institutional
 - Retail
 - Mixed Commercial
 - Utility

- Future Traffic Patterns**
- Local Business Access Road
 - Secondary Business Access
 - New Traffic Signal
 - Class I Historic Structures
 - Lot Will Be Reduced on Both Frontages. Ultimately Lot Will Be Public and Serve as a Gateway to Centre Square.
 - Property to be Condemned
 - Pad Site (Complimentary to Existing Businesses)
 - Public Landscaping Area

Revision Dates
October 12, 2004
November 30, 2004
February 9, 2006

**WHITPAIN TOWNSHIP
COMPREHENSIVE PLAN
MONTGOMERY COUNTY, PENNSYLVANIA**

**MAP #19:
CENTRE SQUARE
FOCUS AREA FUTURE
LAND USE CONCEPT**



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Transportation Element

Existing Roadway Characteristics

The following is a summary of the Pennsylvania Act 209 Transportation Impact Fee Study – Roadway Sufficiency Analysis and Transportation Capital Improvement Plan for Whitpain (Impact Fee Study) prepared by McMahan Associates, Inc., July 1999. Pennsylvania Act 209 amends the Pennsylvania Municipalities Planning Code to permit municipalities to charge transportation impact fees on new development within their boundaries. The Impact Fee Study was required prior to adopting the Transportation Impact Fee Ordinance.

The majority of roadways within the Township are two-lane and undivided. Regional access to Whitpain is provided via the Pennsylvania Turnpike and Route 476 at the Plymouth Meeting interchange, which is south of Whitpain and via the Pennsylvania Turnpike and Route 309 at the Fort Washington Interchange, in Upper Dublin Township. Route 202, DeKalb Pike, is the major arterial roadway through the Township in a northeast/southwest direction. North Wales Road and Butler Pike also provide arterial routes through the Township. Skippack Pike, Morris Road and Township Line Road (south) are the northwest/southeast arterial routes through the Township.

Jurisdiction

Roadways that are part of the Pennsylvania Department of Transportation State Highway System:

- DeKalb Pike (U.S. Route 202) – S.R. 0202
- Skippack Pike (PA Route 73) – S.R. 0073
- Morris Road – S.R. 2001
- Township Line Road (south) – S.R. 3001 (west of Walton Road)
- Norristown Road - S.R. 3001
- Walton Road – S.R. 3012
- Stenton Avenue – S.R. 3003
- Penllyn-Blue Bell Pike – S.R. 3003 (north of Stenton Avenue to PA Route 73)
- Plymouth Road/School Road – S.R. 2016
- Swede Road – S.R. 3008

Roadways that are part of the Montgomery county highway system:

- Butler Pike
- Penllyn-Blue Bell Pike (PA Route 73 northerly into Lower Gwynedd Township)

Average Daily Traffic Volumes

As part of the Impact Fee Study, average daily traffic volumes were compiled for the major roadways in the Township. The most heavily traveled roads include southbound DeKalb Pike (Rt. 202), in the northern area of the Township, with an average of 10,400 daily trips and north and southbound Walton Road with 10,200 daily trips and 10,000 daily trips respectively. DeKalb Pike in the southern portion of the Township averages 9,400 trips northbound and 8,000 trips southbound. Swede Road averages 9,050 trips southbound and 7,650 northbound. Skippack Pike, in the western area of the Township, averages 9,150 trips westbound and 9,100 trips eastbound daily. The only other roads in the Township with an average daily count of over 5,000 are Morris Road in the western area of the Township (6,800 westbound and 8,200 eastbound), Penllyn-Blue Bell Pike (6,050 southbound and 5,850 northbound) and Township Line Road in the southern portion of the Township (5,450 eastbound and 5,250 westbound).

Level of Service

There were 41 major intersections studied for the Impact Fee Study, 25 of them are currently signalized, the remaining 17 are not. The intersections were categorized (at peak hour) by their level of service (LOS) from "A" to "F", with "A" being the best with little or no delay and "F" being the worst with the longest delay. At each intersection, individual turning movements are assigned a LOS and the intersection is also assigned an overall LOS. Level-of-Service criteria for unsignalized and signalized intersections are shown in Figures 16 and 17 below.

Figure 16 - Level-of-Service Criteria for Unsignalized Intersections

Level of Service	Description	Stopped Delay Per Vehicle (seconds)
A	Little or no delay	≤ 5.0
B	Short traffic delays	5.1 to 10.0
C	Average traffic delays	10.1 to 20.0
D	Long traffic delays	20.1 to 30.0
E	Very long traffic delays	30.1 to 45.0
F	Demand exceeds capacity of the lane or approach	> 45

Figure 17 - Level-of-Service Criteria for Signalized Intersections

Level of Service	Description	Stopped Delay Per Vehicle (seconds)
A	Very low delay, high quality flow	≤ 5.0
B	Low delay, good traffic flow	5.1 to 15.0
C	Average delay, stable traffic flow	15.1 to 25.0
D	Longer delay, approaching capacity flow	25.1 to 40.0
E	Limit of acceptable delay, capacity flow	40.1 to 60.0
F	Unacceptable delay, forced flow	> 60.0

Of the 25 signalized intersections studied, 19 of them are currently operating at an overall LOS "F". Of the 17 unsignalized intersections studied, 8 of them are operating at an overall LOS "F". The intersections with a LOS "F" are shown on Map 20, Roadway Classification.

Utilizing the study, the Transportation Advisory Committee for the Township set preferred levels of service for the Township that would improve traffic flow in the Township without affecting the character of the Township. Higher levels of service might involve additional lanes of traffic that would alter the roads in the Township significantly. As a result, signalized intersections were set at an overall LOS "D" or above, with individual movements at a LOS "E" or better. For unsignalized intersections that can not satisfy traffic signal warrants, an overall intersection LOS "C" or better is preferred, with a LOS "F" on the stop-or yield-controlled approaches.

The Impact Fee Study summarizes what changes need to be made to each intersection to bring the intersection to the preferred LOS, and what entity will be responsible for those changes.

Roadway Classification and Ultimate Right-of-Way

Primary streets in the Township are defined as those through streets originating outside the Township and carrying large volumes of traffic. The ultimate right-of-way for primary streets is 80' with a 50' paved surface. The following streets in the Township are classified as primary (based upon the Subdivision and Land Development Ordinance) and are shown on Map 20, Roadway Classification:



Roadway Classification

- Primary
- Secondary
- All Other Roads Classified as Residential

SOURCE: Whitpain Township Subdivision and Land Development Ordinance

Scenic Roads

- First Priority
- Second Priority

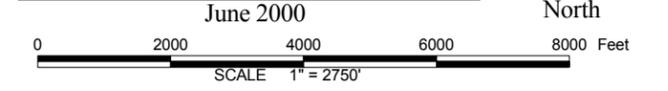
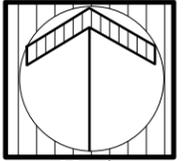
Level of Service

- Level F Intersections

Revision Dates
March 18, 2002
June 11, 2002

WHITPAIN TOWNSHIP COMPREHENSIVE PLAN MONTGOMERY COUNTY, PENNSYLVANIA

MAP #20:
ROADWAY
CLASSIFICATION



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Skippack Pike
North Wales Road
DeKalb Pike
Butler Pike
Norristown Road
Swede Street
Stenton Avenue
Penllyn-Blue Bell Pike
Morris Road

Secondary streets are defined as those collecting the traffic of residential streets and delivering it to primary streets. The ultimate right-of-way for secondary streets is 60' with a 36' paved surface. The following streets are classified as secondary:

Wentz Road
Walton Road
Jolly Road
Plymouth Road north of Morris Road
Union Meeting Road
Cathcart Road
Arch Street
Narcissa Road
Yost Road
School Road

Residential streets are minor streets serving residential properties. All streets not classified as primary or secondary are residential. Residential streets have an ultimate right-of-way of 50' and a paved surface of 36'.

Scenic Roads

Scenic Roads are shown on Map 20, Roadway Classification. The following roads have been identified as Priority One Scenic Roads:

Penllyn Blue Bell Pike between Stenton Avenue and Township Line road
Lewis Lane
Boehms Church Road
Plymouth Road between Penllyn Blue Bell Pike and Morris Road
Lantern Lane

The following roads have been identified as Second Priority:

Walton Road between Stenton Avenue and Skippack Pike
Stenton Avenue between Walton Road and Penllyn Blue Bell Pike
Penllyn Blue Bell Pike between Stenton Avenue and Skippack Pike
Narcissa Road
Skippack Pike between Butler Pike and School Road
Penllyn Blue Bell Pike between Skippack Pike and Lantern Lane
Morris Road
School Road between Skippack Pike and Morris Road
Plymouth Road between Morris Road and Township Line Road (North)
Township Line Road (South) between Walton Road and Butler Pike
Stenton Avenue between Narcissa Road and Butler Pike
Butler Pike between Township Line Road (South) and Norristown Road
Mt. Pleasant Avenue between Morris Road and Railroad Avenue.

