MONTCO 2040: A SHARED VISION

The New Comprehensive Plan for Montgomery County

Draft August 2014

MCPC

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USING THIS PLAN

Montco 2040: A Shared Vision is designed to be an implementable and measurable plan. Unlike many plans, it is structured around the implementation of themes and goals rather than specific topics. To help readers use the plan, the topic areas from Montgomery County Today, which is the existing conditions and trend report for this comprehensive plan, are listed below with the goals that are most related to the topic.

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WHAT IS A COMPREHENSIVE PLAN?

A comprehensive plan is a long-range plan required by state law for guiding the growth and physical development of a place. The Philadelphia region as a whole has a comprehensive plan, as do most of the 62 municipalities in Montgomery County. So, with all these comprehensive plans, what is the role of a county plan?

The county plan provides an overall land use and growth management framework for local municipal plans and provides guidance on issues that transcend local boundaries, such as highways, public transportation, flooding, trails, growth trends, redevelopment trends, shopping needs, impact of large developments, overall housing needs, natural systems, economic growth, etc. The county plan is an advisory document used to guide county and local municipal policies.

WHAT IS IN MONTCO 2040: A SHARED VISION?

Montco 2040: A Shared Vision is Montgomery County's new comprehensive plan, providing an overview of the county's vision and objectives. It reflects the input of thousands of citizens, county officials, and a steering committee made up of many diverse stakeholders. The plan was prepared by the county planning commission and adopted by the County Commissioners.

This plan provides goals and implementation steps for managing the county's built environment. It is structured around three themes:

- Connected Communities
- Sustainable Places
- Vibrant Economy

The plan's concluding chapter provides a vision for the future of the county and includes an overall transportation vision, a land use vision, and a concluding vision.

Comprehensive plans guide improvements to the built environment, ranging from highways and trails…

… to growth trends, housing needs, economic growth, flooding, and redevelopment.

HOW WAS THE PLAN CREATED?

Montco 2040: A Shared Vision was created through an extensive research and public outreach process.

2005

County's 2005 Plan, Shaping Our Future, provides foundation for a new plan

Conditions in the county have changed since the early 2000s, partially due to the Great Recession. In addition, state law requires county comprehensive plans to be updated every 10 years, and the 2005 comprehensive plan is the last one adopted by the County Commissioners.

2012-2013

Current conditions analyzed in Montgomery County Today

County planning commission staff examined existing conditions, recent trends, and future forecasts for the county. These are summarized in Montgomery County Today, which includes regional position, people, health, built environment, natural environment, open space, transportation, housing, the economy, infrastructure, cultural resources, and governmental structure.

Fall, 2013

Steering Committee created

The county commissioners and MCPC Board appointed a Steering Committee to oversee Montco 2040: A Shared Vision. This 28-member diverse committee includes representatives of municipal government, businesses, transportation providers, conservationists, developers, economic development, health advocates, education, housing, seniors, and farmers.

Fall, 2013- Winter, 2014

Public survey made available

Over 2,200 surveys were completed. The top issues respondents wanted the county to address were retaining businesses, repairing local roads/bridges, addressing aging water/sewer infrastructure, and reducing traffic congestion.

Public workshops held

Four public workshops focused on issues identified in Montgomery County Today were held around the county. More than 150 people attended these workshops. In a money allocation exercise, participants gave the most money to transportation and economic development.

Other public input encouraged

Public input was also gathered online, with additional meetings to community groups, and through social media.
What issues are most important to citizens? Transportation, jobs and the economy, infrastructure, revitalization, and taxes.

Winter, 2014

Themes and goals for the plan drafted

Using public input as a guide, the Steering Committee drafted themes and goals, which were then shared with the public, local municipalities, school districts, and other stakeholders for their comment and input.

Spring-Summer, 2014

Implementation steps and recommendations prepared, followed by public meetings

Following adjustments of the draft goals to reflect public comment, the Steering Committee prepared implementation steps that identify what will be done, who will do it, and how it will be measured. This draft plan was shared with the public for their input and discussed at public workshops. (We are currently in this stage.)

Final plan, *Montco 2040: A Shared Vision*, is adopted on (date to be determined) by the County Commissioners

PLAN THEMES

Montco 2040: A Shared Vision is designed around three interrelated themes.

Connected Communities

People want to be connected and part of a broader community. A key role for the county is to help these connections occur beyond local municipal boundaries.

Connected Communities involve:

- Collaboration among stakeholders
- Improved transportation choices
- Trails and greenways connecting multiple places
- Vibrant downtowns and destinations accessible by everyone

4 GOALS

Sustainable Places

The county is full of wonderful neighborhoods and communities. These places need to be sustained and enhanced in a long-lasting and effective way.

Sustainable Places involve:

- Modernized infrastructure network
- Improved stormwater management
- Protected natural resources
- Opportunities for healthy lifestyles
- Diverse housing choices
- Enhanced community character

6 GOALS

Vibrant Economy

A strong economy is critical for all places. With a vibrant economy, residents can earn and spend more, governments can make needed infrastructure improvements, and businesses can grow.

A Vibrant Economy involves:

- Improved transportation access
- Focused development
- Attraction and retention of businesses
- Marketing of assets
- Flexibly adapting to changing market conditions

5 GOALS

Partnerships - Diversity - Growth - Quality Public Services - Community - Changing Demographics

CONNECTED COMMUNITIES

GOAL Encourage collaboration and partnerships among governments, businesses, institutions, schools, higher education, and other stakeholders

Why this goal is important:

- With 62 municipalities and 22 active school districts, local cooperation is critical.
- Issues are complex and funding often limited, which makes public private partnerships essential.
- Montgomery County is inextricably linked to Philadelphia and its other neighboring counties.

How this goal will be implemented:

- Through participation in multi-jurisdictional and regional organizations.
- By expanding multi-municipal planning and other cooperation efforts.
- With preparation and promotion of model ordinances, advisory guidelines, and stormwater standards for more consistent regulations.

GOAL Improve transportation quality and expand options for county residents and workers

Why this goal is important:

- Many residents and workers, particularly younger ones, want options other than cars to get to work.
- Only 8.1% of county residents walk, bicycle, or take public transit to work.
- 83% of county residents are in less walkable areas.

How this goal will be implemented:

- By working with others to improve road connectivity, expand Intelligent Transportation Systems, and eliminate road bottlenecks
- By working with transit providers to extend service, increase frequency, improve access, and encourage transit oriented development
- With advocacy for more sidewalks and pedestrian design of developments
- Through cooperation with others to add bike-friendly improvements to roads
- Through collaboration to improve travel demand management

GOAL Expand and connect county trails, local trails, greenways, natural areas, and parks

Why this goal is important:

- Trails not only meet recreation and transportation needs; they also improve personal health and the local economy.
- Two-thirds of the county's trail network still needs to be completed.
- Greenways protect and link sensitive natural areas and provide corridors for wildlife.

How this goal will be implemented:

- By expanding the county trail system.
- By working to connect local trails to the county system.
- With increased county parkland in greenway corridors and advocacy with others to preserve greenways

GOAL Support strong downtowns and community destinations, including mixed use areas, arts and culture focal points, libraries, and other gathering places

Why this goal is important:

- In interviews and meetings, people consistently say they want more physical, civic, and social connections.
- Vital downtowns and mixed use areas improve nearby property values.
- The county has many unknown arts and culture "hidden gems."

How this goal will be implemented:

- Through collaboration to revitalize downtowns.
- By working with arts organizations and the tourism and convention board to raise the profile of arts and culture.
- By strengthening the county library and collaborating with other libraries.

SUSTAINABLE PLACES

GOAL Support a modern, resilient, green, and energy-efficient infrastructure network

Why this goal is important:

- Safe and clean sewer, water, and stormwater systems and well-maintained roads and bridges protect the health and safety of county residents and provide a foundation for economic development.
- Many sewer and water systems are aging and need to be upgraded.
- Communication, energy, and other infrastructure is rapidly changing and a critical concern for modern business.

How this goal will be implemented:

- By improving county roads and bridges
- With right-sized roads, traffic calming, green streets, and sidewalks.
- Through advocacy for environmentally-friendly upgrades to municipal sewage systems.
- By working with others to match water supply areas, sewer service areas, and growth areas.
- With water source protection and water conservation.
- By encouraging recycling.
- By adapting to new energy and communication needs.

GOAL Improve stormwater management and reduce the impact of flooding

Why this goal is important:

- Over the past 30 years, flooding, which is the number one natural hazard in the county, has resulted in several fatalities and more than $120 million in property damage.
- There are 2,600 structures, as well as much important infrastructure, located within floodplains.
- Impervious coverage and resulting stormwater runoff continues to increase.

How this goal will be implemented:

- By implementing required stormwater improvements.
- By completing watershed stormwater management plans.
- Through advocacy for best stormwater management practices.
- By working with others to limit development in the floodplain.

GOAL Conserve natural resources, environmentally-sensitive areas, and farmland

Why this goal is important:

- Wetlands, woodlands, trees, and natural areas reduce flooding, protect water quality, improve air quality, and increase property values.
- Climate change and more variable weather will impact the county in many ways that can be ameliorated by conservation.
- Homes near open space have higher values, which is estimated at $16.3 billion in additional value for Southeastern Pennsylvania's housing stock.

How this goal will be implemented:

- With permanent protection of natural resources, open space, and rural areas.
- By adding environmentally-sensitive land to parkland while improving county parks.
- By preserving farmland.

GOAL Provide more opportunities for residents to exercise and have healthy lifestyles

Why this goal is important:

- Health is impacted by the built environment and the ability to walk and exercise conveniently.
- Diabetes, heart disease, obesity, and other chronic health concerns have increased over the past decade.
- Many county residents are disconnected from fresh, local food grown or raised in the county.

How this goal will be implemented:

- By expanding opportunities to exercise in county parks.
- Through advocacy to make communities more walkable while coordinating recreation planning efforts.
- By working with others to increase the supply of fresh local food.

GOAL Support housing choices and opportunities to meet the needs of all people

Why this goal is important:

- There are increasing numbers of smaller households, those living alone, and others who prefer to live in an apartment or townhouse.
- The senior population is expected to grow 58% between 2010 and 2040.
- The percent of households spending more than 35% of their income on housing increased from 16% in 1999 to 25% in 2009.

How this goal will be implemented:

- By supporting construction of additional affordable, permanent housing for the disabled, families, and seniors.
- With advocacy for workforce housing, walkable housing, accessory apartments, and accessible special needs housing.
- By encouraging renovation or replacement of aging public housing.
- Be encouraging continued deconcentration of housing voucher use.

GOAL Enhance community character and protect neighborhoods

Why this goal is important:

- Typically, a home is a family's largest investment.
- Many historic homes, downtown buildings, and institutional structures have been demolished over the past decade.
- Fire, police, and ambulance service are critical for protecting neighborhoods.

How this goal will be implemented:

- Through support for investment in existing neighborhoods.
- With advocacy for appropriate land uses, infill, and public improvements.
- By enhancing 911 communication, upgrading emergency response times, and continuing training.
- By working with others to preserve important historic properties.
- Through cooperation to reinvigorate the tree canopy in communities.

VIBRANT ECONOMY

GOAL Improve transportation access to businesses

Why this goal is important:

- Transportation convenience and access is a major driver of economic development.
- Daily commute times increased over 20% from 1990 to 2010, about ten minutes a day, which equates to 40 extra hours a year sitting in traffic.
- Because the county is a large net importer of workers, getting these workers to their jobs is critical.

How this goal will be implemented:

- By working with others to provide better access to employment centers with new and improved interchanges, slip ramps, widened and realigned roads, and new road connections.
- By partnering to expand transit options.
- Through regional efforts to improve freight movement.
- With advocacy for preservation of existing airports.

GOAL Encourage development and transformative investment where infrastructure already exists

Why this goal is important:

- The cost of building and maintaining infrastructure is lower where it already exists.
- Many of the county's business parks are old and need reimagining and reinvestment.
- Reusing former industrial sites cleans the environment, provides jobs, improves property values, and helps control sprawl.

How this goal will be implemented:

- Through advocacy for locating new development in growth areas.
- By encouraging redevelopment of underutilized and vacant industrial land.
- By working with others to modernize and adapt older office and business parks through zoning changes, infrastructure improvements, marketing, and private sector investment.

GOAL Attract and retain businesses and vital community assets

Why this goal is important:

- Many businesses can locate anywhere and are not as dependent on raw materials or local markets as they used to be.
- Competition for growing businesses with well paying jobs is intense.
- Business growth depends on educated and trained workers, who typically earn better incomes than less educated peers.

How this goal will be implemented:

- By partnering with economic development organizations to assist businesses that want to expand or locate in the county.
- Through the county Workforce Investment Board collaborating with trainers and educators to retrain and support a skilled workforce.

GOAL Flexibly adapt to changing market conditions and demographics

Why this goal is important:

- With more people working from home and offices being redesigned into smaller, more collaborative spaces, the office market is in transition.
- Online retailing is changing both the retail and distribution industries.
- The aging population, interest of young adults in town living, and increasing diversity of the county will impact the location and type of new housing and other development.

How this goal will be implemented:

- By encouraging walkable, mixed use, transit-friendly, and entertainment-supportive places that will attract young workers and other key demographic groups.
- Through advocacy for designs and services that meet the needs of an aging population.
- By working with others to redevelop older retail properties.

GOAL Facilitate the marketing of the county and its assets

Why this goal is important:

- Stronger marketing will help attract businesses, investment, visitors, and residents to the county.
- People do not automatically think of counties when they think of the place where they live or work.
- Montgomery County's identity and strong assets are not as well known as they should be in the Philadelphia region.

How this goal will be implemented:

- Through partnerships with the Valley Forge Tourism and Convention Board and other tourism organizations for attracting visitors and increasing county-wide tourism.
- Through partnerships with economic development organizations to emphasize the assets of Montgomery County.
- By increasing awareness of county economic development resources.

CONNECTED COMMUNITIES

Collaboration among Stakeholders

Improved Transportation Choices

Connected Trails and Greenways

Strong Downtowns and Destinations

ENCOURAGE COLLABORATION AND PARTNERSHIPS AMONG GOVERNMENTS, BUSINESSES, INSTITUTIONS, SCHOOLS, HIGHER EDUCATION, AND OTHER STAKEHOLDERS

Montgomery County is very diverse. Its 62 municipalities, 22 active school districts, and many business and community organizations need to work together to accomplish their goals. The county can play a key role in fostering connections and nurturing partnerships that extend beyond local boundaries and, in some cases, provide connections to the region. To encourage collaboration and partnerships, **the county will...**

...participate actively in multi-jurisdictional and regional organizations, such as business organizations, Councils of Governments, and the Delaware Valley Regional Planning Commission

There are many organizations that have a significant impact on the built environment in two or more municipalities. Sometimes, these organizations work at cross purposes without even realizing it or are unaware of county goals and plans.

The county, through the planning commission and other departments, will reach out to these organizations and establish better communication about county goals and resources while encouraging joint efforts, including public/private partnerships.

Measuring success

- Presentations made to multi-jurisdictional organizations
- Programs and meetings with other partners

...expand multi-municipal planning and other cooperation efforts

Currently, there are four multi-municipal planning regions in the county. In each of these regions, the communities have adopted common comprehensive plans and made their zoning consistent with these plans. The county planning commission will continue to work with these four regions and will encourage other municipalities to consider multi-municipal planning.

Besides broader, formalized planning, local municipalities can plan together on specific topics, such as village planning, corridor planning, and greenway planning.

Measuring success

- New inter-municipal partnerships

...prepare and promote model ordinances, advisory guidelines, stormwater standards, and other documents that encourage consistent regulations

With 62 municipalities, the county has a lot of different ordinances and regulations. The county planning commission will continue preparing model ordinances and other informational publications that will help create more consistency across municipal borders.

Measuring success

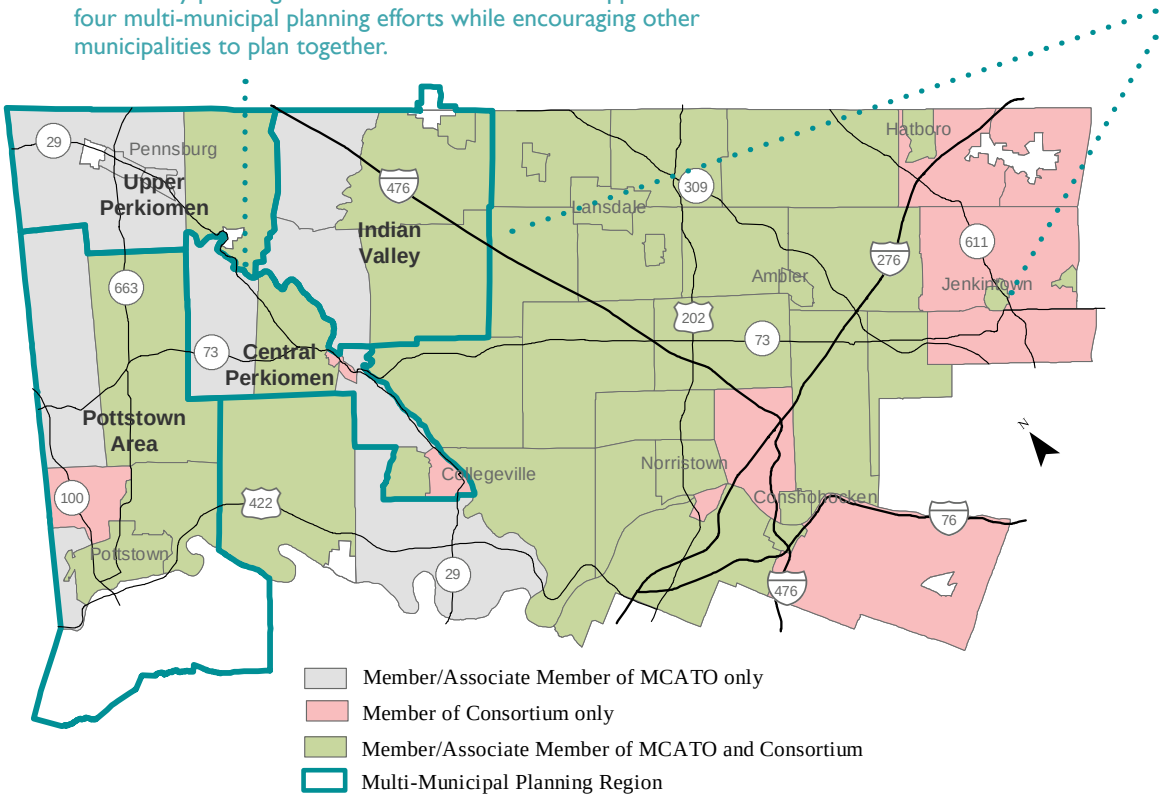
- Model ordinances and other guiding documents prepared
- New model ordinances adopted by local municipalities

MUNICIPAL COOPERATION

County government will work collaboratively with other county wide organizations, such as:

- Montgomery County Community College
- Valley Forge Tourism and Convention Board
- Montgomery County Housing Authority

The county planning commission will continue to support the four multi-municipal planning efforts while encouraging other municipalities to plan together.



Many organizations provide services to local municipalities. Two of the largest in the county are the Montgomery County Association of Township Officials (MCATO), which brings together local elected officials, and the Montgomery County Consortium, which brings together municipal staff members to arrange common services.

Cooperation with neighboring counties and regional organizations is very important. These efforts will include:

- Trail construction, such as the Schuylkill River Trail that connects into Philadelphia, Chester, and Berks Counties.
- Watershed planning, such as the Neshaminy Creek that extends into Bucks County.
- Highway and transit improvements, such as the recently completed 202 Parkway leading into Bucks County.
- Economic development and marketing, such as ongoing efforts to find suitable locations for relocating employers within the region as a whole.