Mass Transit

Whitpain has no regional rail line in the township, but residents are served by the Penllyn Station and the Ambler Station for service on Septa's R-5 Lansdale/Doylestown line with service to Philadelphia. There are several Septa bus routes that serve the Township. Route 94 between Chestnut Hill and Lansdale services Montgomery County Community College. Route 96 between Norristown and Telford also services Montgomery County Community College. The Blue Bell area is serviced by the Route 98 bus line between Norristown, the Plymouth Meeting Mall and the Willow Grove Mall.

Bicycling

Bicycling Road Map: A Bike Mobility Plan for Montgomery County, Pennsylvania maps Recommended Bicycle Routes for the County. Skippack Pike and Dekalb Pike are shown as Primary Bicycle Routes. Primary Bicycle routes are key bicycling corridors that link major destinations in the county. The recommendation of the Mobility Plan is that Primary Bicycle routes provide a well-defined separation of bicycles and motor vehicles by providing a bike path and/or other facilities. The planned widening of Route 202, which is in the design stage now with construction expected by 2007, includes a shoulder/bikeway. Secondary Bicycle routes would ideally also provide for a well-defined separation, but when not feasible, sufficient operating space on the roadway or shoulder to reduce the need for either the bicyclist or the motor vehicle to change position when passing is acceptable. The following are shown as Secondary Bicycle Routes in Whitpain:

- Morris Road
- Yost Road
- Wentz Road

- Jolly Road
- Union Meeting Road
- Schoolhouse Road
- Penllyn Blue Bell Pike
- Walton Road
- Lewis Lane
- Norristown road
- Stenton Avenue
- North Wales Road
- Township Line Road
- Old Arch Street

Transportation Plan

Transportation Capital Improvements Plan

There are three components to the Transportation Capital Improvement Plan; existing traffic, future pass-through traffic, and development traffic. The existing improvement includes those improvements necessary to achieve the preferred levels of service under existing (1998) conditions (see the Existing Circulation Conditions section).

Future pass-through traffic is traffic that is generated outside the Transportation Service Area, but passes through the service area on the study roadways. A growth rate of one percent per year for 12 years (1998-2010) was designated by PennDOT and the Delaware Valley Regional Planning Commission for areas outside the Township. For areas within the Township, but outside the Transportation Service Area, the Land Use Assumptions Report (contained in the study) was used to project the anticipated additional traffic from projected development for the 12 year time period.

The final element of the Transportation Capital Improvement Plan is development traffic. Development traffic is that additional traffic that can be expected from the development within the Transportation Service Area between 1998 and 2010. Improvements for development traffic are those that are necessary after improvements have been made for existing traffic and pass-through traffic.

The PennDOT 202 Corridor Improvement Project, the widening to two through lanes in each direction with appropriate turning lanes, is scheduled to be completed before 2010 and will improve the following six study intersections:

- Dekalb Pike and Township Line Road (South)
- Dekalb Pike and Swede Road
- Dekalb Pike and Yost Road
- Dekalb Pike and Jolly Road

- Dekalb Pike and Skippack Pike
- Dekalb Pike and Township Line Road (North)

There are 14 intersections, beyond the six intersections that are part of the 202 Corridor Improvement Project, in the study area that will require improvements to accommodate the additional traffic generated by pass-through traffic at the preferred level of service. They are as follows:

- Morris Road and School Road/Plymouth Road
- Morris Road and Penllyn-Blue Bell Pike
- Morris Road and Mt. Pleasant Road
- Skippack Pike and North Wales Road
- Skippack Pike and Penllyn-Blue Bell Pike
- Skippack and Butler Pike
- Walton Road and Stenton Avenue-Northern Intersection
- Stenton Avenue and Butler Pike
- Township Line Road (South) and North Wales Road
- Narcissa Road and Stenton Avenue and Norristown Road
- Township Line Road (South) and Swede Street
- Township Line Road (South) and Arch Street
- Township Line Road (South) and Penllyn-Blue Bell Pike
- Township Line Road (South) and Narcissa Road

In addition to those improvements, the following 26 intersections will require additional improvements to accommodate future development within the study area to the year 2010.

- Morris Road and School road/Plymouth Road
- Morris Road and Penllyn-Blue Bell Pike
- Morris Road and Lewis Lane
- Morris Road and Mt. Pleasant Pike
- Skippack Pike and North Wales Road
- Skippack Pike and Wentz Road/Parkwood Road
- Skippack Pike and Cathcart Road
- Skippack Pike and Union Meeting Road
- Skippack Pike and School Road
- Skippack Pike and Penllyn-Blue Bell Pike
- Skippack Pike and Walton Road
- Skippack Pike and Lewis Lane
- Skippack Pike and Narcissa Road
- Skippack Pike and Butler Pike
- Wentz Road and Jolly Road

- Walton Road and Stenton Avenue – Northern Intersection
- Walton Road and Stenton Avenue – Southern Intersection
- Arch Street and Jolly Road
- Union Meeting Road and Jolly Road
- Narcissa Road, Norristown Road, and Stenton Avenue
- Stenton Avenue and Butler Pike
- Township Line Road (South) and North Wales Road
- Township Line Road (South) and DeKalb Pike
- Township Line Road (South) and Arch Street
- Township Line Road (South) and Penllyn-Blue Bell Pike
- Township Line Road (South), Walton Road and Norristown Road

Proposed Widening of the Northeast Extension of the Turnpike

The Pennsylvania Turnpike Commission recently studied the feasibility of widening the Pennsylvania Turnpike (I-476) through Whitpain Township. Two alternatives were considered, one which meets typical PennDOT and Federal Highway Administration standards and a modified design which provides the same number of lane, lane widths and shoulder widths, but has less impact on the area beyond the shoulder. In order to reduce the impact to residents whose properties are adjacent to the Turnpike, the Township requested that the modified design be used wherever possible. The Turnpike Commission is currently considering the modified alternative. However, no plans have been developed as of this writing.

Pedestrian

A sidewalk study of the Route 202 corridor was begun during this Plan process to ensure proper sidewalk linkages are included in the Route 202 widening project so that there will be a continuous pedestrian path on Route 202. The study also looked at linkages to the Swede Road spur and pedestrian access into the Route 73 entrance of Centre Square. As the design phase of the Route 202 project unfolds, there may need to be a detailed analysis of specific locations where existing features prevent sidewalks from being installed in traditional locations (sidewalks may have to pass behind a building or significant tree too close to the roadway, for example). As an adjunct to the Route 202 project, a streetscape plan should be undertaken for coordinated landscaping and street furniture, particularly around the key 202/73 intersection.

In commercial areas and high density residential areas, pedestrian traffic should be accommodated. Sidewalk should also be included on Route 73, from Penllyn-Bluebell Pike west to Route 202.

Jolly Road Relocation

Map 21 – Transportation Recommendations shows the widening and realignment of a section of Jolly Road between Route 202 and the major Office/Office Campus area depicted on the east side of the Northeast Extension. The realignment will move Jolly Road to the south, beyond where it passes under the Extension, and extends it west about a quarter of a mile to a point just short of Meadow Road. This widening and realignment is necessary to provide a more efficient east-west arterial connector between Route 202 and the major Office/Office Campus area. This is necessary to carry the volume of traffic generated by this employee-intensive area.



Recommendations

- ▲ Signalization Programmed
- Signalization Required
- Modification Required
- Road Widening
- - - Center Turning Lane
- Shoulder Improvements
- == Proposed Road Relocation (see text for policy)

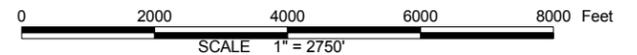
Revision Dates
June 27, 2002
August 21, 2002
October 7, 2005

**WHITPAIN TOWNSHIP
COMPREHENSIVE PLAN
MONTGOMERY COUNTY, PENNSYLVANIA**

**MAP #21:
TRANSPORTATION
RECOMMENDATIONS**

September 14, 2000

North



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Community Facilities Element

Administrative Facilities

The Township's Administrative Facilities, which have recently been expanded, are located on Wentz Road off of Skippack Pike. The 7.6 acre tract is immediately adjacent to Wentz Run Park. The Township building is nearly 21,000 square feet of which slightly less than 10,000 square feet is devoted to administrative uses. An additional 3,300 square feet are devoted to public meeting areas. The remainder of the building houses the Police Department. There are also two garages on site that are utilized by the Public Works Department. These garages total approximately 12,600 square feet, and are currently at capacity. These facilities are adequate for the immediate future, though the Township is undertaking a study to fully utilize the space they have. The Township will continue to monitor growth and evaluate changing Township administrative needs.

Police and Fire Protection

The Police Department is housed with the Township's Administrative Facilities. The Police Department consists of twenty-eight uniformed and seven non-uniformed employees. With approximately 7,750 square feet of space, the Police Department occupies slightly more than one third of the Township's Administrative Building. As with the other Township Administrative Facilities, the Police Department Facilities are adequate, though at capacity, for the immediate future.

Whitpain is served by the Centre Square Fire Company. The main station is located on Skippack Pike between DeKalb Pike and Wentz Road. There is also a substation located on Skippack Pike between Narcissa Road and the Pheasant Run Townhouses. The Township employs six paid firefighters. The remainder of the Company is volunteer. When the need arises, additional assistance is provided by other fire companies as assigned through the Montgomery County Emergency Services. As the Township continues to grow, fire fighting services remain a high priority and the continued ongoing support of volunteers will remain important.

Emergency and Medical Services

As with all communities in Montgomery County, emergency services are coordinated by the Montgomery County Emergency Services. There are several area hospitals that serve the residents of Whitpain. They include Suburban Mercy Hospital in East Norriton, Montgomery Hospital in Norristown, Central Montgomery Medical Center (formerly North Penn Hospital) in Lansdale, Abington Memorial Hospital in Abington, and Chestnut Hill Hospital in Chestnut Hill.

Schools

Whitpain Township, along with Lower Gwynedd Township and Ambler Borough, is part of the Wissahickon School District. There are five elementary schools, three of which are located in the Township; Shady Grove Elementary School, located on East Skippack Pike, Stony Creek Elementary School located on Yost Road, and Blue Bell Elementary School on Symphony Lane. Wissahickon Middle School and Wissahickon High School are located in Lower Gwynedd Township. According to the Superintendent for the Wissahickon School District, while it is expected that the school population will increase slightly in the near future, there are no plans for the expansion of any facilities.

In addition to the public schools, there are three private elementary schools in the Township, St. Helena's (K-8), Wonder Key and Oak Lane Day School. Montgomery County Community College also has its main 180 acre campus in the Township at Morris Road and Route 202.

Recreation

The Whitpain Township Park and Recreation Plan: Recreation 2020 was adopted September 16, 2003. Recreation 2020 is a comprehensive plan for the use and development of active and passive recreational areas throughout the Township and is an addendum to this plan.

Whitpain owns over 400 acres of open space, which includes various types of facilities, as described in Recreation 2020. Some of the largest areas owned by the Township are the Cook Tract (62.4 acres), Wentz Run Park, adjacent to the Township building, (nearly 70 acres), Prophecy Creek Park (82 acre parcel adjacent to Shady Grove Elementary School on Skippack Pike) and the St. Helena's tract on DeKalb Pike and Yost Road (38 acres). [For more detailed information about Township open space sites, please refer to Whitpain Township Park & Recreation Plan: Recreation 2020 (September 2003)].

Recreation 2020 distinguishes between four open space designations, and includes recommendations for which designation(s) is appropriate at the various park and open space facilities in the Township. The "Conservation" designation includes environmentally sensitive areas and would be the least active, and most protective. The "Passive Recreation" designation covers areas to be maintained in a natural setting with minimal grading or construction activities. Very limited activities such as walking, picnicking and horseback riding, would be included. The "Active Recreation" designation includes areas for outdoor recreation, including sports fields, spectator facilities, playgrounds, service buildings and hard surface parking lots. The final designation, "Active with Indoor Recreation Facilities" includes areas that provide the

opportunity for indoor and outdoor recreation. The indoor facility would allow for recreational, social, educational or cultural activities. (Refer to Recreation 2020 for the classification of current facilities and for recommendations for future uses and development.)

In addition to Township lands, the Wissahickon Valley Watershed Association (WVWA) owns or has easements over 257 acres of land in the Township. There are also many privately owned open space and recreation tracts. Privately – owned recreation areas are shown in Figure 19. Finally, Township residents also enjoy additional open space at the school district sites listed earlier.

Figure 19 - Privately – Owned Recreation Areas

Golf Courses

Meadowlands Country Club – 128 acres

Cedarbrook Country Club – -188.5 acres

Blue Bell Country Club golf course residential community – 260 acres

Swim Clubs

Mermaid Lake Swim Club and Golf Course - 62 acres

Beachcomber Swim Club – 18.2 acres

Whitpain Green Swim Club – 3.8 acres

Camps

Sesame Day Camp - 21.7 acres

Blue Bell Junior Camp/Blue Bell Senior Camp – 40.5 acres

Oak Lane Day School – 28.0 acres

Sewer

The majority of the Township is serviced by public sanitary sewer. According to the Act 537 Plan Revision prepared in October of 1996, wastewater from the Township flows to one of two regional wastewater treatment facilities, Ambler Jointure or East Norriton-Plymouth-Whitpain Joint Sewer Authority. The Upper Gwynedd Township municipal Authority and Whitmarsh Township serve small sections of the Township that are not serviced by the others. There are isolated areas, amounting to less than 2% of the residences in the Township that have on-lot disposal systems. It is the intent of the Township to provide public sewage service to all residences as the opportunity and need presents. A sanitary sewer service area map is included in the Act 537 Plan Revision.

Water

Public water in Whitpain is provided by three companies; Pennsylvania American Water Company, North Wales Water Authority, and the Ambler Borough Water Department as shown on Map 22. The majority of the Township is served by these three companies. There are isolated areas shown on Map 22 that are served by individual wells. These wells will be permitted to remain as long as there are no problems with them.

Library

The Blue Bell Branch of the Wissahickon Library is located in the Township, on Skippack Pike west of Penllyn-Blue Bell Pike. It is part of the Montgomery County Library System and also receives a Township subsidy.



Water Service Providers

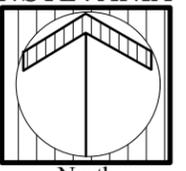
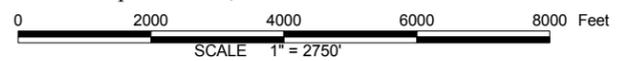
- ① Pennsylvania American Water Company
- ② North Wales Water Authority
- ③ Amber Borough Water Department
-  Private Water Provision

Revision Dates
August 21, 2002

**WHITPAIN TOWNSHIP
COMPREHENSIVE PLAN
MONTGOMERY COUNTY, PENNSYLVANIA**

**MAP #22:
WATER SERVICE**

September 14, 2000



North

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Historic Resources Element

In 1999 and 2000, Whitpain Township undertook a township-wide historic resource survey. The purpose was to ascertain the extent and architectural significance of the Township's historic resources. The Wise Preservation Planning, Paoli, Pa., conducted the survey and produced the subsequent inventory. Members of the Whitpain Township Historical Society assisted the Consultant with project initiation, field survey work, and form preparation.

The project included two field surveys. The first survey, conducted in the first quarter of 1999, was a "windshield" survey of the entire township. Members of the Historical Society prepared the initial list of resources and assisted the consultant in this phase of the project. The windshield survey enabled the consultant to determine the extent of the Township's historic resources and produce a list for further documentation.

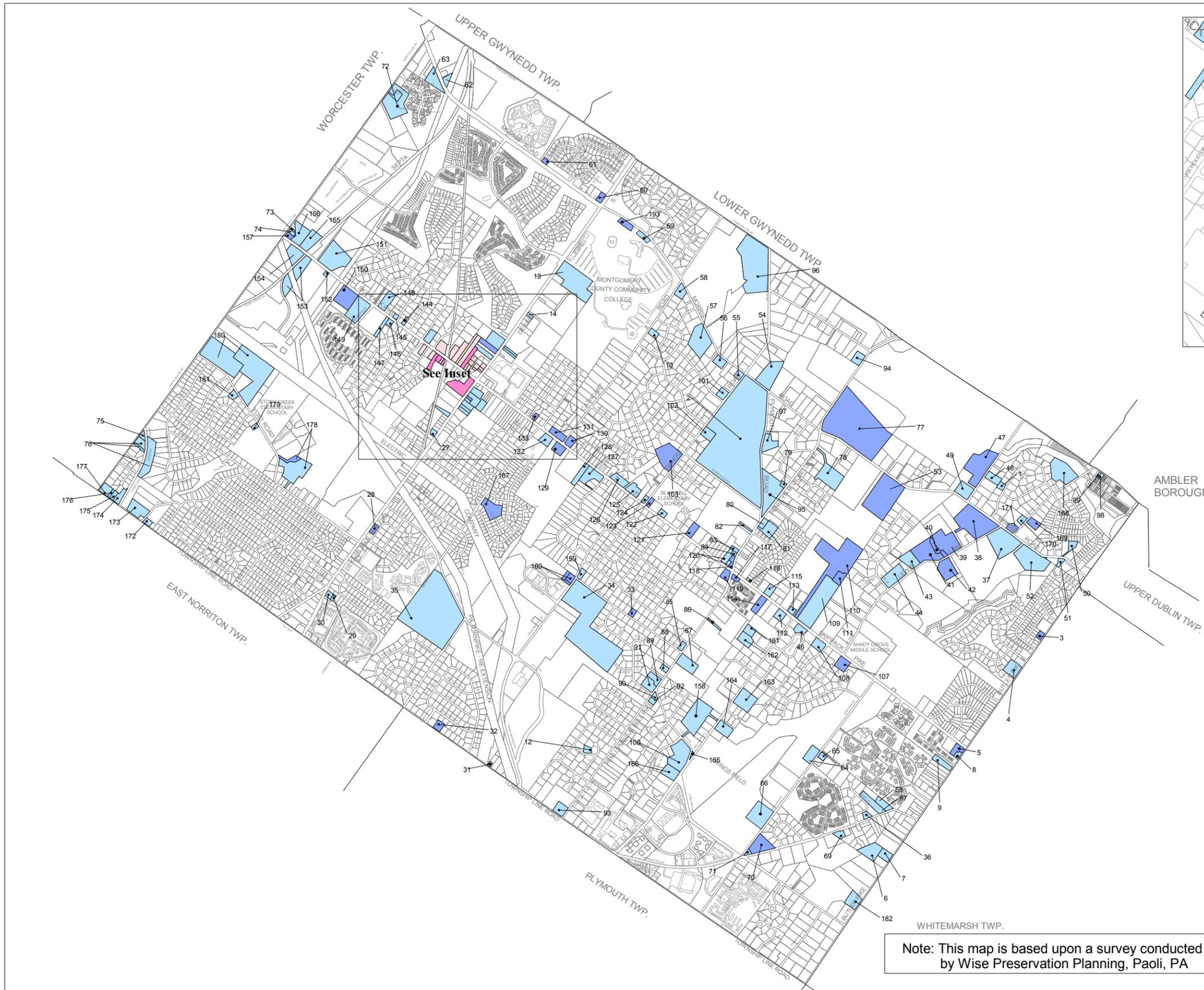
The second survey was completed in the spring of 2000. The consultant conducted a field survey of every property determined historical by tax records and the windshield survey and included additional properties if the consultant believed they met the National Register criteria described below. The resulting inventory included the following:

1. A completed Pennsylvania Historic Resource Survey Form for each property;
2. At least one 5x7 photograph of each resource;
3. Historical documentation, based on the Township's history entitled *Crossroads in Time*, where possible;
4. Other information, when available.

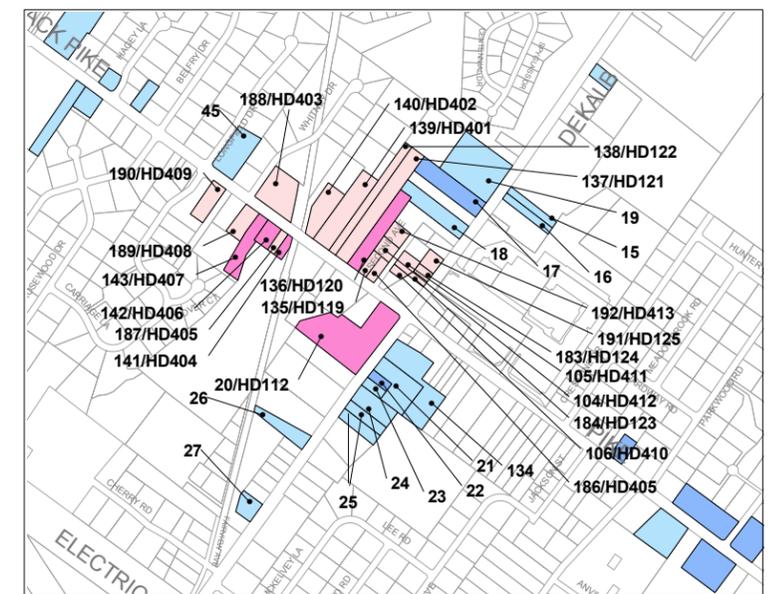
All resources were then indicated on Map 23, Historic Resources.

Criteria for survey and evaluation first centered on properties recorded in tax records as being 130 years old or older. Additional resources were included if, upon review by the consultant and the Historical Society, they possessed significant architectural quality, were representative of a specific mode or style of architecture, were structurally intact, were greater than 50 years of age, and/or are historically significant. Guidelines for inclusion were based on the National Register criteria for listing resources on the National Register of Historic Places.

Properties with resources determined historic were given a "Class I" or "Class II" category status, for planning purposes. Class I resources were those resources listed in the National Register of Historic Places, determined eligible for the National Register by the Pennsylvania Historical and Museum Commission, or considered "Contributing Resources" in a historic district listed on the National Register or determined eligible for the National Register. In addition, resources meeting one or more of the National



See Inset



Centre Square Historic District
800 0 800 1600 Feet

- Class I
- Class II
- Class I/ Centre Square
- Class II/ Centre Square

Property on National Register of Historic Places: #40
Properties determined eligible for the National Register of Historic Places: #17, 22, 28, 60, 61, 123

Revision Dates:
September 15, 2000
November 20, 2000
March 02, 2001
March 20, 2002
February 9, 2006

WHITPAIN TOWNSHIP COMPREHENSIVE PLAN MONTGOMERY COUNTY, PENNSYLVANIA

**MAP #23:
HISTORIC
SITE SURVEY**

August 14, 2000 North

0 2000 4000 6000 8000 Feet

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Note: This map is based upon a survey conducted by Wise Preservation Planning, Paoli, PA

Register criteria and determined to be an example of significant architecture or a historic cultural landscape (such as an intact farm setting) were included in the "Class I" category. All other resources determined historic were given a "Class II" status.

Specific Findings

- 192 properties containing 192 "principal" resources (main house, church, etc.) and 149 "associated" resources (outbuildings, barns, carriage houses, etc.) for a total of 341 resources.
- 43 Class I properties containing 100 resources: (43 principal resources and 57 associated resources). The classification included one National Register-listed property (Dawesfield); 6 properties determined eligible for the National Register; several properties designated as "contributing" properties within the Centre Square Historic District (a district determined eligible for the National Register); and 29 properties considered worthy of a Class I designation by the consultant.
- 149 Class II properties containing 241 resources (149 principal resources and 92 associated resources)

Whitpain Township, as developed as it is, has an incredible amount of intact, well-preserved and highly visible historic resources, several of which date to the early eighteenth century. Others played a critical role in the American Revolution. Most are scattered throughout the township and would probably not constitute a historic district. There are several clusters of late nineteenth century Second Empire and Victorian resources, as well as significant twentieth century estate-related resources. Skippack Pike, however, has a large number of highly intact historic resources east of DeKalb Pike. This area may be eligible for a listing on the National Register. North of DeKalb Pike, the Centre Square Historic District includes several resources west of DeKalb Pike. The township should pursue a Determination of Eligibility. Centre Square became eligible for the National Register in 1993.

In addition to individual resources or historic districts, the township also possesses highly intact cultural landscapes, namely farms or large remnants of farms. These landscapes often include the main farmhouse, barns, and outbuildings such as springhouses. The protection of these landscapes should be paramount not only to preserve their historic resources, but the open space as well. This will become even more important as the last large tracts of land are developed in the township, and developers begin subdividing smaller parcels.

Housing Plan

The major goal of the housing plan is to provide a diversity of residential opportunities. Of particular concern is the ability to provide affordable housing for a range of income groups and to give options for a variety of housing types. The density ranges for residential development, as previously described in the land use plan section, are as follows:

Single Family Residential	0.4 to 3 units per acre
Medium Density Residential	2 to 5 units per acre
High Density Residential	up to 8 units per acre
Other Residential	up to 4 units per acre
Golf Course Residential	up to 1.8 units per acre

The 2000 census figures show a total of 7,327 housing units in Whitpain. When broken down by unit type, the housing in Whitpain is as follows:

59.6%	Single family detached
25.0%	Single family attached
15.2%	Multifamily
0.2%	Manufactured homes

Growth in a developed municipality such as Whitpain is largely in the form of infill in existing residential areas. In Whitpain, with the exception of several vacant parcels of land in the medium density residential category, the vast majority of land available for additional housing units is vacant or underutilized lots in the single family residential category (see the Vacant Land Study in the Land Use Element section).

The Delaware Valley Regional Planning Commission (DVRPC) projection of population for Whitpain Township in 2010 is 19,420 people, an increase of approximately 860 people over the 2000 population. Assuming a household size of 2.64 (the 2000 Census household size), the Township will need to provide an additional 325 housing units by the year 2010. In the Land Use Plan, a portion of the undeveloped area designated as medium residential is currently proposed for 73 townhouses. On the remaining 5.6 acres of land designated as medium residential, it can be expected that 46 additional townhouses, for a total of 119, could be constructed.

In addition to those units, there are slightly more than 300 acres of land identified in the Vacant Land Study with residential use as the primary recommendation. Assuming the maximum density permitted by zoning on the net acreage (total acreage minus 20% for roadways and lotting inefficiency) of each parcel, approximately 220 housing units are possible on those 300 acres. An additional 435 acres of land identified in the Vacant Land Study has residential use as a secondary recommendation. Again, assuming that the maximum density is achieved by zoning on the net acreage of each parcel, an additional approximately 573 housing units could be developed on this land. The build-out for the vacant land parcels is shown below in Figure 20. Map numbers refer to Map 5, Vacant Land. The 793 units that are possible on the vacant land in the Township, along with the 119 possible townhouses are more than adequate to meet the population needs of the Township over the next ten years. It should be noted that in addition to the housing possible on the vacant land parcels, there would be infill development on parcels that were not large enough to include in the Vacant Land Study.