Collaboration among Stakeholders

Improved Transportation Choices

Connected Trails and Greenways

Strong Downtowns and Destinations

IMPROVE TRANSPORTATION QUALITY AND EXPAND OPTIONS FOR COUNTY RESIDENTS AND WORKERS

The county's transportation system connects people and places to each other and offers a variety of transportation choices for county residents and workers. To improve and expand these transportation options, **the county will...**

...work with PennDOT and local municipalities to improve road connectivity, expand Intelligent Transportation Systems, and eliminate road bottlenecks

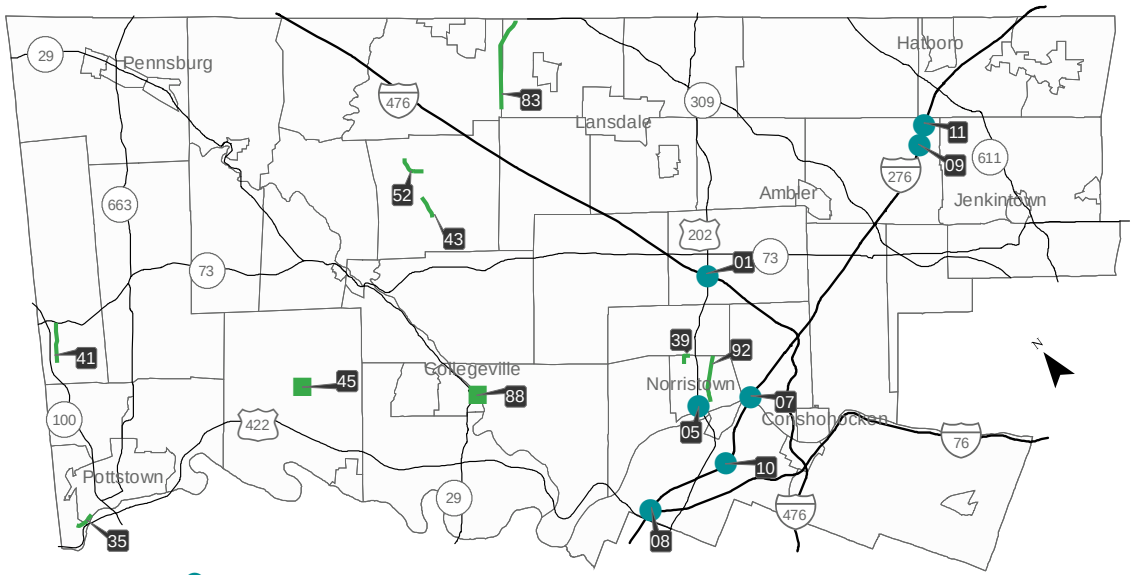
Having an interconnected, finely-grained road network with many choices reduces congestion and provides alternative routes around accidents or other incidents. The Lafayette Street extension, for example, will do this.

The county already has an extensive network, and the vast majority of future road projects will improve intersections, repair roads, install Intelligent Transportation Systems, and widen roads, where appropriate. In addition, the county will advocate for new highway interchanges, roads, and bridges where more options are needed. *(All transportation projects, whether providing a new road choice or not, are described in the final Vision chapter.)*

Measuring success

- Average commuting time improves or stays the same
- Increase in linked signal systems and miles of fiber optic cable for Intelligent Transportation Systems
- More commuters live in the municipality where they work

NEW ROAD CHOICES



Numbers refer to the project list in the transportation section of the Vision Chapter

…work with SEPTA and other transit providers to extend service, increase frequency, improve access, and encourage transit oriented development

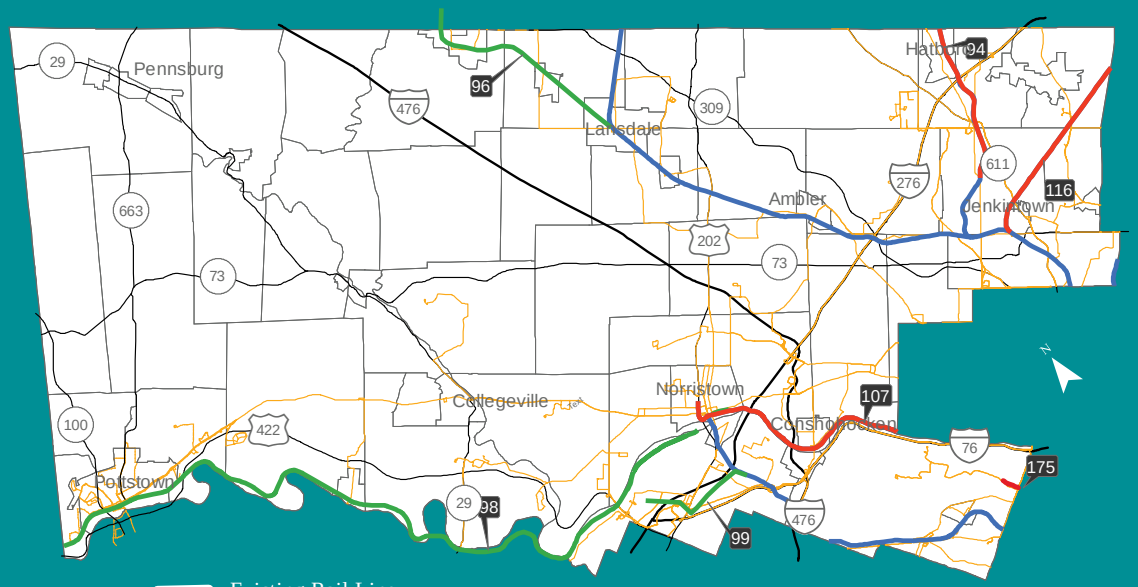
To give more transportation choices to county residents, the public transportation system will need to be improved. Currently, the 12-year PA transportation program for the region is putting $7 billion into public transportation capital projects and $7.9 billion into highway projects. This $7 billion is focused on upgrading SEPTA's current system, which has suffered from extensive neglect for decades. Bridges, stations, equipment, retaining walls, and tracks need to be rebuilt, and this, understandably, will be the focus of SEPTA's capital investment. Parking garages will also be added.

More frequent service, in general, is desirable, including extended hours or frequency in the evening. When funding becomes available, the first priorities for expanding service will be to provide more frequent service on the Manayunk/Norristown, Warminster, and West Trenton lines as well as extending service into the county's largest employment center, King of Prussia, which is expected to cost $600 million. The next priorities are extending rail service to Pottstown and Wyomissing, Berks County at a cost of $433 million and extending service past Souderton and Telford to a new stop, Pennridge, Bucks County, at a cost of $250 million. Bus service will be expanded when and where ridership and costs warrant extended service.

Measuring success

- Increase in transit ridership
- Number of upgraded train stations
- Percent of commuters taking public transit
- Increase in parking spaces at train stations

NEW OR EXPANDED TRANSIT SERVICE



Numbers refer to the project list in the transportation section of the Vision Chapter

- Manayunk/Norristown Line—increase frequency to every 30 minutes throughout the day (number 107)
- Warminster Line—upgrade to double track to allow service throughout day in both directions (number 94)
- West Trenton Line—increase frequency to every 30 minutes throughout the day (number 116)
- Passenger Rail Extension to King of Prussia—provide a branch of the Norristown High Speed Line to King of Prussia (number 99)
- Passenger Rail Extension to Pottstown—extend the Norristown/Manayunk line to Wyomissing, Berks County through Royersford and Pottstown (number 98)
- Passenger Rail Extension to Telford—extend rail service from Lansdale to Pennridge, Bucks County through Hatfield, Souderton, and Telford (number 96)
- Cynnwyd Line—increase frequency (number 175)

…advocate for more sidewalks and pedestrian-oriented design of developments

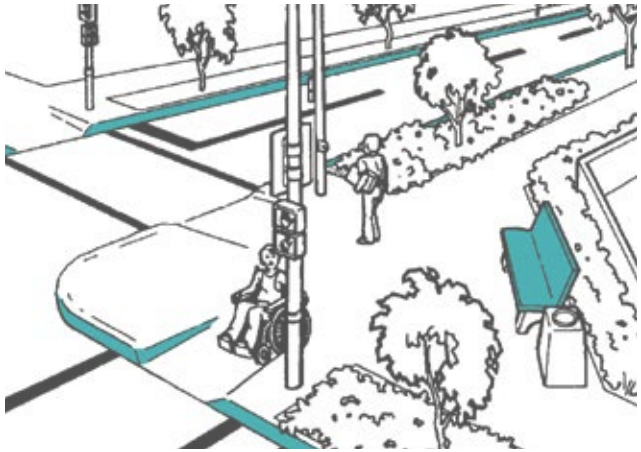
Sidewalks and crosswalks should be provided in all growth areas, including commercial areas and residential areas with more than one home per acre. On the Future Land Use Map, this includes areas identified as Regional Mixed Use Center, Business Area, Community Mixed Use, Town Center, Village Center, Town Residential, and Suburban Residential.

Developments, streets, and buildings should be designed to encourage walking with buildings close to the street, front doors in buildings, direct and separated pedestrian connections to streets, short blocks, streetscaping, traffic calming, and interconnected streets.

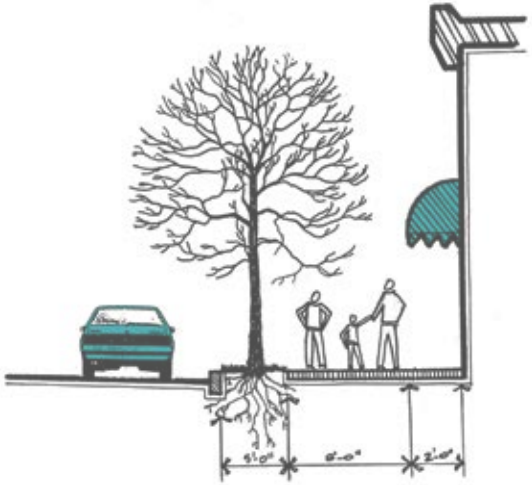
The county will advocate for better walkability, will install sidewalks on county roads in appropriate locations when the roads are rebuilt, will conduct walkability audits with local communities, and will prepare a walkability plan.

Measuring success

- Increase in sidewalks on existing roads
- More municipal codes requiring sidewalks
- Percent of people commuting by walking
- Reduction in pedestrian/ vehicle accidents



For ease of passing and handicapped accessibility, sidewalks should be at least five feet wide in more active areas, with a five foot setback from streets. Utility lines, walls, slopes, and other features may require adjustments to this standard.



In downtown areas, sidewalks should be 8 feet wide in addition to any area needed for opening doors, landscaping, or street furnishings.

Central Business District Sidewalks	Commercial, Office, and Industrial Sidewalks Outside of Central Business District	Residential Sidewalks along Major Streets	Residential Sidewalks on Local Streets with more than 4 homes per acre	Residential Sidewalks on Local Streets with 4 homes per acre or less
• Minimum width of 8 feet • 5 foot verge or setback from curb • 8 foot width should be free of street furniture or opening doors	• Minimum width of 5 feet • 5 to 8 foot landscaped verge from curb	• Minimum width of 5 feet • 5 to 8 foot landscaped verge from curb	• Minimum width of 5 feet • 2 foot landscaped verge from curb	• Minimum width of 4 feet • 2 foot landscaped verge from curb

…cooperate with PennDOT, bicycling organizations, and local municipalities to add bike-friendly improvements to roads and bike facilities to developments

Bicycling on local roads can be difficult. Ideally, roads should have separate, marked bike lanes. Paved shoulders, especially when striped, offer some protection for on-road cyclists, and wider travel lanes next to curbs can be helpful. These facilities should be added to the primary and secondary bicycle routes identified on the map below. In addition, PennDOT should consider maintaining bicycle lanes on PennDOT roads.

Road diets, as proposed on Virginia Drive in Upper Dublin, First Avenue in Upper Merion, and Washington Lane in Cheltenham, provide a great opportunity to accommodate bicyclists within the existing cartway.

Measuring success

- Increase of bike lanes in the county
- Percent of people commuting by biking
- Reduction in bicycle/vehicle accidents

…collaborate with businesses, transportation management associations, chambers of commerce, and others to improve travel demand management

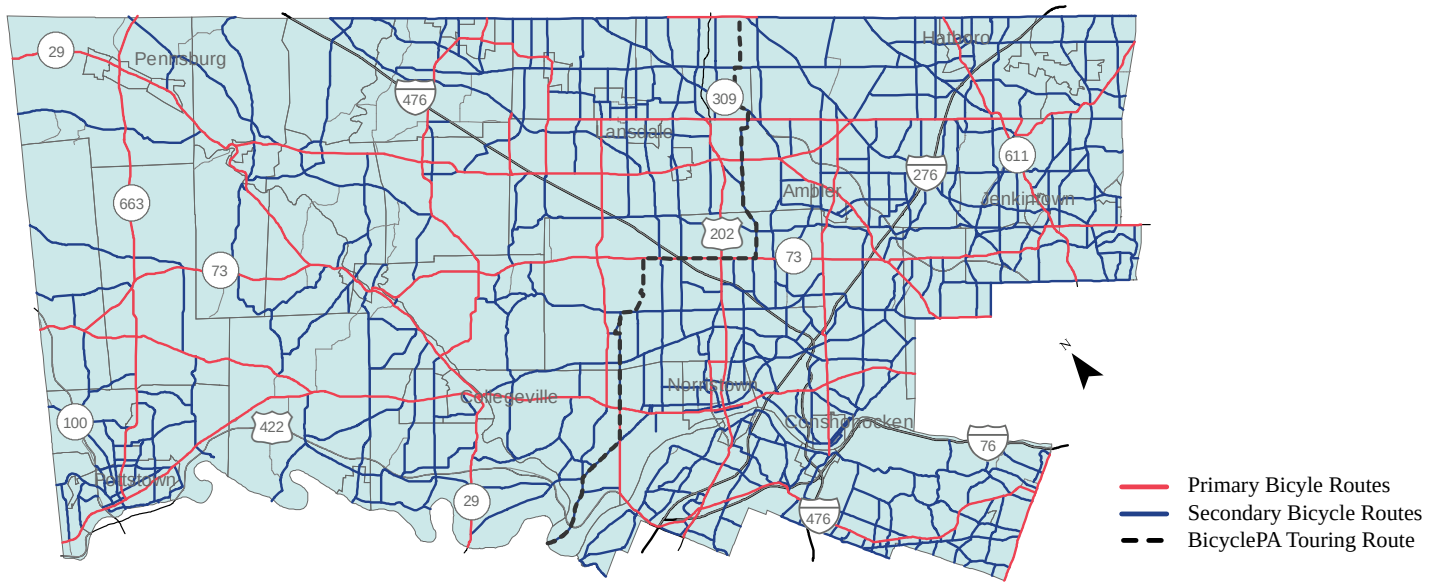
Traffic congestion can be reduced in more ways than physically improving roads. This is called Travel Demand Management, which give workers more flexibility and choice in getting to work. This approach encourages behavioral changes by commuters through telecommuting, compressed work weeks, flex time, car sharing, and carpooling. Building park and ride lots, using high occupancy vehicle lanes, and congestion pricing on toll roads support these changes. Commuters can also be encouraged to take public transit, bicycle, or walk to work.

The county will work with its two transportation management associations, the Greater Valley Forge TMA, which covers the half of the county nearest Chester County, and the Partnership TMA, which covers the half closest to Bucks County, to implement effective Travel Demand Management throughout the county.

Measuring success

- Average commuting time does not increase
- Percent of people working from home
- Increase in employers using shuttle services and transit commuter benefit programs, such as Ride Eco

BICYCLE ROUTES



Collaboration among Stakeholders

Improved Transportation Choices

Connected Trails and Greenways

Strong Downtowns and Destinations

EXPAND AND CONNECT COUNTY TRAILS, LOCAL TRAILS, GREENWAYS, NATURAL AREAS, AND PARKS

Montgomery County's trails have become a hallmark of the county, connecting communities, greenways, and local trails to each other. To bolster this network, **the county will...**

...expand the county trail system

The proposed county trail system consists of 257 miles of trails; so far, 84 miles of this network have been built. To create better connections to neighboring counties and to create more options within the county, the proposed trail system has been expanded from its original total length of 165 miles. In some locations, these trails, such as the Schuylkill River Trail, will be paved, multi-purpose trails. In other locations, they will be gravel or narrow walking trails. The county will own and maintain many of the trails, but some of them will be owned and maintained by local municipalities or other entities.

Expanding the trail system is a county priority. The highest priority trails, expected to be completed over the next 5 to 10 years, are listed below. These proposed projects fill in missing links, create trail loops, and/or extend the trail system into the county's most populous areas.

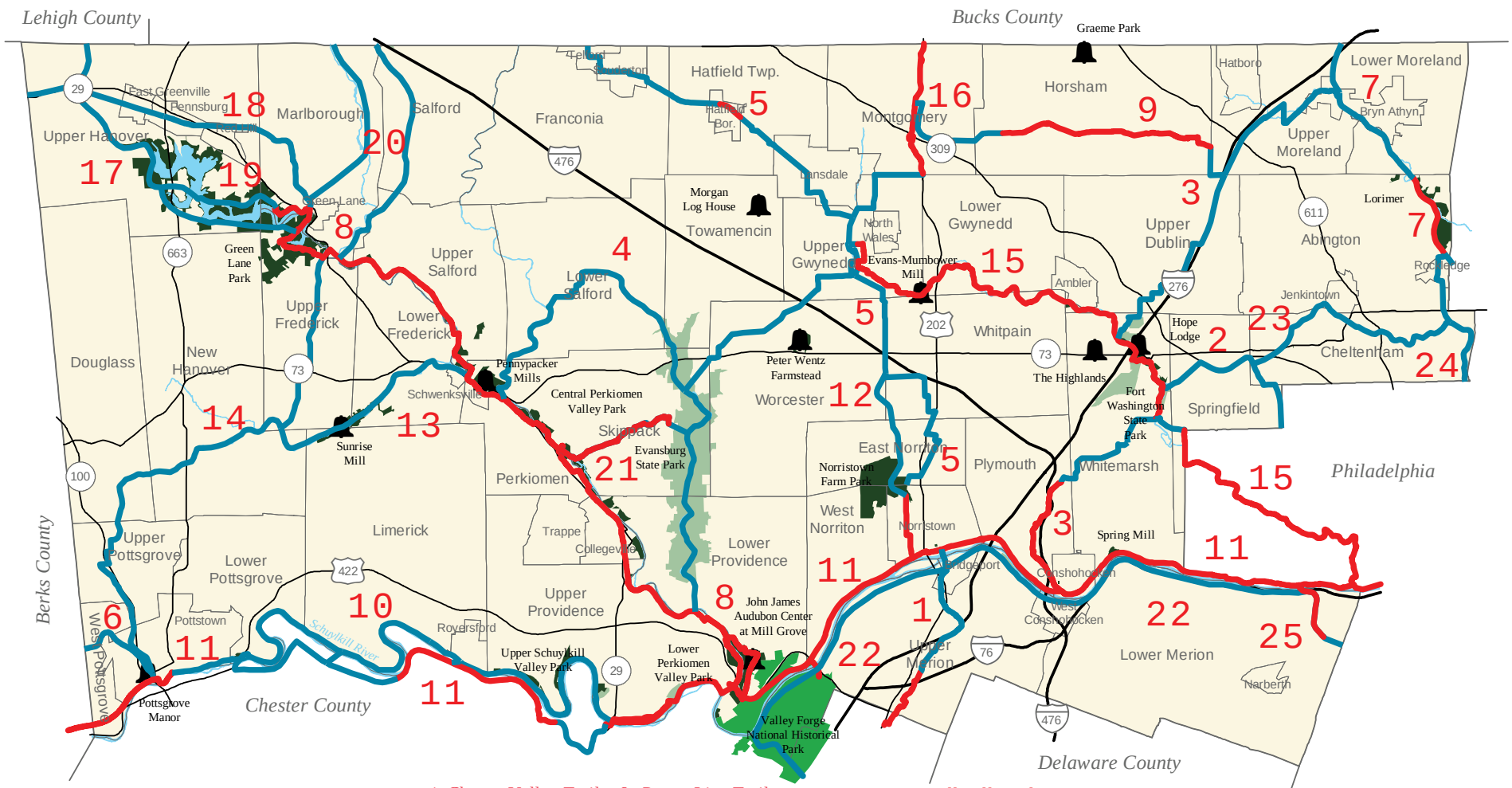
Measuring success

- Miles of trails added to the system
- Increase in trail usage
- Amenities added to trails

HIGHEST PRIORTY TRAILS

Trail Name	Description	Mileage
Schuylkill River Trail	This project includes the completion of the trail along the Pottstown Riverfront to the proposed trail in Chester County and canal path restoration on the Mont Clare Tow Path in Upper Providence. These improvements are expected to cost approximately $1,900,000. (No. 11 on map.)	3.75
Chester Valley Trail Extension	This will complete the trail from South Gulph Road in Upper Merion to Norristown and the Schuylkill River Trail. It includes restoration of a freight house in Norristown into a trail center and will complete a 16 mile trail in Chester and Montgomery Counties. Overall cost is estimated at approximately $6,300,000. (No. 1 on map.)	4
Pennypack Trail	This project will provide a bridge connection from Lorimer Park into Rockledge and an extension of the existing trail from Huntingdon Pike in Abington to Byberry Road in Lower Moreland. Overall cost is estimated at approximately $1,800,000. (No. 7 on map.)	3.5
Wissahickon Trail Connector	This segment will complete a missing link of the Wissahickon trail, providing a connection from Montgomery County to Philadelphia. (No. 15 on map.)	1
Cross County Trail	This project will extend the existing trail from Germantown Pike in Plymouth to the Power Line and Pennypack Trails in Upper Moreland and Bryn Athyn. (No. 3 on map.)	12.5
Power Line Trail Connection	This project will connect the existing Power Line Trail in Horsham with the 202 Parkway Trail in Montgomery Township. (No. 9 on map.)	3

PROPOSED TRAIL SYSTEM



…work with local municipalities to connect to the county trail system

The proposed county-wide trail system includes trails that are built and operated by the county, such as the Schuylkill River Trail, and trails that are built and managed by local municipalities. For example, the Power Line Trail in Horsham and the Liberty Bell Trail in Hatfield Borough were built by local municipalities. Other municipally built trails, such as the Cynwyd Heritage Trail in Lower Merion or the Skippack Trail in Skippack, have created important connections and have been added to the original county wide trail system.