Figure 20 - Build-out for Vacant Land Parcels

Residential as a Primary Recommendation

Map #	Area	Net Area	Zoning	Recommended Land Use	Density (du/acre)	Units
6	9	7.2	R-1, R-2	Residential (Environmental Constraints)	3.485	25
11	10.2	8.16	R-1	Residential	1.452	12
12	46.5	37.2	R-5	Low Density Residential	0.363	14
14	10.4	8.32	R-5	Residential (Environmental Constraints)	0.363	3
16	3.9	3.12	R-5	Residential	0.363	1
17	15.7	12.56	R-5	Cluster Residential w/#18	0.363	5
19	9.2	7.36	R-5	Residential	0.363	3
26	10.5	8.4	R-5	Residential	0.363	3
27	51.9	41.52	R-5	Low Density Residential	0.363	15
28	10.9	8.72	R-5	Low Density Residential	0.363	3
29	10.1	8.08	R-5	Low Density Residential	0.363	3
34	17.5	14	R-E	Residential	1.452	20
35	39.6	31.68	R-1	Residential	1.452	46
36	58	46.4	P-R, R-1	Residential	1.452	67
Subtotal Residential - Primary Recommendation						220

Residential as a Secondary Recommendation

Map #	Area	Net Area	Zoning	Recommended Land Use	Density (du/acre)	Units
1	9.2	9.2	R-6	Skippack Pike Corridor Study - Residential	0.545	5
2	12.7	10.16	R-1, R-2	Skippack Pike Corridor Study - Residential	3.485	35
3	5.1	4.08	R-1	Partially classified Priority II Open Space - Residential	1.452	6
4	32.1	25.68	R-1	Partially classified Priority II Open Space - Residential	1.452	37
5	19.6	15.68	R-2	Maintain Camp - Residential	3.485	55
7	6.4	5.12	R-1, R-2	Skippack Pike Corridor Study - Mixed Use	3.485	18
8	15	12	R-1, R-2	Skippack Pike Corridor Study - Mixed Use	3.485	42
9	7.2	5.76	R-1. C	Skippack Pike Corridor Study - Mixed Use	1.452	8
10	11.8	9.44	R-1, C	Skippack Pike Corridor Study - Mixed Use	1.452	14
13	61.4	49.12	R-5	Partial Priority I Open Space - Low Density Residential	0.363	18
15	16.8	13.44	R-5	Priority I and II Open Space - Residential	0.363	5
18	87	69.6	R-5	Partial Priority I and II Open Space - Cluster Residential w/#17	0.363	25
20	21.1	16.88	R-5	Partial Priority I Open Space - Residential	0.363	6
21	3.4	2.72	R-5	Priority I Open Space - Residential	0.363	1
22	24.4	19.52	R-1	Priority II Open Space - Residential	1.452	28
23	20.2	16.16	R-5	Priority II Open Space - Residential	0.363	6
24	1.8	1.44	R-5	Priority II Open Space - Residential	0.363	1
25	14.3	11.44	R-5	Priority II Open Space - Residential	0.363	4
30	16.9	13.52	R-5	Priority II Open Space - Residential	0.363	5
31	23.2	18.56	IN	Priority II Open Space - Residential	0.363	7
32	3	2.4	R-5	Priority II Open Space - Residential	0.363	1
33	10.8	8.64	R-1	Township Line Corridor Study - Residential/Office or mix	1.452	13
37	11.8	9.44	R-1	Priority I Open Space - Residential	1.452	14
Subtotal Residential - Secondary Recommendation						573
Total						792

Plan Interrelationships

Within this Plan, the various elements are all consistent in their aim of attaining the overall purposes outlined in the Goals section. Whitpain is a largely developed municipality, and the overriding goal is to maintain the existing rural-suburban character of the Township while allowing for appropriate in-fill development. The various elements of the Plan seek to recognize and maintain what is unique about the Township while accommodating growth that is anticipated in and around the Township.

Because of its developed nature, the Land Use Plan mimics the Existing Land Use Map in many areas. The Land Use Plan seeks to strengthen the different land use areas in the Township while allowing for some growth. The Transportation Element also addresses the present nature of the Township while striving to improve the roadways and pedestrian connections without allowing the existing character of the Township to be compromised. The remaining elements similarly seek to address the existing character of the largely developed Township while also acknowledging the future changes that are inevitable. All of the elements are consistent in recognizing the importance that open space preservation has played in giving Whitpain its existing character and in helping to preserve it into the future.

Surrounding Municipalities

The greatest amount of authority for planning and zoning in Pennsylvania is given to the local municipality. In order to coordinate local efforts and promote orderly and rational development patterns, the State, under the Pennsylvania Municipalities Code, requires the municipality to review the comprehensive plans of contiguous communities and the county in which it is located.

Ambler Borough

Ambler is adjacent to the Township in a small area along the easternmost portion. The area is compatible with the Township's Land Use Plan in the area with similar uses of industrial and high density residential.

East Norriton Township

East Norriton shares the Township Line Road border with Whitpain to the southwest. Uses on the East Norriton side of Township Line Road are residential and institutional for the most part. In the area between DeKalb Pike and Swede Street residential and professional offices are proposed in the latest Plan. There is a commercial corner at North Wales Road and an office use at the corner of Swede Road. The uses on the Whitpain side of Township Line Road are residential, for the most part, with the exception of the area in the vicinity of DeKalb Pike and Swede Street. This area is an existing commercial area. The commercial use at the corner of North Wales Road on the East Norriton side coincides with an area designated as Limited Non-Residential Conversion in the Land Use Plan.

Lower Gwynedd Township

Lower Gwynedd borders the Township along Township Line Road to the north from the border with Ambler to just north of the intersection with Route 202. Land uses on the Lower Gwynedd side are compatible with adjacent uses in Whitpain. Uses are, for the most part residential with lower densities to the north of DeKalb Pike. Higher density residential and industrial uses are closer to the Ambler border and are compatible with adjacent industrial and high density residential uses in the Township.

Plymouth Township

Plymouth shares the southern Township Line Road border with the Township, just southeast of East Norriton Township. On the east side of Walton Road the uses are very low density residential, low density residential and institutional. These uses are opposite existing residential and Office/Office Campus and industrial off of Norristown Road. In the triangle area created by the Northeast Extension and Walton Road in Plymouth, offices and limited industrial is shown with residential to the west of the Northeast Extension. This coincides with the Office/Office Campus, Single Family Residential and Institutional in Whitpain. The area just east of the Penllyn-Blue Bell

Pike on Township Line Road is also designated as an area of Limited Non- Residential Conversions. This is partially to address the offices uses designated on the Plymouth side of Township Line Road.

Upper Dublin Township

Upper Dublin borders Whitpain along a small portion of its eastern border in between Ambler and Whitmarsh. The border is, for the most part, open space and recreation land with some residential land off of Morris Road. These uses are similar to the Land Use Plan on the Whitpain side.

Upper Gwynedd Township

Upper Gwynedd Township shares a border with Whitpain Township between Swedesford and North Wales Roads in the northern corner of the Township. The Upper Gwynedd Land Use Plan shows this area as open space preservation along the Wissahickon Creek and moderate density single family residential in those areas outside of floodplain and alluvial soils. Buildable areas in this part of Upper Gwynedd Township are largely developed and no significant new development is contemplated. The Upper Gwynedd Wastewater Treatment Plant is situated along the Wissahickon Creek a short distance from Township Line Road and services the easterly half of Upper Gwynedd Township as well as a few small areas in Whitpain and Worcester Townships. Located just north of the Wissahickon Creek is the Gwynedd Wildlife Preserve of approximately 214 acres that has been preserved as open space.

Whitmarsh Township

Whitmarsh borders the Township along Butler Pike from the border of Upper Dublin Township just below Morris Road, down to Township Line Road (south) at the Plymouth Township border. The Whitmarsh Comprehensive Plan shows low density residential in this area of Whitmarsh with the exception of the area at the intersection of Butler Pike and Skippack Pike. This area is medium density residential with commercial/office at the intersection. This coincides with the Mixed Commercial and High Density Residential on the Whitpain side of Butler Pike.

Worcester Township

Worcester shares a border with Whitpain along North Wales Road. The Worcester Land Use Plan shows varying densities of residential use along North Wales Road. Medium and higher density residential is shown on the northern portion of North Wales Road, which coincides with the Medium Density Residential and Golf Course Residential on the Whitpain side of North Wales Road. Lower density residential and parkland along Stony Creek coincide with Single Family Residential on the Whitpain side. Only a small portion of Whitpain along North Wales Road, north of Morris Road is shown other than residential. This area at the intersection of Morris Road and North Wales Road is designated Office/Office Campus.

Montgomery County

The Comprehensive Plan for Montgomery County was updated in 2005. The Land Use Map for the County depicts Whitpain as largely Suburban Residential, with a few exceptions. The existing office areas in the southern portion of the Township along Township Line Road and just east of the Northeast Extension are designated as Employment Centers. The Centre Square area is designated as Community Mixed-Use and Services. The northeast quadrant of the Township is designated Rural Area and Open Space. These designations are compatible with the Whitpain Land Use Plan. Of note, major Development Centers for the County are located just beyond Whitpain's borders in Plymouth Meeting and Fort Washington and Secondary Development Centers are located in Ambler and at the intersection of Route 202 and Germantown Pike in East Norriton Township.

The Housing Plan for the County again shows the Township as largely Existing Suburban/Urban Development. Fifteen percent of new housing units are supposed to occur in these areas as infill development. There are multiple, relatively small areas of the Township that are Designated Growth Areas where 80% of new housing is to occur. These are areas of larger undeveloped or underdeveloped lot in the Township. There are a limited number of Rural Resource Areas in the northeastern portion of the Township where just 5% of new housing is to occur. These designations are compatible with the Township's Plan.

There are no incompatibility issues with the municipalities surrounding Whitpain or with the County as a whole. The existing uses and land use plans are compatible with this Plan.

Implementation

The Implementation Element of the Plan summarizes all the recommended actions of the various elements of the Plan:

Land Use

- Review Zoning and Subdivision Ordinances to ensure that environmentally sensitive land is adequately protected.
- Review Zoning Map against the Land Use Plans and detailed Corridor Study and Focus Area plans. Adjust Zoning Map and text to conform with the Recommendations.
- Encourage consolidating entrances and shared parking in the major commercial areas. Special emphasis should be given to the Skippack/DeKalb Pike Corridor Study Area and the Centre Square Focus Area.
- Coordinate streetscape and landscaping improvements to the Route 202/73 commercial area with planned road improvements and future land development to help establish the area as a retail core and to provide a unique identity to the Township.
- Require open space and vegetative buffering against the existing residential neighborhood when the Leoni and adjacent properties are developed in the southeast quadrant of the Centre Square Focus Area.
- Permit conversions in the Corridor Study areas only under specific circumstances. (These guidelines should be policies relied upon by the Zoning Hearing Board in the issuance of variances and for the Board of Supervisors in approving land developments.) These circumstances are:
 - Class I Historic Structures with sole frontage on an arterial road
 - Owner-occupied homes should be permitted only as allowed by existing regulations for Home Occupations with sole frontage on an arterial road
 - Residential appearance should be maintained
 - Existing buildings should be preserved wherever possible
 - Permitted uses are limited to selected business and professional offices
 - Access controls must be provided
 - Shared access is encouraged
 - Parking should be located in the rear of the building
 - Shared parking is encouraged

- Landscaped buffers should be provided
- Continue to work with business to provide necessary services and amenities to maintain a favorable business climate.

Transportation

- Implement the remaining aspects of the Transportation Capital Improvement Plan as the need arises. These should be implemented through the land development process whenever possible, in order to maximize use of limited funding.
- Continue to monitor and provide input to the Pennsylvania Turnpike Commission and PennDOT regarding the proposed widening of the Northeast Extension of the Turnpike.
- Implement the Business Access Route through land development approvals in the Centre Square Focus Area. Coordinate access from adjacent parcels to avoid unnecessary curb cuts.
- Relocate Jolly Road in accordance with the Transportation Plan when appropriate funding is available.
- Ensure that sidewalks and bike lanes are properly accommodated as part of the Route 202 widening. Prepare a sidewalk plan for this area.
- Prepare a streetscape plan as part of the Route 202 improvement project with particular attention to the Route 202/73 intersection.

Community Facilities

- Continue to monitor the adequacy of the administrative facilities in the Township as the Township continues to grow.
- Execute the recommendations of the Whitpain Township Park and Recreation Plan: Recreation 2020; continue to improve appropriate open space tracts for recommended use as funding permits.
- Acquire additional open space in the event that an unusual opportunity presents itself.
- Continue to monitor the small number of residences with on-lot disposal systems with the intent of providing public sewage service as the opportunity and need arises.
- Continue to monitor the private wells that serve some residences.

Historic Preservation

- Educate the Township's residents on the significance of historic resources and the implications of the chosen resource protection strategy.
- Encourage reuse of historic resources by allowing conversions in Corridor Study Areas and appropriate reuse in other portions of the Township.

Housing

- Monitor building activity on Vacant Land Parcels and infill parcels to determine if housing needs are being met, adjusting zoning regulations only if necessary to continue a healthy housing mix.

Appendices

- Township Questionnaire
- Historic Survey Property List

Summary of Whitpain Township Survey Results

Business Survey

There were **650** surveys mailed, of which **120** were completed which is a **18.5%** return. Of the businesses that responded:

- 75% have 25 employees or less
- 50% have been in the Township more than 10 years

When ranking services:

- Fire protection, police, and traffic management are the most important Township Services
- Emergency medical service is the most important Regional Services
- Traffic is the most important community concern with appearance second
- Transportation issues (not traffic related) are less important, with public transportation ranking highest

77% of the respondents would be interested in a Business Forum sponsored by Whitpain, with a breakfast meeting being most preferred. The top three topics of interest chosen are:

- Business Environment (39%)
- Regulatory Issues (22%)
- Land Planning (21%)

General Comments included:

- Building a strong partnership with the business community
- Traffic flow
- Township identity
- Appearance
- Taxes

Residential Survey

There were **5315** surveys mailed, and of those, **1876** were returned, a **35.3%** return. Of those who responded:

- 83% live in single family detached homes
- 60% live in homes that are 20+ years old
- 71% have lived in their home more than 5 years
- 78% have 2-4 people in the home

The majority of the residents who responded are in favor of spending money for additional open space and recreation facilities.

- Soccer and baseball fields most often cited as those needed
- The skating rink project is favored
- More sidewalks and pedestrian trails are favored

In the Quality of Life section, Security/Safety and Fire Protection were ranked highest at 9.45 (out of a possible 10). Cultural Programs and Senior Activities had the lowest rankings at about 5.8. In the Township Services section, Traffic Management was ranked highest followed by Road Maintenance. Park and Recreation programs were ranked much lower than general services, at or around 5 while general services were all over 7.

The Public Works services were ranked 6.5 – 7 for satisfaction. General Township Services were ranked between 6 and 8.8 with Police receiving the highest satisfaction and Traffic Management the lowest.

The majority of residents are not aware of the existing home occupation regulations and do not favor broadening their scope. Only 29% of the respondents feel that enough is being done to protect environmentally sensitive land in the Township. Nearly half of the respondents have had no experience with the Township's Regulations. Of those who have had experience, only 2 –4 % feel that the Regulations are too restrictive.

With regard to Land Planning Issues:

- 73% do not want to use public funds to extend the Wings Field runway
- Slightly less than half the population would support historic preservation regulations on their own property
- Slightly less than a majority feel that there should be not be more houses converted to businesses – traffic being one concern
- The vast majority feel that existing retail and parking are adequate
- Nearly three quarters of the respondents would not use public transportation

The Survey reveals that the Township is doing a good job of keeping residents informed. With regard to Communications with the Township:

- 74% feel well informed about Township activities with the current information provided.
- 49% favor a Township website
- Only 29% would be willing to serve on a Township Committee

Some of the strengths of the Township that residents list are its location, safety, appearance, the parks, the large business community, the police, and recreation.

Weaknesses listed include traffic management, over-development, and not enough parks. Some of the ideas for overcoming these weaknesses are zoning notification, increased lot sizes and stopping development.

Whitpain Township Historic Survey Property List

#	Street Address	Block/Unit	Parcel No.	Class	NR/ DOE	#R	Resource type
001	281 Battleson Rd.	B24/U45	66-00-00152-03-4	II		s1	House
002	711 Boehms Church Rd.	B15/U01	66-00-00475-00-8	II		3	House, Gar., Pro-Shop
003	543 Butler Pike	B23/U19	66-00-00700-00-8	I		1	House
004	701 Butler Pike	B23D/U72	66-00-00685-00-5	II		2	House, CrgHse
005	901 Butler Pike	B22/U04	66-00-00646-00-8	I		1	House
006	1301 Butler Pike	B21/U08	66-00-00568-00-5	II		1	House
007	1351 Butler Pike	B21/U09	66-00-00565-00-8	II		1	House
008	931 Butler Pike	B22/U05	66-00-00643-00-2	II		1	House
009	983 Butler Pike	B22/U33	66-00-00634-00-2	II		4	Hse, Grg, Gate Post, Gazebo
010	482 Cathcart Rd.	B11B/U36	66-00-00847-00-5	II		2	Hse, Double Corn Crib
012	625 Cranstone Lane	B14G/U17	66-00-01175-04-6	II		2	House, Shed
013	340 DeKalb Pike	B10/U43	66-00-01849-00-2	II		1	House
014	676 DeKalb Pike	B10/U06	66-00-01825-00-8	II		1	House
015	778 DeKalb Pike	B10/U17	66-00-01810-00-5	II		1	House
016	788 DeKalb Pike	B10/U09	66-00-01807-00-8	II		1	House
017	811 DeKalb Pike	B09/U37	66-00-01645-00-8	I	D94	1	House
018	825 DeKalb Pike	B09/U48	66-00-01639-00-5	II		1	House
019	799 DeKalb Pike	B09/U38	66-00-01648-00-5	II		1	House
020	901 DeKalb Pike	B06/U18	66-00-01621-00-5	I	CS 112	2	House, Barn
021	938 DeKalb Pike	B05/U03	66-00-01789-00-8	II		1	House
022	956 DeKalb Pike	B05/U02	66-00-01786-00-2	I	D94	1	House
023	978 DeKalb Pike	B05/U01	66-00-01783-00-5	II		1	House
024	990 DeKalb Pike	B04/U01	66-00-01780-00-8	II		1	House
025	998 DeKalb Pike	B04/U02,03	66-00-01777-00-2	II		1	House
026	1063 DeKalb Pike	B06/U21	66-00-01609-00-8	II		1	House
027	1155 DeKalb Pike	B06/U57	66-00-01588-00-2	II		1	House
028	1410 DeKalb Pike	B03A/U15	66-00-01714-00-2	I	D93	2	House, Garage
029	1664 DeKalb Pike	B03/U23	66-00-01684-00-5	II		1	House
030	1684 DeKalb Pike	B03/U22	66-00-01681-00-8	II		1	House
031	721 E. Township Line Rd.	B14/U108	66-00-07570-00-5	II		1	House
032	957 E. Township Line Rd.	B14B/U47	66-00-07597-00-5	I		1	House
033	737 Hoover Rd.	B14F/U26	66-00-02764-00-5	I		1	House
034	830 Hoover Rd.	B14/U17	66-00-02812-00-5	II		5	Hse, Barn, Knl, Ten Hse, Shed, Gar
035	1002 Jolly Rd.	B03/U19 B12/U7	66-00-02926-00-5	II		4	Hse, Barn, Ten Hse, Crg Hse, Pavilion
036	225 Kerry Lane	B22D/U13	66-00-03011-02-8	II		1	House
037	300 Lewis Lane	B23/U01	66-00-04321-00-5	II		3	House, Cabin, Crg