The county encourages local municipalities to build trails and to connect to the overall county system. To help local communities, the county can provide invaluable expertise on trail design, construction, operation, grant preparation, and maintenance.

Measuring success

- Increase in miles of municipal trails connecting to the county trail system

Lower Merion's Cynwyd Trail has become a source of pride for the community. Over time, it should connect with the Schuylkill Trail in Manayunk in one direction and extend to Fairmount Park in West Philadelphia in the other direction.

Trails can connect residential neighborhoods with...

… community focal points, like Collegeville's new trailhead park where Main Street and the Perkiomen Trail intersect.

…increase county parkland in greenway corridors while working with local municipalities to preserve their greenways

The county's greenways, which are primarily along its streams and rivers, connect the county's natural environment, providing important habitat preservation, wildlife corridors, and floodwater storage. With the county's park system and trail network, these greenways have also become important places for recreation, wellness, and social interaction, improving the county's overall quality of life.

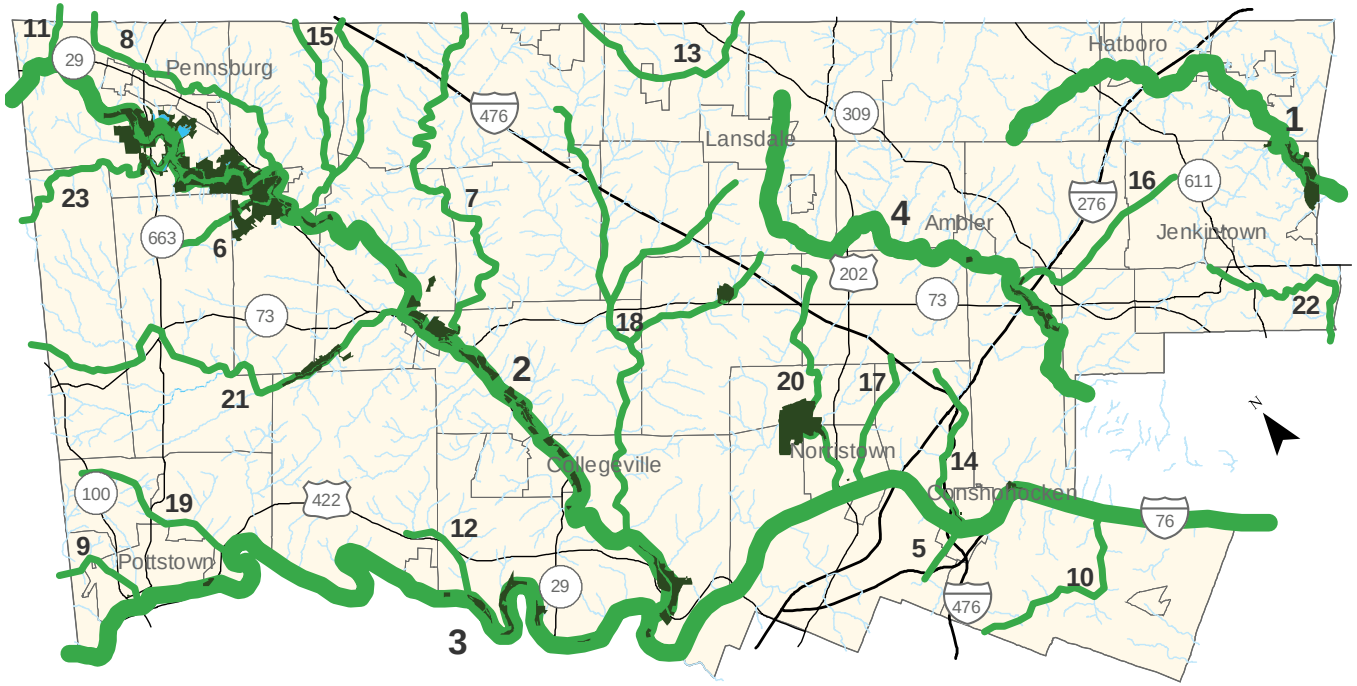
Many of the county's parks are located along a greenway, and, as opportunities arise, the county will look to expand its park holdings within greenways. In addition, the county will continue expanding its trail system within greenways, providing multiple opportunities for residents to interact with nature.

However, most of the greenway corridors are not near county parkland, and local municipalities, both through their park systems and regulations, should work to preserve these environmentally sensitive corridors. Private property owners can also play an important role in greenway preservation.

Measuring success

- Percent of greenway length with permanently conserved open space

GREENWAYS



1. Pennypack Greenway
2. Perkiomen Greenway
3. Schuylkill Greenway
4. Wissahickon Greenway
5. Ballygomingo Greenway
6. Deep Creek Greenway
7. East Branch Greenway
8. Macoby Greenway
9. Manatawny Greenway
10. Mill Creek Greenway
11. Mill Hill-Hosensack Greeway
12. Mingo Creek Greenway
13. Neshaminy Greenway System
14. Plymouth Greenway
15. Ridge Valley-Unami Greenway
16. Sandy Run Greenway
17. Saw Mill Run Greenway
18. Skippack Creek Greenway
19. Sprogles Run Greenway
20. Stony Creek Greenway
21. Swamp Creek Greenway
22. Tookany Creek Greenway
23. West Branch Greenway

Primary Greenway
Secondary Greenway
County Park

Collaboration among Stakeholders

Improved Transportation Choices

Connected Trails and Greenways

Strong Downtowns and Destinations

SUPPORT STRONG DOWNTOWNS AND COMMUNITY DESTINATIONS, INCLUDING MIXED USE AREAS, ARTS AND CULTURE FOCAL POINTS, LIBRARIES, AND OTHER GATHERING PLACES

In this hyper-connected digital age, people seek places to connect in person. The county's schools, places of worship, and shopping malls meet this need to a certain extent. Other venues that draw from even wider demographics also meet this need and are becoming more popular as gathering places, including downtowns, cultural venues, and libraries. To support these places, **the county will...**

...collaborate with businesses, municipalities, chambers, downtown organizations, and others to revitalize downtowns

Many county downtowns have been revitalized over the past decade, such as Ambler, Narberth, Conshohocken, and West Marshall Street in Norristown. In the county and across the region, places have revitalized by recreating employment centers, strengthening arts and culture anchors, accommodating immigrants, attracting nearby wealth, and/or building new housing.

Measuring success

- Increase in residential property values in downtown areas
- New construction in and near downtowns
- New businesses in downtown communities

A strong organization can do marketing, run special events, pursue grants and state aid, maintain public spaces, conduct social networking, run merchandising programs, host online discount sites, support a land bank, etc.

Multi-layered amenities - food, entertainment, parks and plazas, beautiful landscaping, streetscaping, attractive buildings and signs, and accessible parking - create an appealing public realm for visitors.

According to the national MainStreet Program, main streets can revitalize through good design, strong organizations, effective promotion, and economic restructuring. National studies of downtowns find that the most successful ones are managed like a mall, are appropriate for retailers, meet the needs of their market, are safe, have strong advocates, are anchored by important civic and cultural institutions, are walkable, and have a unified, defined area. Above all, these places have strong private and public leadership.

The county does not have a direct role in downtown revitalization but can support revitalization efforts by helping to prepare revitalization plans, encouraging businesses to locate in downtowns, supporting redevelopment planning efforts, working with PennDOT to provide streetscaping and walkable transportation improvements, working with SEPTA to improve public transportation, marketing the county's downtowns, connecting county trails with downtowns, and a host of other supportive and collaborative efforts.

Creating Great Community Places

For downtowns to be vibrant, their public spaces must be vibrant. These parks, plazas, streets, sidewalks, community centers, and libraries are the heart and soul of the community. The Project for Public Spaces published 11 key elements needed to transform these spaces:

- The community is the expert
- Create a place, not a design
- Look for partners
- You can see a lot just by observing
- Have a vision
- Start with the petunias: lighter, quicker, cheaper
- Triangulate by putting different attractions together
- Be persistent despite naysayers
- Partners and activities should drive the design
- Money is not the issue
- You are never finished

F.A.C.E.—Food, arts, culture, and entertainment form the backbone of most successful downtown revitalization efforts. Communities should conduct market analyses and establish appropriate market niches for their downtowns.

Public spaces should have multiple activities to appeal to a wide range of people.

…work with arts organizations, Creative MontCo, the Valley Forge Tourism and Convention Board, and community groups to raise the profile of arts and culture activities in the county

The county has many hidden arts and culture gems and a strong interest in the arts, yet many residents and arts organizations feel disconnected from each other. Creative MontCo, a nonprofit initiative working with partners at the visitor's bureau and community college, is raising the profile of the arts community, creating connections in this community, using arts for revitalization and placemaking, and strengthening the creative economy.

The county, through its parks and historic sites, hosts many arts and culture events. The county will also work with Creative MontCo and other groups to raise the profile of the arts county-wide. In addition, county economic development efforts recognize the importance of the creative sector to the county economy.

Measuring success

- Greater attendance at arts and culture venues

…strengthen the county library and collaborate with other independent public libraries in the county on library resources and services

Despite popular perceptions to the contrary, public libraries are being used more and more, particularly for internet access, egovernment, ecommerce, civic engagement, training, tutoring, and literacy. The county library will need to continue adapting to changing information needs and cooperating with other independent libraries in the county to meet the ever increasing demands on their services. The county's colleges and universities can help meet this demand by making their libraries even more accessible to the general public.

Measuring success

- Increase in items circulated
- More usage of the main county library
- Larger number of municipalities that have a library

Arts and culture events and venues attractive a diverse audience to the county's downtowns and other community gathering places.

Libraries are much more than books. They are gateways to the community, government, the internet, and entrepreneurship.

DOWNTOWN AND LIBRARY FOCAL POINTS

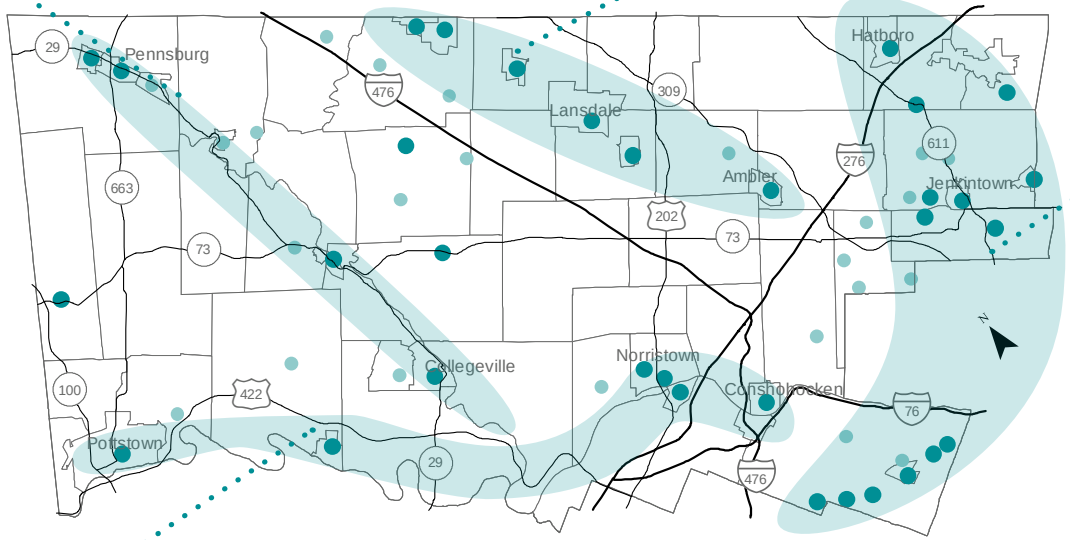
The Perkiomen Trail and county park system are key assets for communities along the Perkiomen Creek.

Arts and culture facilities will remain a focal point for communities along the Lansdale/Doylestown line. Transit oriented development is also important.

Downtown areas in the eastern part of the county can take advantage of nearby wealth by providing restaurant, specialty shop, and entertainment options.

Municipalities without their own libraries or a county library branch building might want to increase library access for their residents.

Any new library buildings should be designed as community focal points, preferably in centrally-located walkable locations near residents and commercial centers.



Primary Downtown/Main Street Area

Secondary Downtown/Main Street Area

Business parks, like Fort Washington, King of Prussia, and Bala Cynwyd, as well as the former Willow Grove Naval Air Station can become new, mixed use community focal and gathering places.

Communities along the Schuylkill River, like Royersford and Bridgeport, should continue reclaiming their riverfronts and creating connections to the county trail system..

Pottstown's revitalization can take advantage of the arts, the Schuylkill River trail, the community college, and new entertainment venues.

Norristown, as the county seat, is a priority for revitalization. With its Arts Hill festival, the extension of Lafayette Street, future trail junction, and riverfront redevelopment opportunities, Norristown is poised for significant redevelopment.

SUSTAINABLE PLACES

Modernized Infrastructure Network

Improved Stormwater Management

Conserved Natural Resources

Opportunities for Healthy Lifestyles

Diverse Housing Choices

Enhanced Community Character

SUPPORT A MODERN, RESILIENT, GREEN, AND ENERGY-EFFICIENT INFRASTRUCTURE NETWORK

Infrastructure, including roads, bridges, sewers, water, power, and communications, is the backbone of land use and economic development. It's often taken for granted that it will function well; however, many parts of the infrastructure system are aging and will need to be modernized. In addition, climate change is putting pressure on the infrastructure network, highlighting the need to keep this network resilient. To improve infrastructure, **the county will...**

...improve county-owned roads and bridges

Montgomery County owns 74 miles of roadways and 133 bridges, 106 of which have spans of 20 feet or more. The county will be conducting an extensive modernization of its system of roads and bridges.

The county will develop a program and schedule for road repaving and rehabilitation. Ridge Pike in Plymouth is currently a priority for rehabilitation. Portions of Ridge Pike, Butler Pike, Bergey Road, East Sumneytown Pike, Schultz Road, Horsham Road, Plymouth Road, and Old Sumneytown Pike are priorities for repaving.

Measuring success

- Number of repaired county bridges
- Miles of resurfaced or rebuilt county roadways

THE COUNTY HAS CREATED A CAPITAL IMPROVEMENT PLAN FOR BRIDGES.

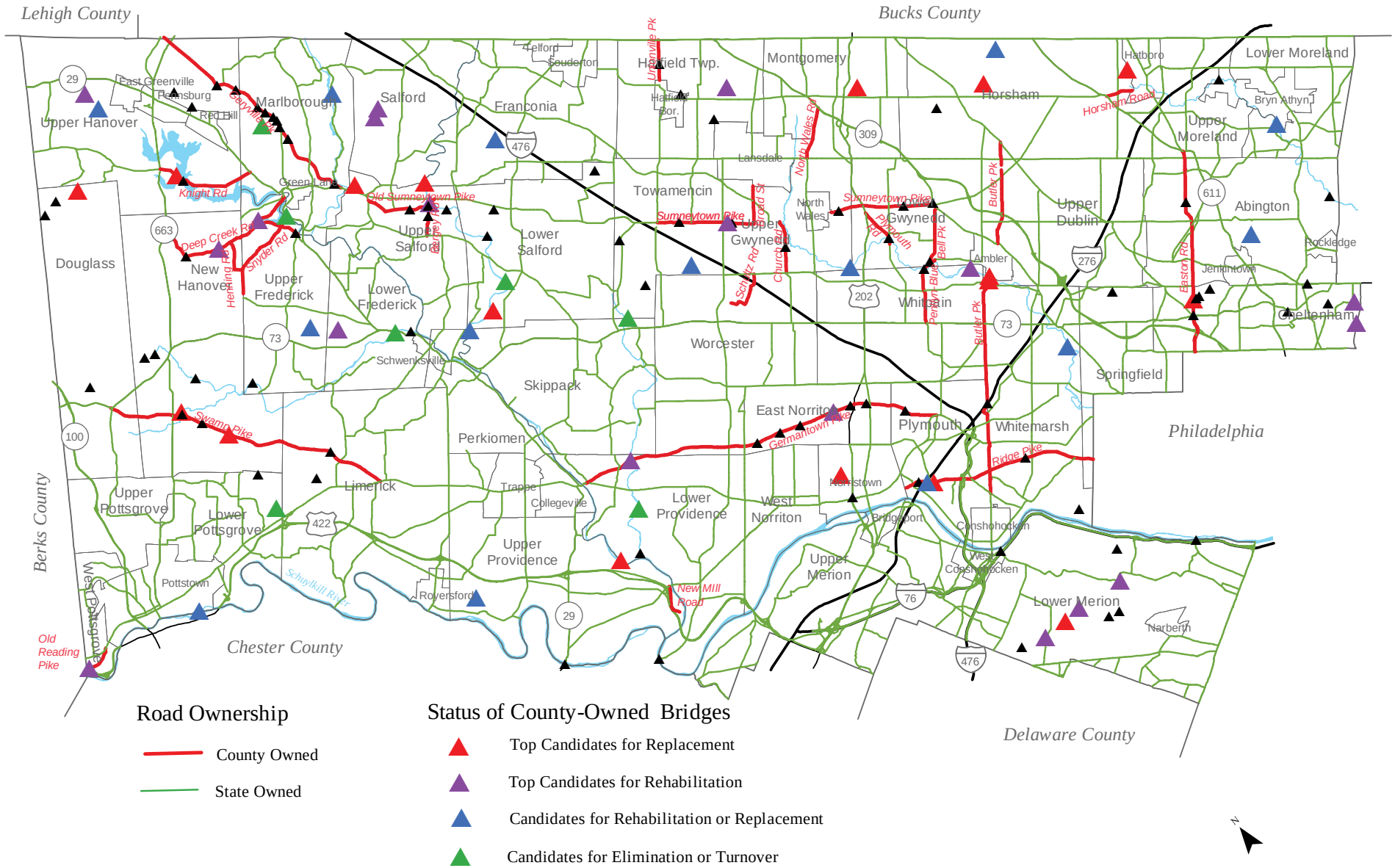
Top Candidates for Bridge Replacement - these bridges will need to be replaced and include Arcola Road, Knight Road, Lutheran Road, Bergeys Mill Road, Morris Avenue, Rostowski Road, Moyer Road, Davis Grove Road, Paper Mill Road, Moreland Avenue, Butler Pike, Stump Road, Swamp Pike, Easton Road, Sterigere Street, and Ridge Pike bridges.

Top Candidates for Bridge Rehabilitation - these bridges do not need replacement but will need rehabilitation. They include Old Gravel Pike, Dietz Mill Road, Simmons Road, Black Rock Road, King Road, Conshohocken State Road, Peevy Road, Old Reading Pike, Line Lexington Road, Green Lane Road, Deep Creek Road, Sumneytown Pike, Germantown Pike, Old Sumneytown Pike, Ashmead Road, Old Gulph Road, Ashbourne Road, and Mount Pleasant Avenue bridges.

Candidates for Bridge Rehabilitation or Replacement - these historic stone arch masonry bridges or steel truss bridges have enough historic significance to be studied to see if they can be rehabilitated. If rehabilitation is not feasible, they will need to be replaced. This category includes Fetters Mill Road, Washington Lane, Valley Green Road, Swedesford Road, Price Road, Keller Creamery Road, Faust Road, Keith Valley Road, Keim Street, Garges Road, Trumbauer Road, Fruitville Road, and Mingo Road bridges.

Candidates for Elimination or Turnover - Because of traffic volumes, significance, or other factors, some bridges should be demolished or turned over to other government entities or private property owners. These include Camp Wawa Road, Snyder Road, and Hedrick Road bridges for elimination. Fern Avenue, Old Gravel Pike, Rupert Road, and McLean Station Road bridges should be turned over to other entities.

COUNTY ROADS AND BRIDGES



Road Ownership

- County Owned
- State Owned

Status of County-Owned Bridges

- Top Candidates for Replacement
- Top Candidates for Rehabilitation
- Candidates for Rehabilitation or Replacement
- Candidates for Elimination or Turnover
- Other County-Owned Bridges

...advocate with PennDOT and local municipalities to right-size roads, install traffic calming, build green streets, install sidewalks, and use other safety and environmental improvements for streets

Streets are the most public places in the county, the connecting thread between communities. Their primary role is to move vehicles, both motorized and non-motorized, but they also have an impact on adjoining properties, the walkability of neighborhoods, the image of communities, and stormwater. There are a number of approaches PennDOT, the county, local municipalities, developers, and property owners can use to lessen these impacts.

Right-Sized Roads - Roads can sometimes be too small or too large for the amount of traffic volume they carry. Many roads built in the 1950s and 1960s were made wider than they need to be, and right-sizing these roads is called a road diet. Often road diets incorporate bike lanes, landscaped medians, rain gardens, crosswalks, and sidewalks. Road diets often increase the efficiency of vehicular traffic flow while making the road safer for everyone.

Traffic Calming - Traffic calming is designed to slow down vehicular traffic and make roads safer and more appealing for pedestrians, bicyclists, and people on adjoining properties. The most common traffic calming techniques used in the Philadelphia area include speed humps, traffic circles, roundabouts, landscaped medians, speed tables, curb extensions or bulbouts, and streetscaping.

Green Streets - Green streets incorporate landscaped areas designed as stormwater best management practices. Instead of going directly into pipes, stormwater runoff is directed into landscaped areas designed to allow water infiltration and filtering of pollutants. Green street techniques include stormwater curb extensions, stormwater planters, vegetated swales, and rain gardens.

Measuring success

- New examples of road diets, traffic calming, and green streets completed in the county
- Fewer accidents on roads

Bumpouts in Jenkintown were used to narrow West Avenue, making it easy for pedestrians to cross from one site to the other.

Keswick in Abington uses streetscaping, landscaped islands, and roundabouts to calm traffic.

… advocate with sewer authorities, the state Department of Environmental Protection, residents, and local municipalities to upgrade municipal sewage collection systems and treatment plants in the most environmentally-friendly way

Sewer service expansions and sewer system upgrades are regulated by plans produced under the Pennsylvania Sewage Facilities Act (Act 537). These plans are reviewed by the state Department of Environmental Protection and the Montgomery County Planning Commission. The Montgomery County Health Department is responsible for evaluating, permitting, and inspecting any on-lot sewage proposals.

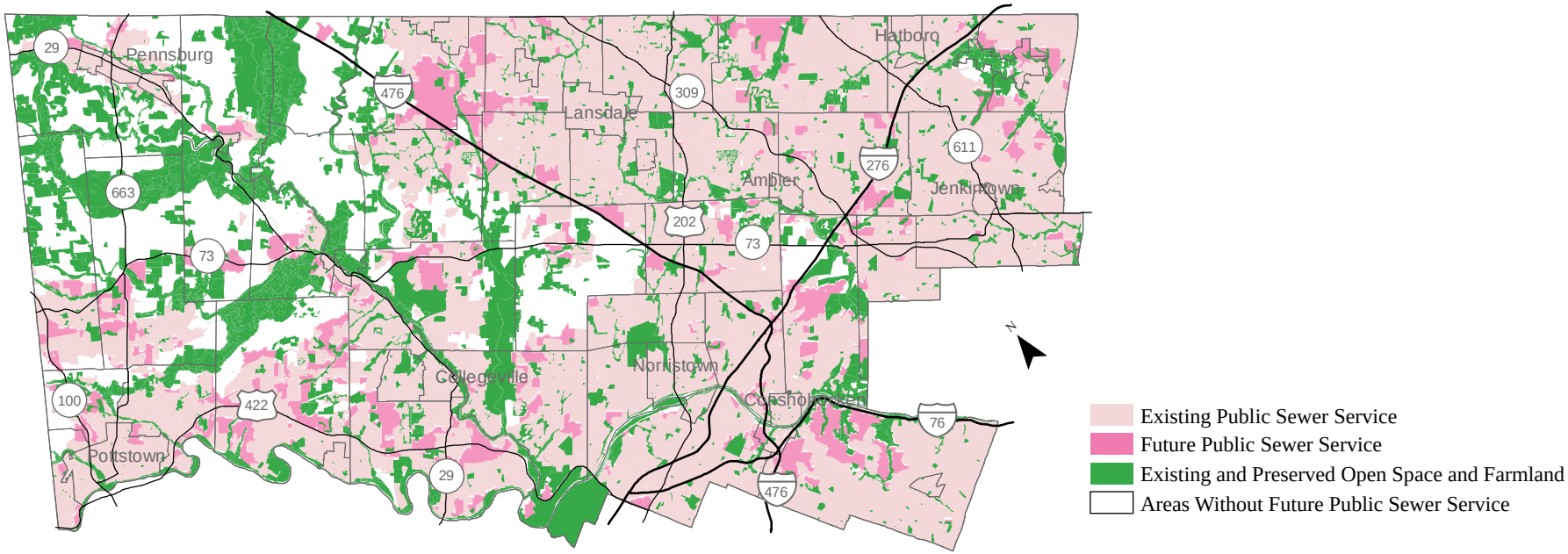
Many of the county's sewage plants and sewer lines are getting old and will need to be upgraded. When upgrades occurs, inflow and infiltration should be reduced, storm sewers and sanitary sewers should be separated, if they are combined, and ozone or ultra-violet light disinfection should be considered. In addition, if sewage sludge is currently being incinerated, authorities should consider composting as an alternative.

In Rural Resource Areas where on-lot sewage disposal will be used, the preferred approach is subsurface disposal, which allows water to percolate back into the water table. Other preferred alternatives, in descending order of preference, include individual residential spray irrigation systems, community lagoon system with spray discharge, community lagoon system with subsurface discharge, and community sand mound. Mechanical treatment and/or direct stream discharge are less preferred alternatives, because they may encourage development at higher densities.

Measuring success

- Number and type of upgraded sewage systems

EXISTING AND FUTURE SEWER SERVICE AREAS



… work with water suppliers, sewer authorities, the state Department of Environmental Protection, and local municipalities to match water supply areas, sewer service areas, and Designated Growth Areas

Water supply and sewage treatment services are provided by municipal authorities or private utility companies. The county will advocate with these agencies to coordinate their efforts with local plans, county plans, and each other.

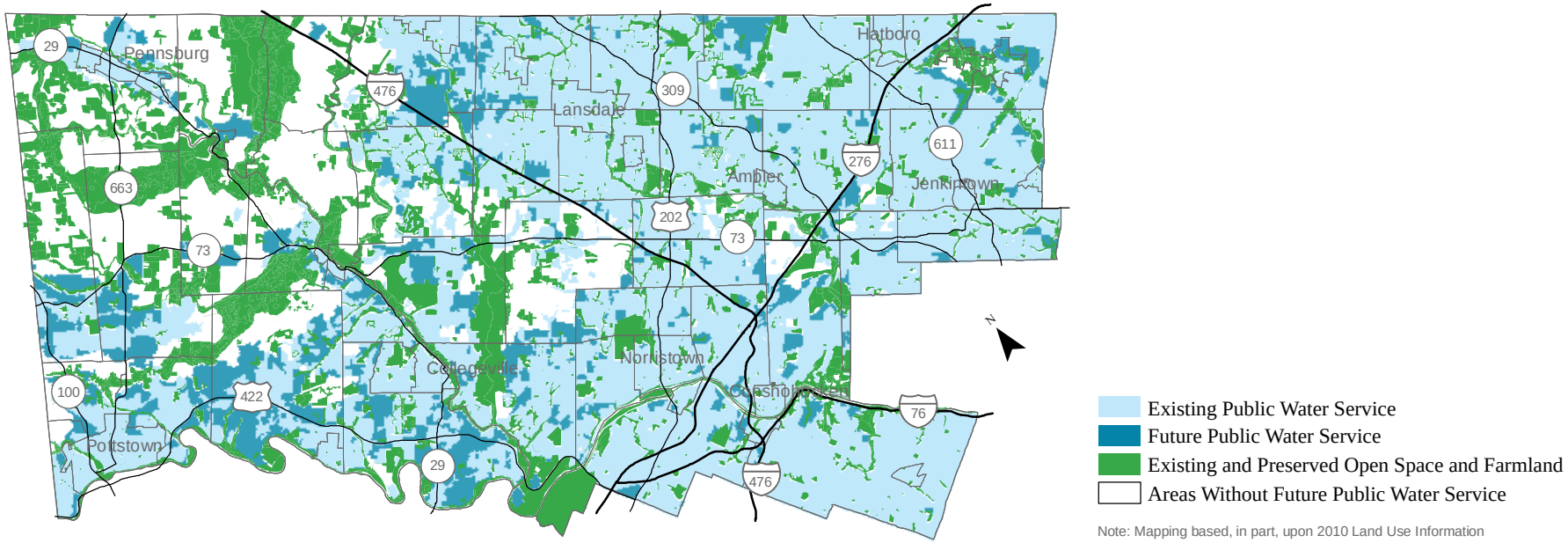
Generally, sewer and water service areas should:

- Serve Designated Growth Areas, as shown in the county's Future Land Use Map.
- Only be extended into Rural Resource Areas because those areas are already served by either public sewer or water, have concentrations of failing on-lot sewage systems, have water supply problems, or contain cluster development with significant open space preservation. Cluster development should have at least 60% open space, a density of less than one home per acre, and a location within a half a mile of an existing public sewer and water system.
- Match each other's service areas as much as possible. It is particularly important to avoid having on-site wells serving developments served by public sewers, because this pulls water out of the water table and discharges it into streams rather than allowing it to infiltrate back into the ground.

Measuring success

- Proportion of new water service areas and sewer service areas that falls within Designated Growth Areas, as shown on the Future Land Use Map
- Proportion of new water service areas and sewer service areas that falls within each other's service areas

EXISTING AND FUTURE WATER SERVICE AREAS



Note: Mapping based, in part, upon 2010 Land Use Information

… advocate with water authorities to protect water sources and encourage water conservation

Overall, Montgomery County is well supplied with drinking water - the county has 17 large public water suppliers and is generally blessed with good ground and surface water supplies. Nevertheless, droughts periodically occur in the region and the water supply can become polluted. The county will work with water purveyors, the state, and municipalities to address these issues. Also, the county Health Department will increase public education and outreach on conservation during periods of drought.

To protect water supply, water suppliers should:

- Replace aging pipes, where needed, and upgrade treatment facilities, making them as energy-efficient as possible.
- Continue interconnecting adjoining systems.
- Educate residents about conservation practices they can use at home and work, including installation of low flow fixtures and use of efficient landscaping and lawn maintenance.
- Improve loss detection on water lines and fix leaks.

Municipalities can:

- Create source water protection plans, including wellhead protection.
- Adopt natural features protection ordinances, such as wetlands, steep slope, floodplain, woodlands, and riparian corridor ordinances.
- Adopt stormwater best management practices to encourage groundwater infiltration.
- Require stormwater best management practices for runoff from farms, golf courses, playing fields, and construction sites.
- Use low density zoning, cluster zoning, and transfer of development rights to keep development and impervious areas out of headwaters and other sensitive areas for the water supply.

Measuring success

- Decrease in water usage per resident
- Improved interconnections between water suppliers

Green roofs are a stormwater best management practice.

Planting trees in riparian corridors and protecting trees and understory growth in these corridors helps protect water quality.

...encourage trash haulers, citizens, businesses, and local municipalities to increase recycling and reuse, while reducing solid waste generation

Montgomery County has a Municipal Waste Management Plan that examines whether the county has enough capacity for the approximately 650,000 tons of waste produced annually and outlines methods of improving waste recycling and reuse. The current plan will be updated by the end of 2014.

Right now, the county has enough capacity for the waste it generates, and this is expected to continue in the future. About 28% of the waste stream is recycled, which is below the state goal of 35%. The county will work with its partners on educational and outreach campaigns to move the recycling rate towards the state goal of 35%. In addition, the county will continue to hold collections for special waste items, such as household hazard waste and outdated electronics.

… adapt to changing energy and communications needs and assist municipalities adjusting to these changes

One of the best ways to address energy needs is to reduce energy consumption, which saves costs and reduces greenhouse gas emissions. The county recently created a new initiative, the Energy Reduction and Sustainability (ERAS) program, for county facilities and operations. The county will implement energy conservation measures, explore opportunities to use renewable energy sources, and promote energy conservation and sustainability with its employees, visitors to county facilities, and citizens-at-large. In addition, the county planning commission will continue sustainability plans for local municipalities.

Measuring success

- Increase in recycling rates
- Decrease of municipal solid waste generated
- More special waste collection events held

Disposing of waste properly, from household hazardous waste to unwanted prescriptions, will continue to create the need for collection events.

Electronic appliances should be recycled rather than put into the general trash stream. Unused drugs should be disposed of at municipal drug drop-off boxes.

With the Limerick nuclear power plant and Montgomery County Waste to Energy Plant producing large amounts of electricity, Montgomery County meets its current and future needs. There might be demand for small natural gas power plants designed to meet short-term peak load or other specific needs, and these should be located on large properties with few environmental constraints in industrial areas with access to cooling water, natural gas transmission lines, and the power grid.

Because of its limited environmental impact, small scale renewable energy, such as solar, wind, and geothermal, should be installed around the county in appropriate locations. Local municipalities should adopt ordinances allowing renewable energy and can use guiding ordinances prepared by the Delaware Valley Regional Planning Commission in cooperation with the county.

Currently, the county is crossed by a variety of electric transmission line corridors and petroleum or gas pipelines. Creation of new corridors should be avoided; however, it is conceivable that upgrades and expansions to existing corridors might happen, possibly for new pipelines shipping natural gas from upstate Pennsylvania to the Philadelphia region. In these cases, construction should be done with as minimal an impact on the natural environment and nearby development as possible.

The communications world has changed dramatically over the past twenty years, and this transformation is expected to continue. Because communication it so important to the economy, the county encourages innovative high-speed communications systems to be installed in key commercial and industrial locations. The major issue with communications is tower siting and design. Whenever feasible, new communication antennae should be attached to existing taller structures, such as buildings, smoke stacks, water towers, or other communications towers. In addition, the design and color of new towers should blend into the surrounding, and towers should have as little an impact on neibhboring properties as possible. Towers should also be the minimum height necessary to achieve the required broadcasting objectives and placed in locations that minimize their impact on the surrounding community.

Measuring success

- Reduction in county energy costs
- Incorporation of renewable energy for county needs
- Municipalities adopting new ordinance standards for energy and communication uses
- Municipalities incorporating sustainable practices into their operations

These wind turbines in Pottstown help reduce greenhouse gas emissions. Energy conservation, helped by tools like the new smart meters, can help even more.

Electric vehicle charging station at the Montgomery County Community College. To encourage alternative fuel vehicles, more charging stations and natural gas stations will need to be built in the county and region.

Modernized Infrastructure Network

Improved Stormwater Management

Conserved Natural Resources

Opportunities for Healthy Lifestyles

Diverse Housing Choices

Enhanced Community Character

IMPROVE STORMWATER MANAGEMENT AND REDUCE THE IMPACT OF FLOODING

Stormwater control and flooding are key issues that transcend local municipal boundaries. To improve stormwater facilities and address flooding from ever-more-common storms, **the county will...**

...implement required county stormwater improvements

Because much of the pollution reaching local streams is from water runoff rather than sewage treatment plant or industrial discharge pipes, the federal government requires local communities to control pollution from water runoff. Montgomery County, like its 62 municipalities, must meet these federal MS4 permit requirements. The county proposes to continue:

- Expanding education on stormwater issues for county employees, contractors on county projects, and visitors to county facilities.
- Training its departments on methods they can use to reduce pollution in stormwater.
- Mapping all stormwater systems and inspecting outfalls for illicit discharges.
- Adopting procedures for properly controlling construction site stormwater runoff on county properties.
- Enacting a post-construction stormwater runoff ordinance or standardizing procedures.
- Updating procedures for preventing pollution, particularly for vehicle maintenance, fueling and washing, stormwater facility maintenance, and storage of materials.

This rain barrel at Green Lane Park helps with the county's MS4 stormwater permit requirements.