#	Street Address	Block/Unit	Parcel No.	Class	NR/ DOE	#R	Resource type
							Hse
038	353 Lewis Lane	B18/U07	66-00-03286-00-5	I		2	House, Garage
039	485 Lewis Lane	B18/U08	66-00-03280-00-2	I		3	House, Garage, Stone Bldg
040	525 Lewis Lane	B18/U91	66-00-03277-01-4	I	NR91	1	House, Greenhouse
041	555 Lewis Lane	B18/U91	66-00-03277-01-4	I		5	Hse, 2 Barns, Shed, Corn Crib
042	560 Lewis Lane	B23/U19	66-00-03293-00-7	I		2	Hse, Spring Hse
043	585 Lewis Lane	B18/U43	66-00-03277-00-5	II		1	House
044	675 Lewis Lane	B18/U66	66-00-03271-00-2	II		1	House
045	860 Longfield Drive	B09D/U15	66-00-03299-09-1	II		1	House
046	430 Mallard Circle	B19/U23	66-00-06169-00-2	II		1	House
047	225 Mathers Rd.	B17/U05	66-00-03550-00-2	I		3	House, Mill, Spr Hse
048	230 Mathers Rd.	B24/U31	66-00-03538-00-5	II		1	House
049	299 Mathers Rd.	B17/U06	66-00-04183-00-8	II		1	House
050	137 Morris Rd.	B24A/U105	66-00-04222-00-5	II		1	House
051	146 Morris Rd.	B23/U24	66-00-04333-00-2	II		1	House
052	222 Morris Rd.	B23/U15	66-00-04327-00-8	II		2	House, Gar.
053	480 Morris Rd.	B18/U05	66-00-04309-00-8	I		3	House, Barn, Spr Hse
054	775 Morris Rd.	B16/U38	66-00-04142-00-4	II		2	House, Barn
055	802 Morris Rd.	B11/U21	66-00-04291-00-8	II		1	House
056	900 Morris Rd.	B11E/U04	66-00-04282-53-9	II		1	House
057	956 Morris Rd.	B11/U03	66-00-04276-00-5	II		3	House, Barn, Gar.
058	1098 Morris Rd.	B11B/U01	66-00-04264-00-8	II		1	House
059	1102 Morris Rd.	B10/U43	66-00-01849-00-2	II		2	House, Rear Bldg
060	1411 Morris Rd.	B10C/U80	66-00-04112-11-5	I	D93	11	Crg Hse, Barn, 4 Hses, 5 misc
061	1701 Morris Rd.	B10C/U85	66-00-04112-02-5	I	D98	1	House
062	1925 Morris Rd.	B09A/U18	66-00-04093-00-8	II		1	House
063	1948 Morris Rd.	B09A/U24	66-00-04246-00-8	II		3	Hse, Outbldg and Crg Hse
064	1201 Narcissa Rd.	B19/U52	66-00-04568-00-1	II		3	Hse, Spr Hse, Shed
065	1204 Narcissa Rd.	B22/U36	66-00-04582-00-5	II		1	House
066	1501 Narcissa Rd.	B19/U19	66-00-04573-00-5	II		5	House, 4 Hangars
067	25 Norristown Rd.	B22/U29	66-00-04732-00-8	II		1	House
068	31 Norristown Rd.	B22/U15	66-00-04729-00-2	II		2	House, Garage
069	118 Norristown Rd.	B21/U36	66-00-04684-00-2	II		1	House
070	275 Norristown Rd.	B22/U38	66-00-04747-00-2	I		5	Hse, Grg, Barn, Shed, Corn Crib
071	299 Norristown Rd.	B22/U19	66-00-04750-00-8	II		2	House, Gar
072	398 North Wales Rd.	B09Z/U93	66-00-04894-00-8	II		3	House, Spr Hse, Barn
073	870 North Wales Rd.	B09/U03	66-00-04876-00-8	II		1	House
074	880 North Wales Rd.	B09/U02	66-00-04873-00-2	II		1	House
075	1618 North Wales Rd.	B01/U69	66-00-04795-50-3	II		1	House
076	1620 North Wales Rd.	B01/U06	66-00-04795-00-8	II		2	House, Barn

#	Street Address	Block/Unit	Parcel No.	Class	NR/ DOE	#R	Resource type
077	230 Penllyn Blue Bell Pike	B17/U01	66-00-05410-00-5	I		7	3 Hse, 2 Barn, Shed, S/H
078	490 Penllyn Blue Bell Pike	B18/U52	66-00-05401-00-5	II		4	Hse, Barn, Crg Hse, Chick Hse
079	515 Penllyn Blue Bell Pike	B15/U24	66-00-05191-00-8	II		1	House
080	740 Penllyn Blue Bell Pike	B18/U39	66-00-05368-00-2	II		3	House, Barn, Gar.
081	760 Penllyn Blue Bell Pike	B18/U30	66-00-05365-00-5	II		3	House, Sp Hse, Gar
082	805 Penllyn Blue Bell Pike	B15/U33	66-00-05185-00-5	II		1	House
083	855 Penllyn Blue Bell Pike	B15/U18	66-00-05176-00-5	II		1	House
084	865 Penllyn Blue Bell Pike	B15/U17	66-00-05173-00-8	II		1	House
085	1175 Penllyn Blue Bell Pike	B14/U22	66-00-05143-00-2	II		2	House, Crg Hse
086	1198 Penllyn Blue Bell Pike	B19/U05	66-00-05317-00-8	II		1	House
087	1224 Penllyn Blue Bell Pike	B19/U31	66-00-05311-00-5	II		2	House, Barn
088	1235 Penllyn Blue Bell Pike	B14/U19	66-00-05140-00-5	II		2	House, Barn
089	1399 Penllyn Blue Bell Pike	B14/U18	66-00-05134-00-2	I		2	House, Sp Hse
090	1400 Penllyn Blue Bell Pike	B20/U14	66-00-06832-00-5	II		1	House
091	1405 Penllyn Blue Bell Pike	B14/U87	66-00-05131-00-5	II		1	House
092	1406 Penllyn Blue Bell Pike	B14/U67	66-00-05299-00-8	II		1	House
093	1799 Penllyn Blue Bell Pike	B14/U35	66-00-05089-00-2	II		1	House
094	191 Penllyn Blue Bell Pike	B16/U08	66-00-05218-00-8	II		1	House
095	571 Penllyn Blue Bell Pike	B15/U22	66-00-05188-00-2	II		1	House
096	99 Plymouth Rd.	B11/U17	66-00-05531-00-1	II		3	House, Barn, Shed
097	520 Plymouth Rd.	B15/U34	66-00-05479-00-8	II		2	House, Barn
098	334 Railroad Avenue	B26/U32	66-00-05830-00-8	II		1	House
099	336 Railroad Avenue	B26/U31	66-00-05833-00-5	II		1	House
100	1400 Royal Oak Drive	B20A/U26	66-00-06814-00-5	II		3	House, Barn, Spr Hse
101	451 School Rd.	B11/U35	66-00-06022-00-5	II		1	House
102	510 School Rd.	B15/U02	66-00-06058-00-5	II		1	House
103	580 School Rd.	B11/U78	66-00-06001-00-8	I		1	House
104	851 Second Avenue	B09/U56	66-00-06061-00-2	II	CS 412	2	2 Houses
105	854 Second Avenue	B09/U28	66-00-06073-00-8	II	CS 411	1	House
106	876 Second Avenue	B09/U29	66-00-06070-00-2	II	CS 410	1	House
107	350 Skippack Pike	B19/U48	66-00-06163-00-8	I		2	House, Barn
108	440 Skippack Pike	B19B/U01	66-00-06166-00-5	II		3	House, Barn, Retaining Wall
109	453 Skippack Pike	B18/U21	66-00-06481-00-5	II		1	House
110	475 Skippack Pike	B18/U49	66-00-06475-00-2	I		2	House, Barn
111	481 Skippack Pike	B18/U33	66-00-06484-00-2	I		2	House, Spr Hse
112	520 Skippack Pike	B19/U33	66-00-06172-00-8	II		2	House, Barn
113	523 Skippack Pike	B18/U44	66-00-06490-00-5	II		1	House
114	564 Skippack Pike	B19/U45	66-00-06181-00-8	I		2	House, Barn
115	571 Skippack Pike	B18/U28	66-00-06511-00-2	II		1	House
116	581 Skippack Pike	B18B/U02,03	66-00-06523-00-8	II		2	House, Crg Hse
117	598 Skippack Pike	B19D/U84	66-00-06188-00-1	I		1	House
118	601 Skippack Pike	B15/U16	66-00-06535-00-5	I		1	House