Measuring success

- Progress on the permit requirements of public education, public involvement, illicit discharge detection and elimination, construction site stormwater control, and pollution prevention

… complete and update watershed stormwater management plans

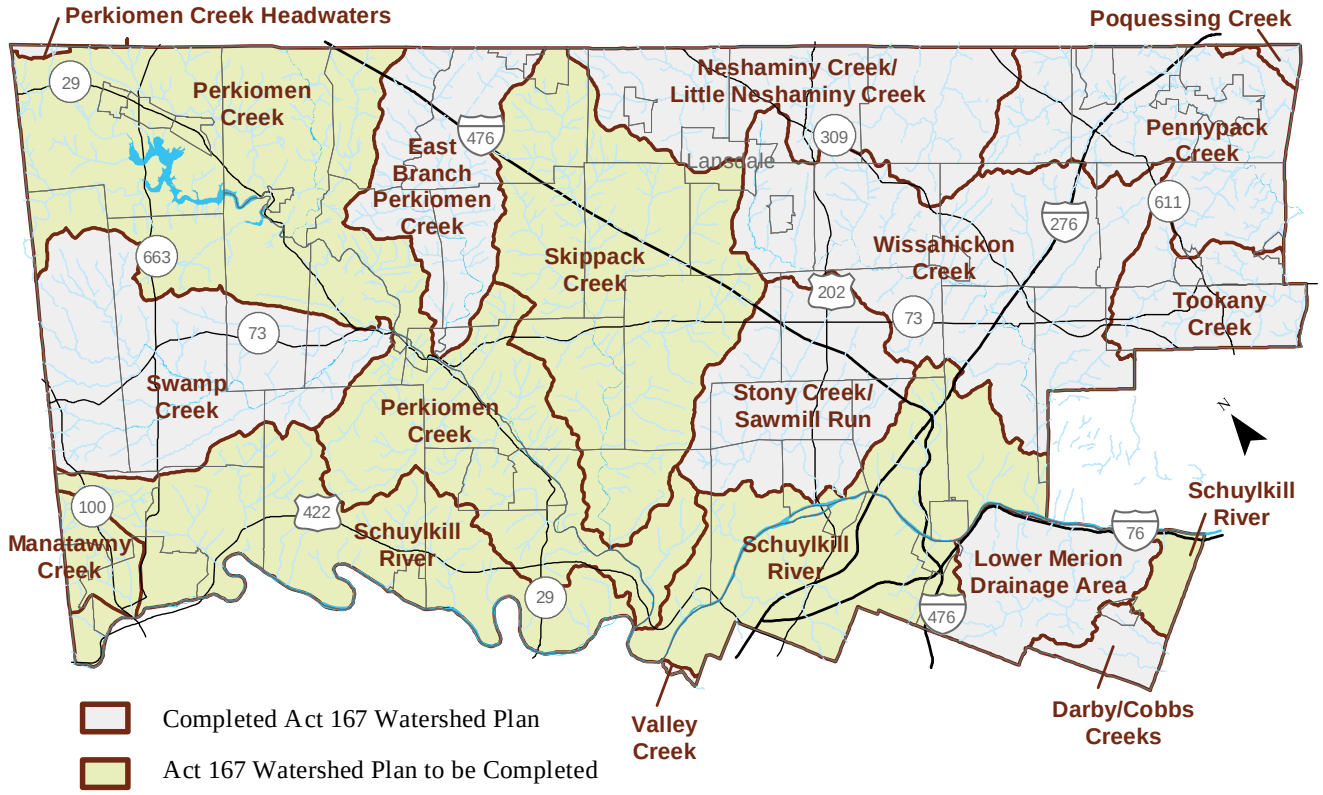
Traditional stormwater control regulations treat all properties within a watershed the same for release of stormwater; however, from a flooding standpoint, it actually makes sense to have different rates of discharge from stormwater basins and other stormwater control facilities. When a property is right next to a river, it might make sense to have the water get into the river quickly before more upstream stormwater reaches that point, while properties in headwaters areas might have a slower rate of discharge.

Because of this, the state requires counties to prepare stormwater management plans for watersheds, known as Act 167 plans. As shown in the map below, Montgomery County has prepared many of its plans. For the future, the county proposes to create one county-wide plan for all watersheds, including updates of watershed plans that have already been completed. This plan will focus on problem areas of county-wide significance.

Measuring success

- More watersheds with a current plan
- Creation of a county-wide stormwater plan

DESIGNATED ACT 167 WATERSHEDS



...advocate with local municipalities and developers for best stormwater management practices

Over time, the techniques for controlling stormwater have evolved from concrete pipes and retention basins to more naturalized systems. The goal is to mimic the hydrology of the property that existed before development. So, if a quarter of the stormwater flowed off the property before it was developed while the rest was infiltrated into the ground, absorbed by plants, or evaporated, then ideally only a quarter should flow off afterwards. While it may be difficult to duplicate pre-development conditions exactly, post-development hydrology should mimic these conditions as much as possible.

Stormwater Best Management Practices (BMPs) attempt to mimic a more natural water cycle and include naturalized basins, vegetated swales, disconnected impervious surfaces, rain gardens, bioretention areas, porous pavement, infiltration basins, sediment forebays, stormwater extended detention ponds, stormwater ponds, and constructed wetlands.

The county will continue encouraging installation of stormwater BMPs in both new and existing developments, including retrofits of existing facilities, and will create a hands on BMP education project, a database of stormwater BMP projects and green developments, and educational information on stormwater authorities. In addition, the county will continue to advocate for adoption of its model Riparian Corridor ordinance, which requires a vegetated buffer next to streams.

Measuring success

- Municipalities adopting new best management practices
- New installations of stormwater best management practices

Bioswales and porous paving allow water to infiltrate into the ground and help with groundwater recharge.

Because trees reduce stormwater runoff and prevent erosion, they are particularly important near rivers and streams.

… work with local municipalities, developers, emergency providers, PennDOT, SEPTA, and emergency management agencies to limit development in the floodplain and limit the impact of flooding

With climate change, flooding seems to be a more common problem. The best method of dealing with flooding is to keep development and fill out of the floodplain. All local floodplain ordinances should prohibit fill and buildings within the floodplain, except for brownfield sites in redeveloping areas. Communities that choose to allow buildings in the floodplain must require these buildings to be elevated and floodproofed.

The impact of flooding can be reduced through an emergency services flood warning system; building code enforcement for floodproofed buildings; good drainage system maintenance; acquisition and demolition of structures in the floodplain; improved stormwater management; re-greening of old development; retrofitting and floodproofing of existing structures in the floodplain; installation of flood control structures; and natural resources protection.

The county has a model floodplain ordinance that it will continue sharing with local municipalities while reviewing municipal floodplain ordinances for their compliance with federal regulations. The county will continue to implement its Hazard Mitigation Plan, which has a number of recommendations for addressing flooding. And the county will encourage partners to plan for flooding, which will continue to occur.

Measuring success

- Newly adopted floodplain ordinances prohibiting structures in the floodplain
- Flood warning systems installed
- Homes and businesses removed from the floodplain or elevated

This elevated train signal hut illustrates changes designed to make infrastructure more resilient to flooding and climate change.

This red and white floodgate can be lowered when the road floods to stop vehicles from driving into unsafe floodwaters.

New buildings should not be put in the floodplain, except for buildings on brownfield sites in redeveloping areas.

Modernized Infrastructure Network

Improved Stormwater Management

Conserved Natural Resources

Opportunities for Healthy Lifestyles

Diverse Housing Choices

Enhanced Community Character

CONSERVE NATURAL RESOURCES, ENVIRONMENTALLY-SENSITIVE AREAS, AND FARMLAND

Montgomery County has many unique natural resources and open space that should be conserved through a variety of methods. To conserve these areas, the county will take a leadership role **and will...**

...advocate with local municipalities, conservation groups, the state, property owners, businesses and others to permanently protect natural resources, open space, and rural areas.

Successful natural resource and open space preservation will be achieved through partnerships involving the county, municipalities, conservation groups, and property owners. This unprotected open space falls into two categories:

- **Conservation Opportunity Areas**—generally, these areas are environmentally-significant landscapes that connect existing preserved open space, primarily existing parks and conservancy lands. The Conservation Opportunity Areas primarily consist of streams, rivers, wooded highlands, forested floodplains, wetlands, and diabase geology areas. These areas might also include adjacent golf courses, large cemeteries, and large institutional properties

  When feasible, these areas should be permanently protected through fee-simple purchase or a conservation easement; however, other preservation techniques can be useful, such as encouraging development on the least environmentally-significant part of a property, transfer of development rights ordinances, land stewardship, and adopting natural resource protection ordinances, such as steep slope and woodland preservation ordinances.

  On some properties, zoning ordinances, such as a cluster ordinance, could allow development on less-significant parts of the site while greenways, environmentally sensitive land, historic properties, and viewsheds are preserved.

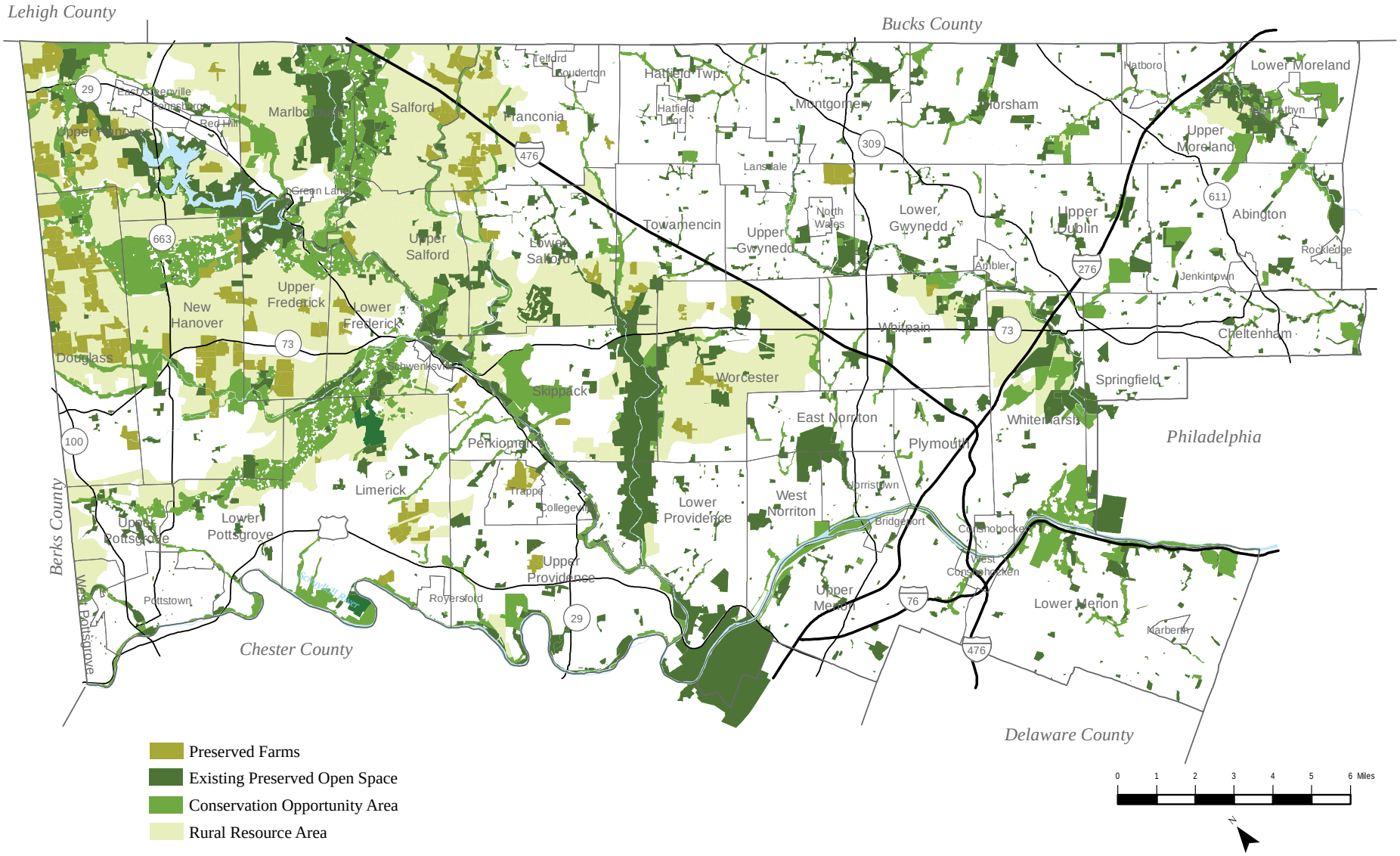
- **Rural Resource Areas**– these rural areas primarily consist of farms, scattered low-density homes, and villages. The county already preserves farms through its farmland preservation program, and local municipalities sometimes preserve farms and other rural landscapes too. Communities can also use land preservation cluster ordinances, transfer of development rights, and farmland zoning to preserve the low density Rural Resource Areas.

Measuring success

- Increase in acres of open space preserved
- New municipal ordinances protecting open space and natural resources
- Percent of new development in areas shown as open space or rural resource areas on the county's future land use map

Greenways and stream corridors, like Saw Mill Run Creek, are vulnerable areas that should be protected.

PRESERVATION PLAN



...permanently protect additional environmentally-sensitive parkland while improving county parks

The county's parks and historic sites are important assets that will be expanded and improved over time in accordance with park master plans, often through partnerships with private sector and non-profit organizations.

The trend of preserving additional land for public use/and or conservation should be encouraged over the next ten years, with logical park expansions and preservation of key natural resource areas continuing to be a priority. However, assembling small parcels or corridors of parkland, especially in urban and downtown areas, should also be a priority in order to bring nature into developed areas, green the places where people live, and spur revitalization of older portions of the county. Success should be measured in terms of gaps completed, connections made, public access provided, landscapes restored, and wise stewardship policies instituted rather than in terms of specific acreage goals met.

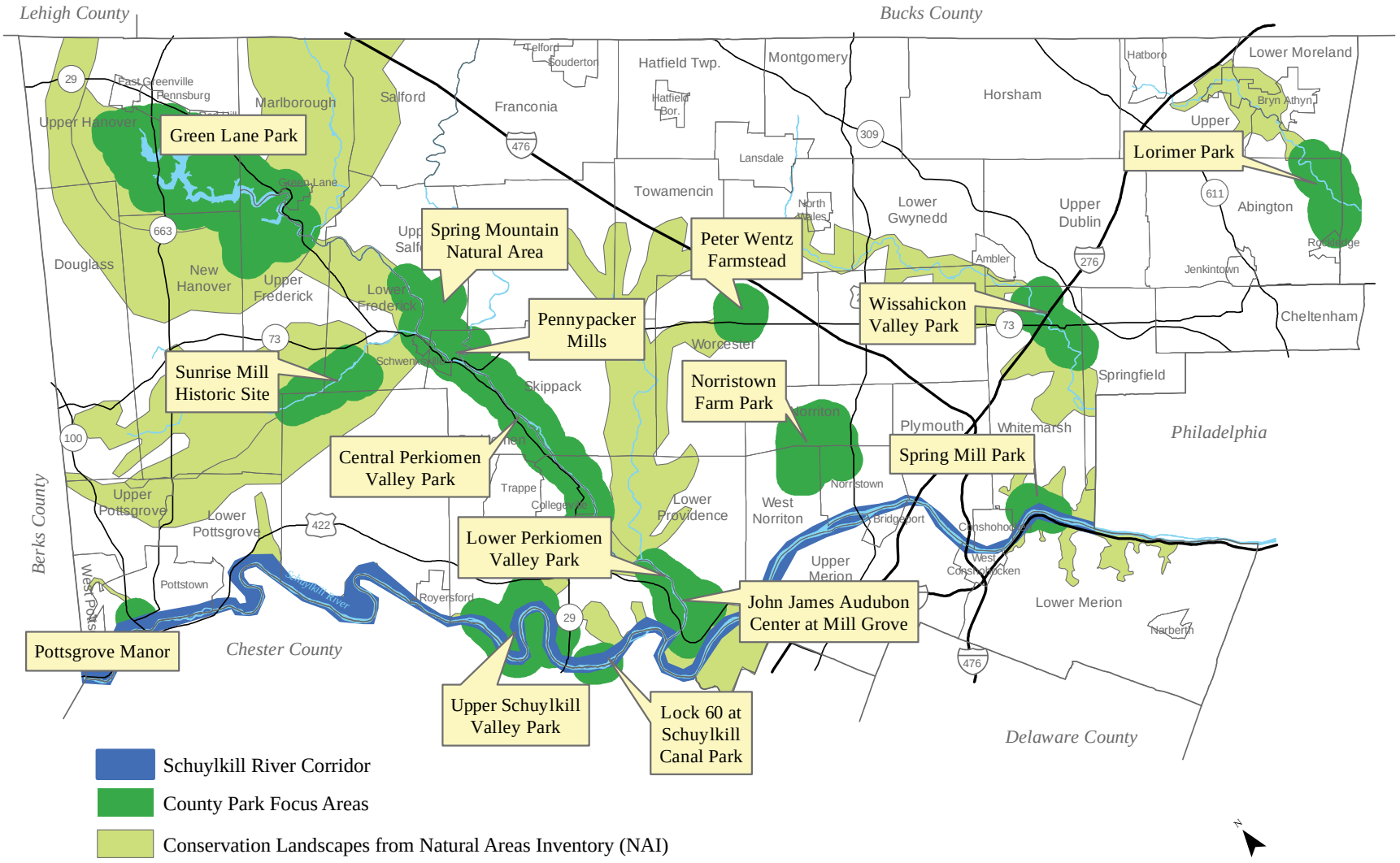
The county will work to maintain the environmental quality of its parks through good stewardship. This will include removal of invasive plants, installation of stormwater best management practices, use of stream stabilization projects, and implementation of wildlife control, including deer and geese management. In addition, the county will work with federal, state, and local agencies to ensure that their parks continue to thrive as great amenities for the county.

Measuring success

- Improvements installed in county parks
- Proposed Conservation Opportunity Areas preserved as county parkland

Conservation Objectives	Priority Project Areas
County Parks, Historic Sites, Natural Areas	
Provide appropriate public access to underutilized or unopened sites	Sunrise Mill; Mingo Basin; Spring Mountain; Green Lane Park
Acquire/protect parcels that fill gaps	Spring Mountain; Pennypacker Mills; Pottsgrove Manor; Lorimer Park
Develop master site and resource management plans for each site	Spring Mountain; Sunrise Mill; Lorimer Park
Institute stewardship policies and best management practices	All county sites
County Trails and Greenways	
Make trail and greenway connections between county sites	Lock 60 to Upper Schuylkill Valley Park; Cross County Trail
Promote completed trail network as collaborative linear park	Perkiomen Trail; Pennypack Trail
Facilitate local connector trails	All county sites
Protect context essential for trail experience	Perkiomen Trail; Pennypack Trail; Schuylkill River Trail
Schuylkill River Corridor	
Acquire/preserve/connect key remaining riverfront areas	West Pottsgrove riverfront to Schuylkill Canal area
Protect special properties as greenway anchors	Barbadoes Island; Oaks Basin
Mentor/assist municipalities to create riverfront greenway districts	Royersford; Norristown; Pottstown
Special Conservation Landscapes	
Acquire/protect relevant properties within NAI conservation landscapes	Bethayres Swamp; Unami corridor Sumneytown to Crusher
Give special protection to NAI conservation landscapes within county sites	Green Lane Park; Spring Mountain; Sunrise Mill
Promote good stewardship throughout each NAI conservation landscape	All conservation landscapes

CONSERVATION FOCUS AREAS



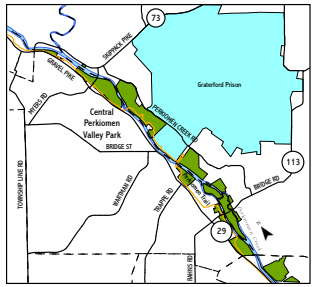
Over the past 20 years, Montgomery County's Open Space Programs were the major impetus for land preservation throughout Montgomery County.

From 1993 through 2014, preserved open space in Montgomery County increased by more than 18,000 acres, an average yearly increase of 900 acres.

Central Perkiomen Valley Park

This park, consisting of 464 acres, is a series of activity areas along the Perkiomen Creek. Future improvements or expansions might include:

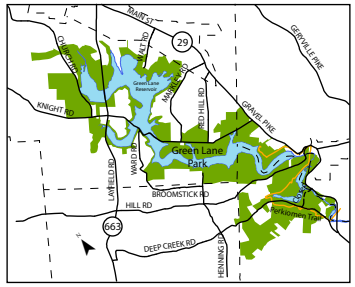
- Filling in of gaps in parkland along Hollywood Drive and Perkiomen Creek Road.
- Addition of fitness stations along existing trail.
- Cooperation with Graterford Prison along the Perkiomen Creek and its tributaries.



Green Lane Park

This park, consisting of 3,062 acres, is a multiuse park centered around two lakes and a reservoir. Future improvements or expansions might include:

- Expanding trailhead parking near Ward Road, possibly on new property.
- Creating a lower loop trail near Green Lane Road.
- Considering partnerships for an adventure course or similar activity.
- Providing a greenway trail to Mill Hill along the Perkiomen Creek
- Experimenting with pontoon boat environmental education tours
- Addition of fitness stations along trails



John James Audubon Center at Mill Grove

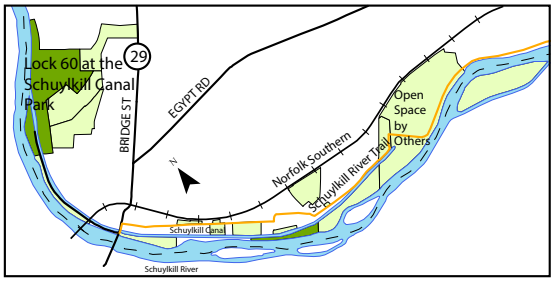
This historic site, consisting of 249 acres, is operated in partnership with the National Audubon Society. Future improvements might include:

- Development of a new museum and visitor center, including renovations and upgrades to the historic structures.
- Upgrading the trail system.
- Providing a separate pedestrian bridge at Egypt Road to improve the existing Audobon Loop Trail.
- Winterization of the pavilion.

Lock 60 at the Schuylkill Canal Park

This park, consisting of 64 acres, features a working canal lock, a towpath, and 2.5 miles of canal. Future improvements might include:

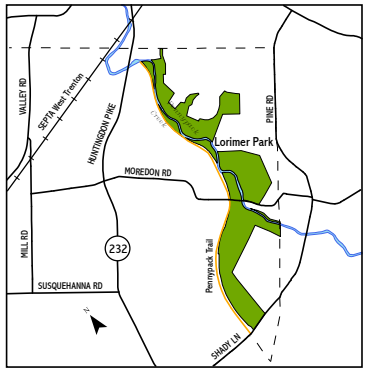
- Completion of the towpath restoration.
- Connector trail between Lock 60 and the Upper Schuylkill Valley Park.
- Improvements to the mule tenders house as an interpretive area with signage.



Lorimer Park

This park, consisting of 230 acres, features trails and picnic areas along Pennypack Creek. Future improvements or expansions might include:

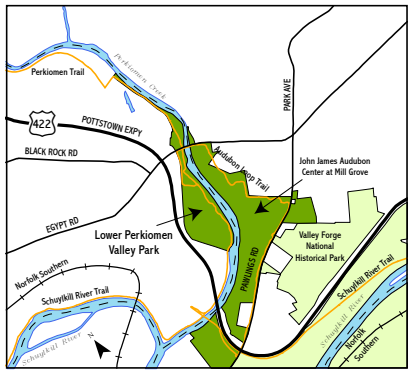
- A trail connection to the north to the Bethayres Swamp, Huntingdon Valley, Bethayres, and Bryn Athyn.
- A trail connection south to Rockledge.
- Fitness stations along the trail.
- Acquiring additional wood and meadow land near Moredon Road.



Lower Perkiomen Valley Park

This park, consisting of 90 acres, has playing fields, trailhead parking for the Perkiomen and Schuylkill trails, and picnic areas along the Perkiomen Creek. Future improvements might include:

- A loop trail.
- Fitness stations along the trail.
- Pedestrian bridge connecting to the Audubon loop.
- Landscaping to provide buffering from Route 422.
- Interior upgrades and repairs to buildings.



Norristown Farm Park

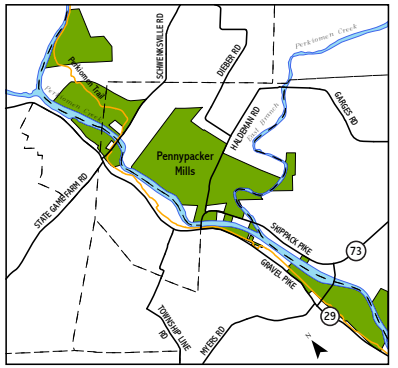
This park, consisting of 690 acres, is leased from the state and includes active farm fields, trails, and picnic areas. Guaranteeing permament protection of the park is critical. Future improvements or expansions might include:

- Expansion of the Whitehall Road parking lot.
- Fitness stations along the trail.and trail extensions to Einstein Hospital and the Norristown Zoo.
- Additional land from the Norristown State Hospital.
- New uses for buildings with private partners, possibly as a bed and breakfast or restaurant.
- A living educational farm, potentially a Community Supported Agriculture (CSA) farm.
- Refurbishing of the barn wing for community use.

Pennypacker Mills

This historic site, consisting of 181 acres, was the home of Pennsylvania Governor Samuel Pennypacker. Future improvements or expansions might include:

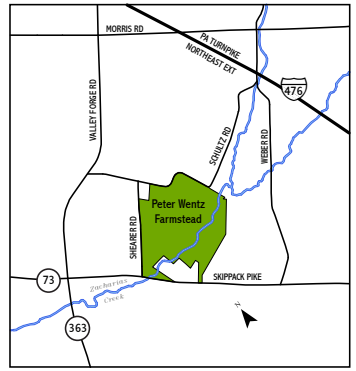
- Acquisition of land that will connect Pennypacker Mills with the Spring Mountain Natural Area.
- A trail loop to Spring Mountain and Schwenksville.
- A connection to the Perkiomen Trail.



Peter Wentz Farmstead

This historic site, consisting of 106 acres, is a farmhouse that was General Washington's headquarters before and after the battle of Germantown. Future improvements might include:

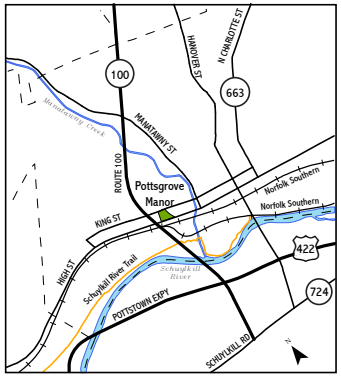
- A new visitor center on the prior Rothenberger property.
- A trail and foot bridge connection to the Rothenberger property.
- Picnic pavilion near parking lot for school groups.
- An improved loop trail with a connection to the county trail system and Worcester's local trail system.



Pottsgrove Manor

This historic site, consisting of 2 acres, was the home of ironmaster John Potts. Future improvements might include:

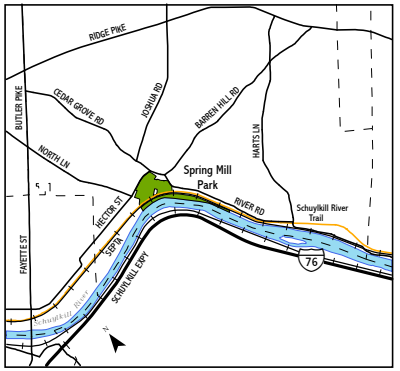
- A better connection to Memorial Park.
- More appealing physical connections to the Pottstown Station for the Colebrookdale Tourist Railroad, the new carousel, and the new miniature golf course.
- Better connections to the Schuylkill River Trail and Riverfront Park.



Spring Mill Park

This park, consisting of 31 acres, remains relatively undeveloped, although it includes trailhead parking for the Schuylkill River Trail. Future improvements and expansions with community partnerships might include:

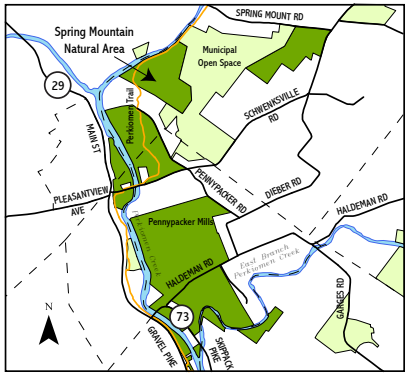
- Riverfront access, possibly including a boat launch.
- Public art near the trail and train station.
- Expansion towards Barren Hill Road.



Spring Mountain Natural Area

This area, consisting of 124 acres, is at the heart of an important natural area and contains trails. Future improvements might include:

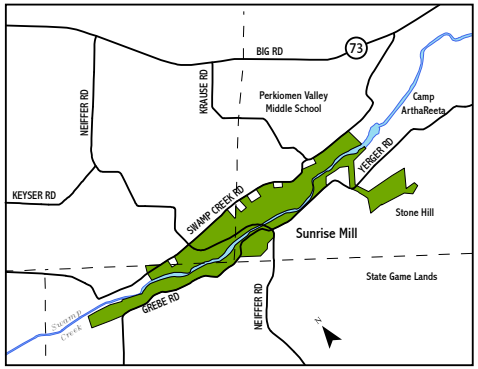
- Loop trail up the mountain for hiking.
- Preservation of land along Schwenksville Road.
- Preservation of land off of Cedar Road around the Perkiomen Trail.



Sunrise Mill Historic Site

This historic site, consisting of 236 acres, contains a historic gristmill but is not open to the public. Future improvements might include:

- Public access to the property.
- An extension of the property onto the former Camp Arthureeta and Camp Joy properties to extend greenway protection along Swamp Creek.
- Operation of the mill by a private partner.
- Preservation of the historic stone arch bridge.



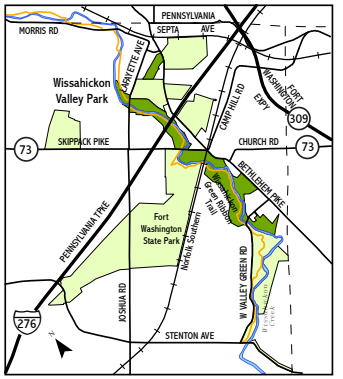
Upper Schuylkill Valley Park

This park, consisting of 244 acres, has river access, picnic pavilions, and a small wildlife center. Future improvements might include:

- A connection to Royersford's riverfront.
- A loop trail crossing of the Schuylkill River at Route 113 into Chester County.
- An upgraded trail connection to Lock 60 at the Schuylkill Canal Park.
- Connections to Upper Providence's trail system.
- A fishing pier and canoe launch
- Upgraded parking and improvements to the wildlife center.

Wissahickon Valley Park

This park, consisting of 149 acres, and the Fort Washington State Park provides an important link in the Wissahickon Green Ribbon Preserve. No county-initiated expansions or improvements are expected, except for a connection to the future Cross County Trail; however, the state may choose to put in new improvements on its property



...increase the amount of preserved farmland.

As of early 2014, the county had preserved about 8,600 acres of farmland on 146 farms through its farmland preservation program. According to the 2012 Census of Agriculture, the county has 596 farms on 30,780 acres, which leaves many opportunities for more farm preservation.

The county expects to continue preserving farms through the state farmland preservation program. The goal is to preserve at least 6,000 more acres on 100 more farms by 2040, for a total of 14,600 acres and 246 farms by 2040.

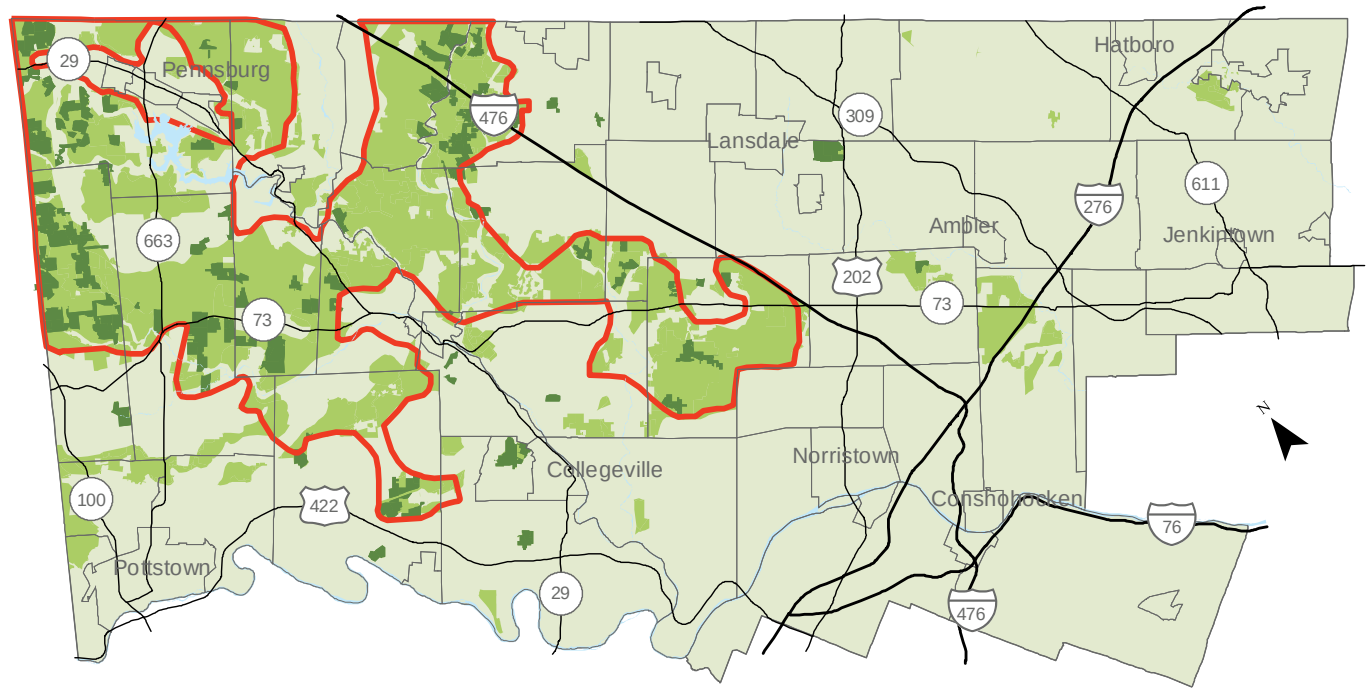
The county will work with partners, such as the Penn State Extension service, the Conservation District, and land conservancies, to provide technical assistance to farmers to keep their farms viable. There is a great opportunity in the county for farmers to meet the demand of the Philadelphia area market for locally produced goods, especially organic vegetables and meat products.

Local municipalities can support farming by easily allowing farm stands, encouraging compatible development in farming areas, encouraging farmers' markets, preserving farms, and respecting the right of farmers to farm.

Measuring success

- Increase in total acreage of preserved farms
- More preserved farms

FARM PRESERVATION AREAS



6,000 more acres of farmland will be preserved by 2040

Modernized Infrastructure Network

Improved Stormwater Management

Conserved Natural Resources

Opportunities for Healthy Lifestyles

Diverse Housing Choices

Enhanced Community Character

PROVIDE MORE OPPORTUNITIES FOR RESIDENTS TO EXERCISE AND HAVE HEALTHY LIFESTYLES

The county's built environment is intrinsically linked with the ability of its residents to lead healthy lives. All county residents need access to the things that keep us fit—such as healthy food and places to exercise. To that end, **the county will...**

...expand opportunities to walk, ride, bicycle, boat, and exercise in county parks while connecting to adjoining parks and facilities.

Montgomery County's parks provide outdoor experiences for the county's residents and visitors and include countless opportunities for recreational activities—such as walking, running, bicycling, boating, and horseback riding. The county will:

- **Explore adding loop trails or trail extensions to county parks.** Potential areas for new trail expansions include Central Perkiomen Valley Park, Green Lane Park, John James Audubon Center at Mill Grove, Lorimer Park, Lower Perkiomen Valley Park, Norristown Farm Park, Pennypacker Mills, Peter Wentz Farmstead, Spring Mountain Natural Area, and Upper Schuylkill Valley Park.
- **Add fitness stations and equipment where suitable.** Fitness stations along trails in parks could fit almost anywhere, particularly Central Perkiomen Valley Park, Green Lane Park, Lorimer Park, Lower Perkiomen Valley Park, and Norristown Farm Park.
- **Take advantage of the unique geography of county parks when opportunities arise.** Other parks present unique opportunities—an aerial ropes course, adventure course, or additional boat launches are possible additions to the county park system.

Measuring success

- Increase in the number of park users

...advocate with local municipalities, schools, and property owners to make communities more walkable and coordinate joint recreation planning efforts.

Communities should encourage "active design" - a way to make the built environment more healthful, livable, and supportive of physical activity. For starters, municipalities can:

- Design playgrounds with ground markings to initiate games and other activities; provide lights on sidewalks and active play areas to allow for physical activity into the evenings; and encourage physical activity facilities in schools.
- Design well-connected streets with sidewalks; keep block sizes relatively small; provide pathways through existing blocks to increase walkability; minimize mid-block vehicular curb cuts; implement traffic calming measures; provide amenities such as seating, restrooms, and water fountains to increase the frequency and duration of walking.

Joint recreation planning is also key. Communities can and should take advantage of nearby amenities that can benefit their residents. For example, the Pottstown area has been discussing joint recreation needs for several years—an outgrowth of the regional planning effort there. A small financial investment shared among the eight communities in the region will be beneficial to all in the long run. Other communities have joined together to plan for joint trail needs—such as Hatfield Borough and Hatfield Township. The county will help coordinate efforts like these to encourage joint recreation planning and use of facilities.

Get Out and Go Montco is a new county initiative to encourage county residents to get healthy and have fun using the county's network of parks, trails, and open spaces.

Measuring success

- Number of recreation coordination meetings held

...work with food providers, farmers, health advocates, and others to increase the supply of local, fresh food.

Having easy access to affordable fresh food is an important step in keeping the county's residents healthy. Many residents rely on convenience stores or fast food restaurants for meals, which often have a limited number of healthy options. This is a real concern with obesity and obesity-related diseases like diabetes on the rise.

Although most of the county is within close proximity to one (or more) full service grocery stores, many of the more densely populated boroughs do not have a full-service grocery store. These places should encourage grocery stores, farmers' markets, community gardens, home gardens, and food safety net providers within their borders to provide fresh fruit and vegetable options.

The county will continue to encourage farming as a viable enterprise by preserving farms, providing technical assistance to farmers, and encouraging farmers to raise and/or grow products for local consumption. Food pantries, cupboards, and soup kitchens should partner with farms and farmers markets to provide fresh produce.

Measuring success

- Increase in farmers' markets
- More farms growing produce or producing meat and dairy products

Modernized Infrastructure Network

Improved Stormwater Management

Conserved Natural Resources

Opportunities for Healthy Lifestyles

Diverse Housing Choices

Enhanced Community Character

SUPPORT HOUSING CHOICES AND OPPORTUNITIES TO MEET THE NEEDS OF ALL PEOPLE

Everyone must have housing, and all people want a variety of choices to meet their specific housing needs. The vast majority of housing demand is met by the private sector, but government does affect this private sector supply of housing, both by regulating housing construction and by subsidizing some housing. To improve housing choices, **the county will...**

...support construction of additional affordable, permanent housing around the county for the disabled, seniors, and families in cooperation with developers and non-profit housing providers

In 2013, the county's Department of Housing and Community Development had about $2.6 million available to support new affordable housing construction, a rental subsidy program for special needs people, and a first time homebuyers program. About $950,000 came from the federal HOME program and about $1,680,000 from the county's Affordable Housing Trust Fund, which uses fees from the recording of deeds. The county expects these programs to continue, with a key focus being the provision of dispersed family housing.

A new emphasis will be placed on the approximately 500 people in homeless shelters or on the streets on any given day, 60% of whom are families. The county's Your Way Home program, with its Call Center and Housing Resources Centers, will partner with philanthropic and non-profit organizations to rapidly re-house people experiencing homelessness in permanent housing or permanent supportive housing.

Measuring success

- New subsidized housing units provided

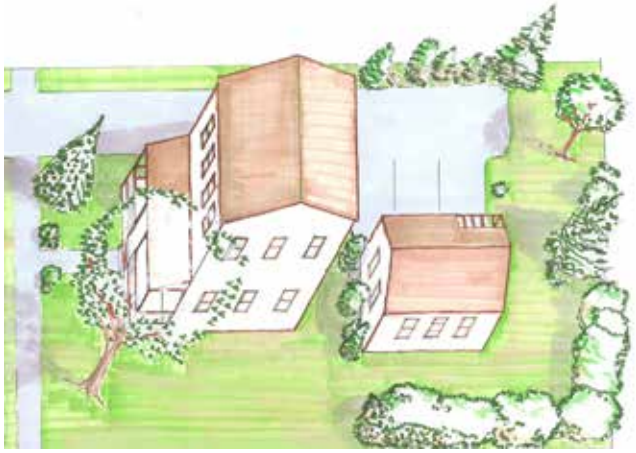
Ardmore Crossing in Lower Merion includes a mix of market rate and subsidized townhouses, as well as subsidized elderly apartments.