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119	602 Skippack Pike	B14/U27	66-00-06190-00-8	I		1	House
120	637 Skippack Pike	B15/U14,15	66-00-06538-00-2	II		2	House, Crg Hse
121	731 Skippack Pike	B15/U65	66-00-06565-00-2	I		1	House
122	765 Skippack Pike	B15/U37	66-00-06577-00-8	II		2	House, Barn
123	799 Skippack Pike	B15/U05	66-00-06578-50-2	I	D80	1	House
124	901 Skippack Pike	B11/U10	66-00-06583-00-2	II		2	House, Gar.
125	951 Skippack Pike	B11/U08	66-00-06589-00-5	II		2	House, Barn
126	997 Skippack Pike	B11/U22	66-00-06595-00-8	II		1	House
127	1002 Skippack Pike	B12/U14	66-00-06259-00-2	II		1	House
128	1030 Skippack Pike	B12/U71	66-00-06262-00-8	II		1	House
129	1098 Skippack Pike	B12/U11	66-00-06268-00-2	I		2	House, Barn
130	1099 Skippack Pike	B11/U05	66-00-06634-00-5	I		2	House, Barn
131	1149 Skippack Pike	B10/U14	66-00-06637-00-2	I		2	House, Barn
132	1150 Skippack Pike	B12/U10	66-00-06271-00-8	II		2	House, Gar.
133	1205 Skippack Pike	B10A/U05	66-00-06643-00-5	I		1	House
134	1380 Skippack Pike	B05/U04	66-00-01792-00-5	II		1	House
135	1445 Skippack Pike	B09/U25	66-00-06676-00-8	II	CS 119	2	House, Barn
136	1451 Skippack Pike	B09/U24	66-00-06679-00-5	I	CS 120	2	House, Barn
137	1463 Skippack Pike	B09/U23	66-00-06682-00-2	II	CS 121	2	House, Barn
138	1475 Skippack Pike	B09/U22	66-00-06685-00-8	I	CS 122	2	House, Gar.
139	1487 Skippack Pike	B09/U21	66-00-06688-00-5	II	CS 401	2	House, Barn
140	1499 Skippack Pike	B09/U63	66-00-06692-00-1	II	CS 402	2	House, Crg Hse
141	1510 Skippack Pike	B06/U13	66-00-06346-00-5	I	CS 404	1	House
142	1530 Skippack Pike	B06/U11	66-00-06352-00-8	I	CS 406	1	House
143	1540 Skippack Pike	B06/U10	66-00-06355-00-5	I	CS 407	2	House, Gar
144	1673 Skippack Pike	B09/U15	66-00-06712-00-8	II		3	House, Gar., Play Hse
145	1687 Skippack Pike	B09B/U34	66-00-06715-00-5	II		1	House
146	1690 Skippack Pike	B06A/U86	66-00-06397-00-8	II		1	House
147	1692 Skippack Pike	B07/U13	66-00-06400-00-5	II		2	House, Gar
148	1709 Skippack Pike	B009-012	66-00-06721-00-8	II		2	House, Gar.
149	1750 Skippack Pike	B07/U11	66-00-06405-00-9	II		1	House
150	1810 Skippack Pike	B06/U10	66-00-06411-00-3	I		4	Church, 2 Hses, Barn
151	1895 Skippack Pike	B09/U07, 66	66-00-06739-00-8	II		2	House, Barn
152	1898 Skippack Pike	B07/U06	66-00-06418-00-5	II		2	House, Barn
153	1940 Skippack Pike	B07/U04	66-00-06424-00-8	II		2	House, Barn
154	1950 Skippack Pike	B07/U03	66-00-06430-00-2	II		1	House
155	1951 Skippack Pike	B09/U04	66-00-06745-00-2	II		3	Hse, Gar, Shed
156	1961 Skippack Pike	B09/U05	66-00-06748-00-8	II		1	House
157	1999 Skippack Pike	B09/U01	66-00-06751-00-5	I		2	House, Crg Hse
158	527 Stenton Avenue	B19/U41	66-00-06856-00-8	II		1	House
159	1198 Union Meeting Rd.	B14/U38	66-00-07777-00-5	II		1	House
160	1215 Union Meeting Rd.	B12/U03	66-00-07729-00-8	I		3	Ch, Bur Grd, stone wall
161	1051 Walton Rd.	B19/U54	66-00-08197-20-6	II		1	House
162	1069 Walton Rd.	B19/U55	66-00-08196-40-5	II		1	House

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163	1218 Walton Rd.	B19/U38	66-00-08227-00-5	II		2	House, Crg Hse
164	1330 Walton Rd.	B19/U17	66-00-08221-00-2	II		2	House, Gar
165	1451 Walton Rd.	B19/U01	66-00-08176-00-2	II		2	House, Crg Hse
166	1533 Walton Rd.	B20/U57	66-00-08173-00-5	II		2	House, Crg Hse
167	1220 Wentz Rd.	B13/U84	66-00-08278-00-8	I		4	Hse, 2 Barns, Quonset Hut
168	211 W. Mt. Pleasant Ave.	B24/U10	66-00-04366-00-5	II		2	House, Barn
169	264 W. Mt. Pleasant Ave.	B24/U12	66-00-04378-00-2	I		2	House
170	285 W. Mt. Pleasant Ave.	B24/U32	66-00-04351-00-2	II		2	House, Gar.
171	299 W. Mt. Pleasant Ave.	B24/U41	66-00-04345-50-3	I		3	Hse, Crg Hse, Root Clr
172	1751 W. Township Line Rd.	B01/U60	66-00-07690-00-2	II		1	House
173	1795 W. Township Line Rd.	B01/U61	66-00-07699-01-1	II		1	House
174	1925 W. Township Line Rd.	B01/U04	66-00-07705-00-5	II		1	House
175	1939 W. Township Line Rd.	B01/U03	66-00-07708-00-2	II		2	House, Shed
176	1953 W. Township Line Rd.	B01/U02	66-00-07711-00-8	II		2	House, Shed
177	1999 W. Township Line Rd.	B01/U01	66-00-07714-00-5	II		2	House, Gar.
178	1623 Yost Rd.	B08/U06	66-00-08554-00-2	II		6	Hse, Barn, 2 Gar., 2 Sheds
179	1722 Yost Rd.	B01I/U48	66-00-08497-00-5	II		1	House
180	1819 Yost Rd.	B08/U03/01	66-00-08572-00-2	II		2	House, Gar
181	1860 Yost Rd.	B01I/U35	66-00-08500-00-2	II		2	House, Gar
182	1551 Butler Pike	B21/U62	66-00-00553-00-2	II		1	House
182	885B Second Avenue	B26/U 09	66-00-06673-00-2	II		1	House
183	861 DeKalb Pike	B09/U51	66-00-01627-00-8	II	CS 124	1	House
184	875 DeKalb Pike	B09/U50	66-00-01624-00-2	II	CS 123	1	House
186	1433 Skippack Pike	B09/U26	66-00-06673-00-2	II	CS 118	1	House
187	1520 Skippack Pike	B06/U12	66-00-06349-00-2	I	CS 405	2	House, Barn
188	1533 Skippack Pike	B09/U57	66-00-06700-00-2	II	CS 403	2	House, Barn
189	1550 Skippack Pike	B06/U09	66-00-06358-00-2	II	CS 408	2	House, Gar.
190	1580 Skippack Pike	B06A/U95	66-00-06370-00-8	II	CS 409	1	House
191	853 DeKalb Pike	B09/U33	66-00-01630-00-5	II	CS 125	1	House
192	843 Second Avenue	B09/U27	66-00-06064-00-8	II	CS 413	1	House
193	Morris Rd.	B10/U43	66-00-01849-00-2	I		1	House