County programs help first time homebuyers.

...advocate and partner with local municipalities, developers, and community groups to provide workforce housing, additional walkable new housing, accessory apartments, and accessible special needs housing that will reflect the needs of the county's diverse population

Many actions create housing opportunities, such as:

- Allowing accessory apartments in local zoning districts
- Building apartments, townhouses, duplexes, quadruplexes, twins, and small lot singles in walkable locations that will appeal to singles, young workers, small households, and seniors. (Of the projected demand of 38,000 new units by 2040, 24,700 of the units are expected to be apartments or attached singles.)
- Giving zoning bonuses for workforce housing
- Allowing special needs housing in all zoning districts
- Using employer assisted housing
- Streamlining the development review process
- Encouraging senior housing to be near services and walkable destinations



Allowing accessory apartments is a simple way of giving more housing choices to those who do not need a lot of space

Measuring success

- Increased new multifamily, townhouse, and small lot single developments in appropriate locations
- New municipal ordinances allowing affordable housing, accessory apartments, and special needs housing
- Percent of county population paying less than 35% of their income for housing

...encourage renovation or replacement of aging public housing units in cooperation with the county housing authority

The Montgomery County Housing Authority is an independent agency that administers the U. S. Department of Housing and Urban Development's programs for public housing and the Housing Choice Voucher Program.

The Authority owns and operates four high rise towers designed for elderly and disabled populations and four townhouse communities designed for general occupancy. Because many of the buildings, while functional, are dated, the Authority will continue to introduce improvements and renovations, as well as examine the cost effectiveness of strategically replacing some of the buildings.

Measuring success

- Number of public housing units replaced, improved, or renovated

...encourage continued deconcentration of housing voucher use in cooperation with the county housing authority

Approximately 2,500 households across the county participate in the Housing Choice Voucher Program within privately-owned rental units. Federal standards provide the framework for where the vouchers will most likely be used. The Montgomery County Housing Authority will continue to encourage deconcentration of vouchers by making voucher users aware of housing opportunities around the county, encouraging private sector landlords to accept vouchers, and exploring methods of changing federal funding levels and regulations to increase the value of individual vouchers.

Measuring success

- More municipalities with a housing voucher presence

Modernized Infrastructure Network

Improved Stormwater Management

Conserved Natural Resources

Opportunities for Healthy Lifestyles

Diverse Housing Choices

Enhanced Community Character

ENHANCE COMMUNITY CHARACTER AND PROTECT NEIGHBORHOODS

Most of Montgomery County is now developed, and many of the county's neighborhoods are quite old - even post war neighborhoods are now 60 years old. These places need to remain appealing places, to be true neighborhoods where residents can interact while going for a walk or visiting a park. To enhance and protect its existing neighborhoods, **the county will...**

...through Community Development Block Grants, other government funding, and advocacy, support investment in existing neighborhoods

The county's neighborhoods run the gamut, from brand new subdivisions to older places needing reinvestment. The county will support efforts of municipalities to find additional state and federal funding for infrastructure improvements, such as the Transportation Alternatives Program, Community Conservation Partnership Program, Local Share Gaming Funds, or Act 13 Greenways Fund.

In addition, except for Abington, Conshohocken, Limerick, Lower Merion, and Norristown, which apply for money on their own, the county runs the federal Community Development Block Grant program, which provides grants to eligible municipalities for community improvements. In 2013, the county had $3 million available. Moving forward, these funds will be targeted at supporting public facilities, infrastructure, public services, and economic development.

Investment in older communities is critical

Measuring success

- Increase in residential property values
- New investment in existing neighborhoods

...advocate with local municipalities and developers for appropriate land uses, infill development, and public improvements

As the county has become more developed and as interest in more urban or mature suburban locations has increased, infill development and redevelopment in existing neighborhoods has increased. This infill development should respect the character of existing residential communities and minimize the impact of new development on neighboring developed properties.

This can be done by:

- Adopting Traditional Neighborhood Development or Form Based Zoning.
- Incorporating standards that regulate the scale and design of infill development. These might include requirements on the footprint, height, and width of buildings; requirements for porches, roofs, windows, and doors that are similar to nearby homes; or requirements that garages be in the back of homes.
- Locating industrial, car-oriented, and heavy commercial uses away from residential neighborhoods.
- Encouraging adaptive reuse of old industrial and institutional buildings that add to the character of a community.
- Controlling the lighting, loading, outdoor storage, and trash areas of commercial uses and requiring buffer landscaping next to residential properties.
- Encouraging redevelopment of vacant and underutilized properties with poor maintenance into new, compatible uses.
- Installing traffic calming, sidewalks, and crosswalks to improve walkability.
- Continuing to invest in local parks.
- Recognizing exemplary developments through awards programs, like the county's Montgomery Awards.

New infill housing can match the character of existing neighborhoods.

Adaptive reuse of vacant buildings improves neighborhoods.

Measuring success

- Percent of new development occurring as infill

...organize and support emergency services by enhancing 911 communication, upgrading response systems, continuing strong training, and coordinating efforts

A key part of protecting communities and neighborhoods is making sure they are safe. The county, through its Department of Public Safety, operates the 9-1-1 system; coordinates public safety services among police, fire, and emergency medical responders; and provides public safety training.

A primary county goal is to upgrade the current emergency dispatch system, and the county has allocated $29.9 million for this purpose. This will involve the installation of new equipment, on both new and existing towers.

Another goal is continued cooperation for emergency responders, and the county role in coordinating multi-jurisdictional emergency responses is expected to increase.

The county's Hazard Mitigation Plan identifies potential natural and man-made risks and includes four focus areas:

Understanding Potential Disasters—to better understand potential disasters, the county will improve information about past disasters, improve its mapping capabilities, and develop analytical capacity to better predict disaster impacts.

Improving Public Awareness of Potential Hazards—the county will improve education programming, ensure hazard warnings are clear and timely, and engage the public in hazard training.

Reduce the Negative Impact of Hazard Events—to reduce possible loss of life, injuries, economic costs, and destruction of natural and cultural resources, the county will advocate for hazard resilient infrastructure and buildings, minimize exposure of sensitive populations and facilities to hazards, and discourage development in high hazard areas.

Minimize the Impact of Floods—the county will advocate that development be prohibited in floodplains except for redevelopment areas; encourage use of effective stormwater management techniques; encourage removal of impediments to stormwater drainage; preserve floodplains as open space; and coordinate flood hazard responses.

Measuring success

- Reduced response times
- Increase in shared/ consolidated services of organizations

Flooding, as seen here in Conshohocken, is the county's primary natural hazard.

...work with conservation groups, municipalities, historic preservation organizations, developers, and others to preserve important historic properties

Montgomery County owns four historic properties and will work to continue preserving historic landscapes around these properties while connecting them to the broader community with trails and sidewalks.

Local municipalities can help preserve historic properties by:

- Conducting historic resource surveys.
- Creating historic districts under the Pennsylvania Historic District Act.
- Adopting historic preservation ordinances that provide use and other bonuses for preserving historic properties.
- Adopting town center, village commercial, and traditional neighborhood design zoning ordinances that match zoning standards with the existing historic character.
- Enforcing building, fire, and safety codes in older buildings to avoid loss of historic properties through fire and neglect.
- Working with developers during the land development process to preserve historic building on properties.
- Promoting historic properties through tours and special events.

This historic home in Ambler has been reused as an architect's office

Measuring success

- Increase in municipalities completing historic resource inventories
- More municipalities adopting historic preservation ordinances
- Additional properties eligible for or listed on the National Register

...cooperate with local municipalities, Tree Vitalize, the Department of Conservation and Natural Resources, and other to reinvigorate the tree canopy in communities

The county's urban tree canopy can be rejuvenated by:

- Properly maintaining existing trees with guidance from local shade tree commissions.
- Focusing planting of new trees in priority areas, including riparian corridors, stormwater control areas, parks, and streets, keeping in mind that trees need to be kept away from overhead utility lines.
- Adopting local landscaping ordinances that require replacement of trees that are removed.
- Improving the viability of trees by reducing impervious coverage, providing adequate root growth areas, and planting appropriate trees for the specific conditions.
- Conducting surveys of current tree resources.

Trees improve air quality, improve water quality, save energy, improve health, increase property values, and increase worker productivity.

Measuring success

- More municipalities adopting tree replacement, planting, and maintenance ordinances
- Increase in tree canopy over time

VIBRANT ECONOMY

Improved Transportation Access

Focused Development

Attraction and Retention of Businesses

Flexibility with Market Conditions

Marketing of Assets

IMPROVE TRANSPORTATION ACCESS TO BUSINESSES

Throughout history, transportation and economic development have gone hand in hand. Businesses must have good transportation access to grow and thrive. To a certain extent, all transportation improvements improve access to businesses, since they make it easier for workers to commute and haulers to move freight; however, there are specific projects and policies intended to improve transportation access to employment centers or improve freight. These are highlighted in this section.

The county will ...

… work with PennDOT, the Turnpike Commission, businesses, and local municipalities to provide better access to employment centers with new and improved interchanges, slip ramps, widened and realigned roads, and new road connections

To determine need for improved access, the county will continuously monitor development trends and commuting patterns for signs of congestion and other indicators suggesting upgrades are necessary.

Measuring success

- New and expanded Turnpike interchanges
- Widened, realigned, and new roads leading into employment centers
- Total new real estate investment around new road improvements

… partner with SEPTA, Transportation Management Associations, and other transit providers to expand transit options in employment centers

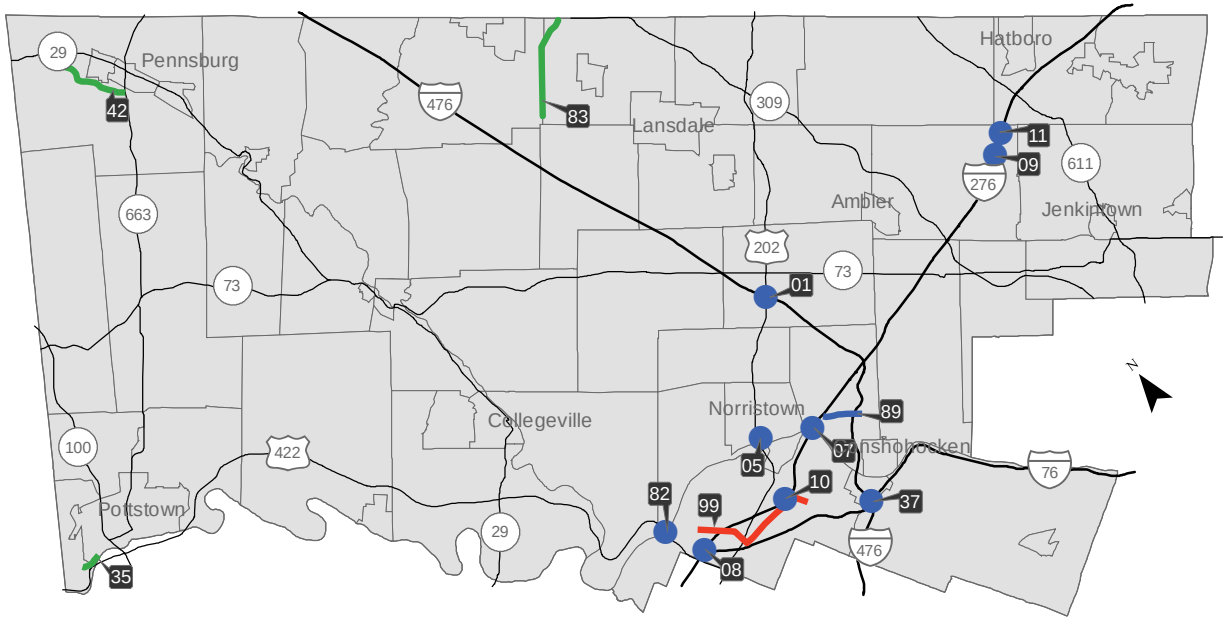
Often, getting transit commuters that last mile can be difficult. The county will advocate with SEPTA, transportation management associations, and businesses to support bus service, shuttle service, and vans into business centers when ridership warrants this service. In additon, the county will explore ways to extend more public transportation into employment centers.

The Conshohockens grew after the completion of Route 476. Their train access has been an additional boon, allowing companies to attract young workers living in Philadelphia.

Measuring success

- Percent of commuters using transit, carpools, cycling, walking, telecommuting, and other commuting alternatives
- Increase in commuters using public transit to access county employment centers
- New investment around train stations

TRANSPORTATION ACCESS TO BUSINESSES



Improved Transit Access to Businesses
Improved Road Access to Businesses
Improved Freight Access

Numbers refer to the project list in the transportation section of the Vision Chapter

Proposed freight improvement include:

- Pa 309 Connector (Number 83)
- Upper Perkiomen Truck Bypass Route (Number 42)
- Keystone Boulevard Extension (Number 35)

A priority for public transportation is to extend the Norristown High Speed Line to the King of Prussia employment center. (Number 99)

Road projects intended to improve access to employment centers and businesses include:

- New or expanded highway interchanges. (Numbers 01, 05, 07, 08, 09, 10, 11, 37, and 82) In particular, new Turnpike slip ramp interchanges are a county priority.
- Ridge Pike in Plymouth Township will be widened to 5 lanes to provide better access to the car dealers and businesses. (Number 89)

… support efforts by the Delaware Valley Regional Planning Commission, businesses, and freight companies to improve freight movement in the county

Freight is a critical part of the county's economy for deliveries to industries and stores and for movement of finished industrial goods to consumers.

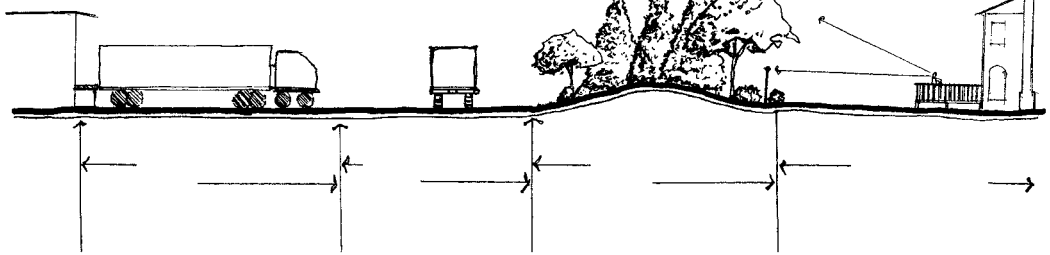
Trucks are expected to continue being the primary freight option in the county.

- The county will encourage accident and incident alerting systems, Intelligent Transportation Systems, traffic management systems, and geographic information systems to maximize the efficiency of freight movement.
- As highways are upgraded, they will need to be designed for freight and truck movement.
- New truck generating facilities should be near highway interchanges and away from residential neighborhoods.
- Highway upgrades near residences should include sound barriers to ameliorate the sound of trucks.
- The county will continue to monitor changes in supply chains to determine if new investment is needed.
- Public-private partnerships may be needed to fund improvements to freight centers and facilities.

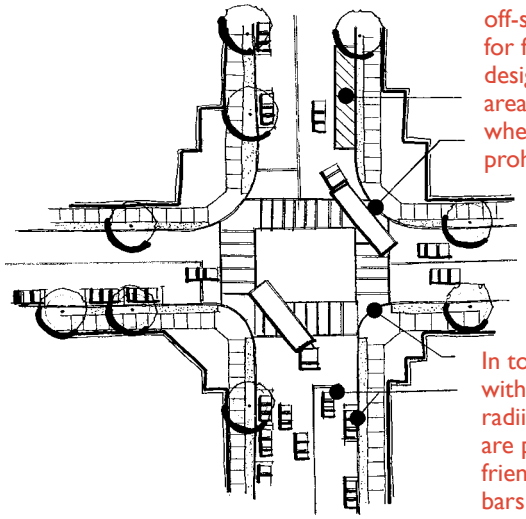
The county also has an extensive freight rail system that will need to be well maintained. Sound barriers, quiet zones, and separated grade road crossings should be used to minimize the impact of train traffic on nearby communities.

Measuring success

- Increase in tonnage moved by trucks
- Increase in tonnage moved by freight rail
- Real estate investment and redevelopment around new freight facilities



When possible, industrial development should not be next to residences. When it is and when there is enough room, buffers should be 50 feet wide and should include a berm and intense landscaping.



Towns without off-street loading for freight should designate loading areas on the street where parking is prohibited.

In town areas with tight turning radii, which are pedestrian friendly, stop bars and parking should be set back from the corner to allow trucks to turn.

… advocate for preservation of existing airports that provide commuter and freight services to businesses

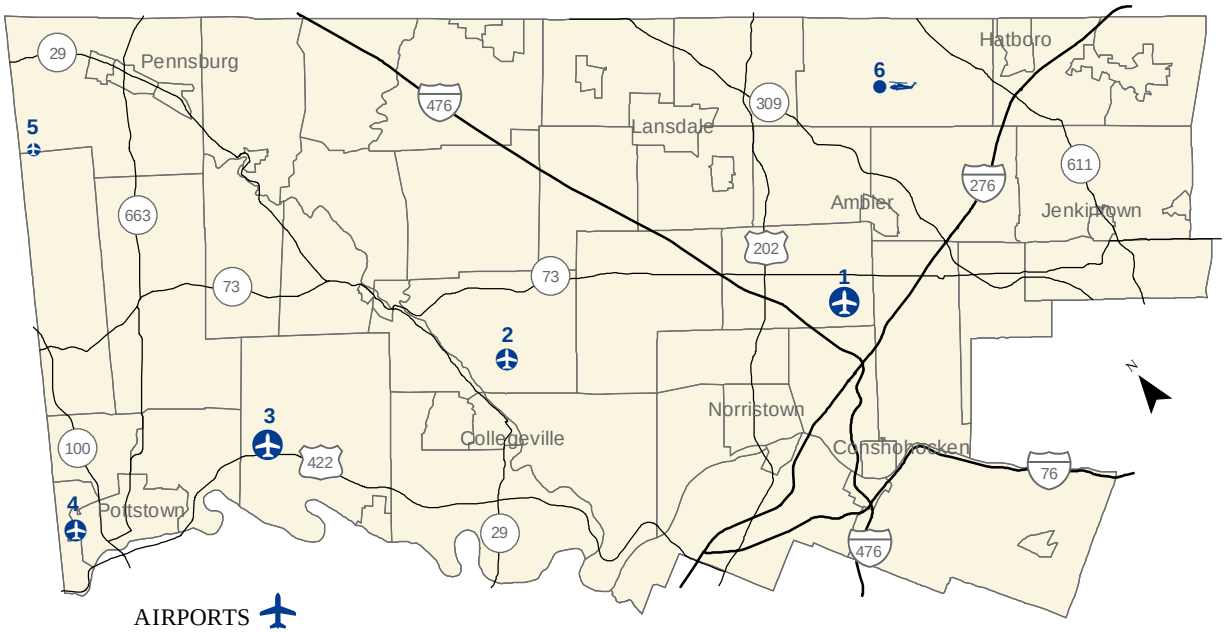
The county's airports currently provide services to the county's businesses, including opportunities for direct flights near corporate offices and direct delivery of goods by air.

In the future, these airports could play a more critical role in the local economy. The county encourages airports to remain to meet existing demand and potential future need. In addition, local municipalities should adopt current airport hazard area zoning standards.

Measuring success

- More dollar output from county airports

COUNTY AIRPORTS



AIRPORTS
1 - Wings Field
2 - Perkiomen Valley Airport
3 - Heritage Field Airport
4 - Pottstown Municipal Airport
5 - Butter Valley Golfport

HELIPORT
6 - Horsham Valley Airways Heliport

- Less than 10,000 annual takeoffs/landings
- 10,000 - 29,999 annual takeoffs/landings
- 30,000 or greater annual takeoffs/landings

Improved Transportation Access

Focused Development

Attraction and Retention of Businesses

Flexibility with Market Conditions

Marketing of Assets

ENCOURAGE DEVELOPMENT AND TRANSFORMATIVE INVESTMENT WHERE INFRASTRUCTURE ALREADY EXISTS

The county has an extensive and robust infrastructure network that can support new development. To encourage investment where this infrastructure already exists, **the county will ...**

… advocate with municipalities, developers, schools, institutions, and businesses to locate new development in proposed growth areas

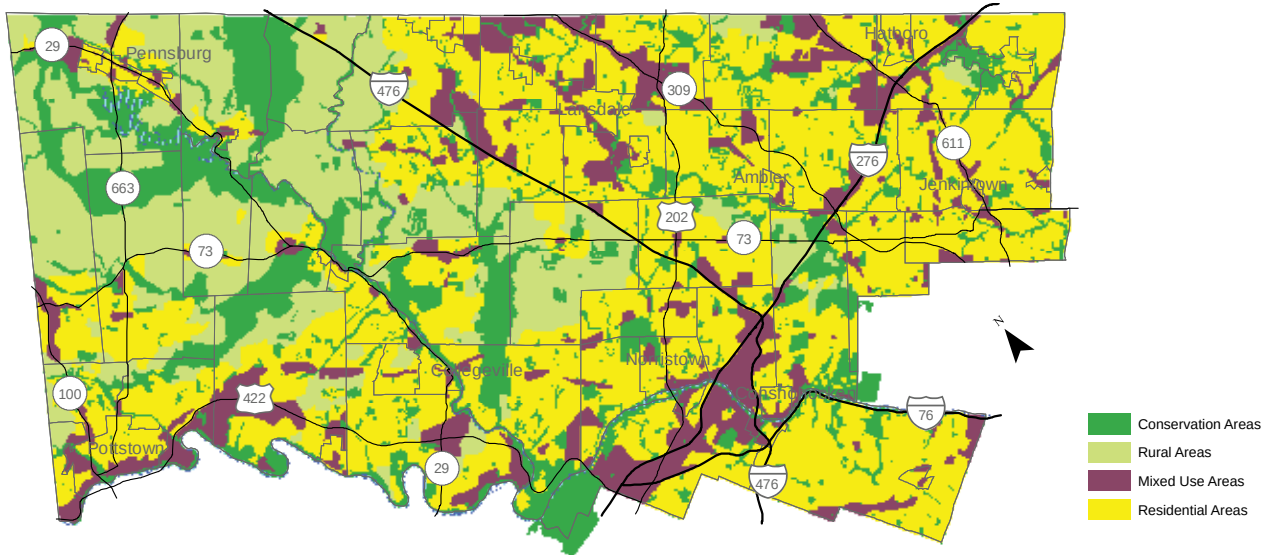
Much of the county is already developed and has the infrastructure in place to support this development, including sewers, water, roads, and stormwater control. Focusing new development on vacant and underutilized land in these developed areas will save capital and operating infrastructure costs, lower construction costs for new development, and shorten commuting times for workers.

The Future Land Use Map shown in the final Vision chapter has a number of mixed use and residential land use categories that constitute designated growth areas for the county. Future development should occur in appropriate locations within these designated growth areas, primarily in mixed use areas, although undeveloped land in residential areas is generally appropriate for new residential growth.

Measuring success

- Percent of new development in growth areas shown on the Future Land Use Map

GENERALIZED FUTURE LAND USE



… work collaboratively with local municipalities, developers, the state Department of Environmental Protection, and the state Department of Community and Economic Development to encourage redevelopment of underutilized and vacant industrial land

Most of the industrial land in the county should stay industrial, even when it redevelops. Although industrial development has been limited lately, there are important trends pointing towards renewed interest in industrial construction, including reshoring of manufacturing from overseas, lower energy costs because of natural gas production, and new distribution centers focused on moving retail goods quickly to markets. The county encourages and supports this industrial growth.

Some industrial properties - such as older ones in residential areas, properties not meeting current access and size requirements, and land near passenger rail stations - might be appropriate for new uses, such as mixed use buildings, apartments, and offices. Some of these are brownfield sites that may have contamination or the perception of contamination. Reuse of these areas can take advantage of the brownfield assessment process, federal and state incentives and subsidies, changes in zoning regulations, investments in infrastructure, and land assemblage.

Measuring success

- More brownfield sites redeveloped
- Decrease in Superfund sites in the county
- Increase in federal and state funding for brownfields remediation
- New municipal ordinances allowing alternative uses on industrial properties in residential areas, with obsolete conditions, and near train stations

… work with municipalities, developers, and businesses on modernizing and adapting older office and business parks in the county through zoning changes, infrastructure improvements, marketing, and private sector investment

Many of the county's business parks and campuses are getting older and would benefit from new investment and renovations. To create a more diverse working environment and to appeal to younger workers, municipalities may want to change their zoning, allowing office campuses to become more mixed use, with restaurants, retail shops, service businesses, entertainment facilities, health clubs, day care centers, and apartments.

The county will encourage infrastructure improvements, particularly better transportation access, for these employment centers.

Most industrial land in the county should continue to be used for industrial purposes

The old Unisys campus has been transformed into a modern, amenity-rich office complex through private sector investment

Measuring success

- New office and industrial jobs in the county
- Increase in real estate investment in offices
- Increase in real estate investment in industrial buildings

Improved Transportation Access

Focused Development

Attraction and Retention of Businesses

Flexibility with Market Conditions

Marketing of Assets

ATTRACT AND RETAIN BUSINESSES AND VITAL COMMUNITY ASSETS

Montgomery County has a strong, diverse economy and wants to keep this economy growing to provide well-paying jobs to its residents and a strong tax base for infrastructure improvements. To attract and retain businesses, **the county will ...**

... partner with the Greater Philadelphia Chamber of Commerce, Select Greater Philadelphia, the Greater Philadelphia World Trade Center, local chambers, the PA Department of Community and Economic Development, the Ben Franklin Technology Partners, the Economy League, and others to assist businesses that want to expand or locate in the county

The Greater Philadelphia Region, which stretches from Wilmington to Trenton, has an excellent location between New York and Washington DC; a lower cost of living than other parts of the Northeast; a low cost of doing business and relatively low Class A office space rents; a highly educated workforce; and a high quality of life, including superb schools, great healthcare, and wonderful activities.

Working within the regional framework, the county will provide guidance and assistance advocating for transportation and other improvements for businesses that want to expand or locate here while working to attract and retain skilled workers.

Measuring success

- New jobs in the county
- Increase in businesses in the county
- Growth of key sectors
- Decrease in unemployment rate

The Montgomery County Development Corporation, part of the one stop shop at the county Commerce Department, and the Ben Franklin Technology Partners of Southeastern Pennsylvania will jointly run PA Life Sciences Connect, a new program to support business ventures and jobs in Southeast Pennsylvania's critical life sciences sector.

Key Sectors for Greater Philadelphia

- Life Sciences
- Advanced Manufacturing
- Information Technology and Communications
- Financial and Professional Services
- Logistics
- Energy
- Higher Education
- Healthcare

… through its Workforce Investment Board, collaborate with the Montgomery County Community College, other colleges, the county's four technical high schools, and other trainers and educators to retrain and support a skilled workforce

The county will implement the following strategies to address current labor market needs:

- Identifying and bridging skills gaps in the workforce
- Developing employer driven partnerships
- Developing and expanding career pathways
- Using the most effective job matching services in its PA CareerLink system

Workforce Investment Board Implementation

- Market the state's Keystone Works program for dislocated workers to interested businesses.
- Develop short term pre-employment training as an intensive service.
- Cooperate with the County Assistance Office to provide assessment, job development, case management, and GED preparation for those moving from welfare to work.
- Use the Mobile Outreach Skills Training program for manufacturers to address their talent needs.
- Emphasize the career potential of high priority occupations. Incorporate an Employer Connection series of employer panels into the service delivery system.
- Use WorkKeys assessments in the PA CareerLink program to identify "real world" skills needed for specific job success.

Measuring success

- Percent of dislocated workers entering employment increases
- Increase of trainees placed into careers

The county's many colleges, universities, and high schools are critical providers of workforce training.

Improved Transportation Access

Focused Development

Attraction and Retention of Businesses

Flexibility with Market Conditions

Marketing of Assets

FLEXIBLY ADAPT TO CHANGING MARKET CONDITIONS AND DEMOGRAPHICS

Important shifts are happening in the county's population and real estate market, and the county must be prepared for these changing conditions. On the demographic front, the county's population is aging and foreign-born residents are increasing, while many young residents express interest in more urban locations. In real estate, mixed use is more popular, offices are being reimagined, apartment development is growing, industrial may be coming back, and retail is changing.

The county will stay on top of these trends, adjusting its work and outreach to continuously address changing demographic and real estate trends. Specifically, **the county will ...**

... encourage communities, businesses, arts organizations, and developers to create walkable, mixed use, transit-friendly, and entertainment-supportive employment centers, towns, and destinations to attract young workers and other key demographic groups

Younger generations tend to have more formal education than older ones, and many businesses find that their young, creative workers want to live in more urban locations.

Measuring success

- Increase in young adults moving into the county

40% of Millennials prefer cities, compared to 28% of all adults - The county will continue to encourage town revitalization and new mixed use development to meet this demand

62% of Millennials want to be close to a mix of shops, restaurants, and offices, compared to 53% of all adults - The county will work with municipalities on zoning that allows well-designed mixed use development

55% of Millennials want public transportation options, compared to 51% of all adults - The county will work with SEPTA to improve public transit convenience and access

76% of Millennials rate walkability as important, compared to 70% of all adults - the county will prepare a walkability plan and will encourage good pedestrian design

… advocate with local municipalities, health care providers, and developers to create an environment that meets the needs of an aging population

As the Baby Boom generation ages, the county's older population will increase significantly, approximately 58% by 2040. The county, through its Office of Aging and Adult Services and Planning Commission, will advocate for the unique needs of these residents.

Livable places meeting the needs of older citizens have:

- Safe, easily accessible parks and public areas with sufficient outdoor seating, trails, and restrooms
- Buildings that are well signed and easy to enter or drop someone off
- Accessible sidewalks and crosswalks in walkable neighborhoods
- Public transportation options
- Roads and signage with straightforward markings, drop off areas, and signage
- All types of housing in areas that are close to services and the rest of the community
- Assisted living and nursing homes within the community
- Homes designed for accessibility and aging in place
- Venues for events and activities in well lit, convenient locations

Measuring success

- Higher percent of elderly who move but choose to remain in the county

… work with local municipalities, developers, and property owners redeveloping older retail properties

With so many shopping centers in the county, many older centers and properties may be ready for redevelopment. The county will prepare a guide for redeveloping and improving retail commercial areas.

Some retail areas can convert to different uses such as:

- mixed use areas and town centers
- offices, including health care facilities
- recreational centers and gyms
- apartments
- twins, townhouses, qudruplexes, duplexes, and other medium density housing

Whether they remain retail or not, existing retail properties should have:

- combined driveways and interconnected parking
- buildings close to the street with front doors and windows facing the street
- sidewalks set back from the street that connect to the building
- street trees, landscaping, walls to screen parking, and other street beautification
- appropriate signage

Measuring success

- Conversion of obsolete centers to new mixed use developments, modernized centers, and other uses

Improved Transportation Access

Focused Development

Attraction and Retention of Businesses

Flexibility with Market Conditions

Marketing of Assets

FACILITATE MARKETING OF THE COUNTY AND ITS ASSETS

Montgomery County has incredible resources and assets that make it a prime location for businesses, residents, visitors, and institutions. To make more people and organizations aware of these tremendous assets, **the county will ...**

... partner with the Valley Forge Tourism and Convention Board, Visit Philadelphia, and tourist sites to attract visitors and increase county-wide tourism

The county's official tourism promotional agency will use its iconic and nationally reccognized "Valley Forge" identity to distinguish itself and use the county's great history to welcome visitors from all over and to drive business into county hotels, attractions, retail shops, restaurants, and more. The agency will have a local campaign and pride building outreach effort, "MakeitMontco," to inspire locals to become tourists in their own backyards. This promotional campaign will market the county's many wide-open spaces, unique places, adventurous activities, and historic attractions.

Signage and wayfinding systems will also be used to help visitors get to their destinations.

Measuring success

- Percent of hotel rooms occupied
- Increased tourism spending in the county
- Additional employees in tourism-related businesses

Cultural Tourism

Shopping Tourism

Recreational Tourism

… partner with the Greater Philadelphia Chamber of Commerce, local chambers, the community college, and other economic development agencies to emphasize the assets of Montgomery County

New brewery in Pottstown

Montgomery County is a great place for business in the Philadelphia region. Its many assets include:

- Extensive interconnected highway network and public transportation
- Diverse economy that leads the state in high tech and manufacturing jobs
- A well-educated workforce, leading the Philadelphia region in percentage of residents with graduate or professional degrees
- Effective governments, schools, colleges, and utilities that can meet the needs of businesses
- Relatively low taxes for the services provided

Measuring success

- More new businesses choosing the county
- Increase in net importation of workers

… increase awareness in the business community of county economic development resources

In 2014, the county completed its transition to a one-stop shop for economic development—the Commerce Department. The Redevelopment Authority, Industrial Development Authority, and Economic Development Corporation are now part of this department. The new MC2B initiative is focused on serving businesses. The next step will be to expand the marketing and outreach of the Commerce Department, which has four primary focus areas:

Measuring success

- More businesses interacting with the county Commerce Department

BUSINESS SOLUTIONS – loan programs, employee recruitment services, and site location assistance

REDEVELOPMENT AREAS – redevelopment planning, brownfields, tax increment financing, affordable housing support, and enterprise zone administration

JOBS AND TRAINING – on the job training, customized job training, and CareerLink

YOUTH PROGRAMS – job readiness, life skills, summer internships, and GED and employability classes

2040 VISION

Land Use Vision

Transportation Vision

Overall Vision

LAND USE VISION

Over the next 25 years, the land use pattern in the county will evolve, reflecting market trends, consumer demand, and government policy. In 2040, the county's future land use will include:

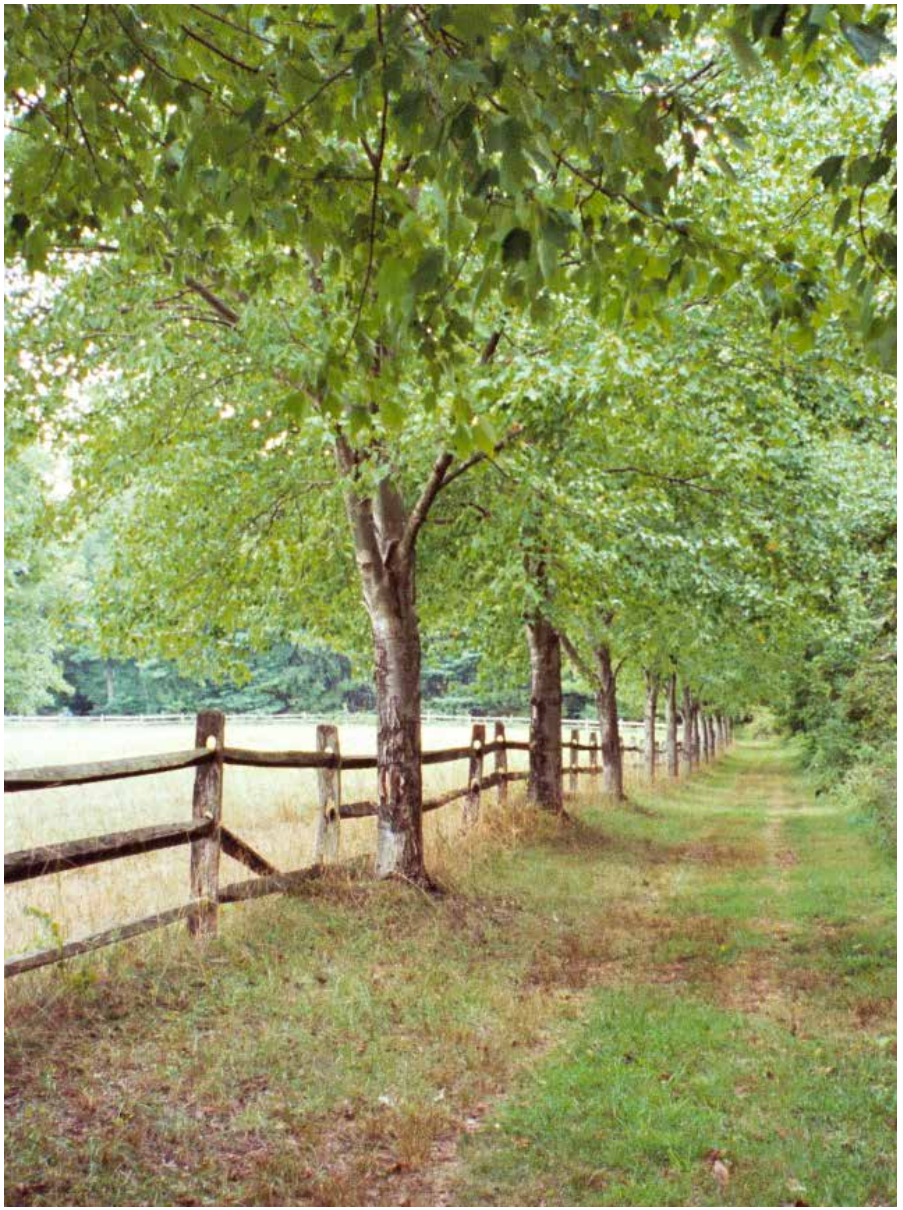
- Attractive, prosperous, and accessible residential neighborhoods designed for neighborly interaction.
- Traditional rural landscapes with preserved farms, wooded valleys, and country homes.
- Modern, walkable, green, connected, and mixed use commercial and community cores.
- Vibrant downtowns and village centers.
- New high tech, life sciences, professional, financial service, and advanced manufacturing development in research centers, business parks, and mixed use cores.

Office areas, commercial strips, mixed use areas, downtown edges, land near train stations, and retail centers may see new walkable, mixed use development.

The county's residential neighborhoods should remain relatively unchanged in the future.

The county will remain an economic powerhouse and is expected to continue leading the state in high tech and manufacturing employment.

Downtown and village areas will remain community focal points with lively streets, strong businesses, and popular entertainment and restaurant destinations.



Development should be limited in rural areas, with more farmland permanently preserved.

Growth and Rural Resource Areas

In accordance with the state enabling legislation, the county can be divided into broad land use categories that reflect the desired character, level of development, and access to utilities. These three broad categories are Growth Areas, Rural Resource Areas, and Open Space Preservtion Areas.

- **Growth Areas** - these areas are the most logical parts of the county for new development. Virtually all new non-residential development should be in Growth Areas, as well as 95% of new homes. Generally, residential development should be at densities greater than one home per acre, and all development should be served by public sewers and water.

  Developed Land in Growth Areas - These properties are already developed with homes, businesses, and institutions. Some Developed Land properties, such as a vacant shopping center, old office building, or underutilized industrial site, will redevelop and intensify. In addition, infill development may occur in many different locations.

  Developable Land in Growth Areas - Developable Land properties are currently farmed, vacant, or open. These properties may see future development, and much of the new development in the county is expected to go on these properties

- **Rural Resource Areas** - these rural areas should have very limited new development. No more than 5% of the county's new residential development should be located in Rural Resource Areas. Generally, these areas should not be served by public sewers or public water, except for special cases involving failing on-lot sewer systems, residential cluster developments, or water supply issues.

  Developed Land and Preserved Farmland in Rural Resource Areas - These areas are either developed with low-intensity residential, business, and institutional uses or are permanently preserved as farms. Very little additional development is expected on these properties.

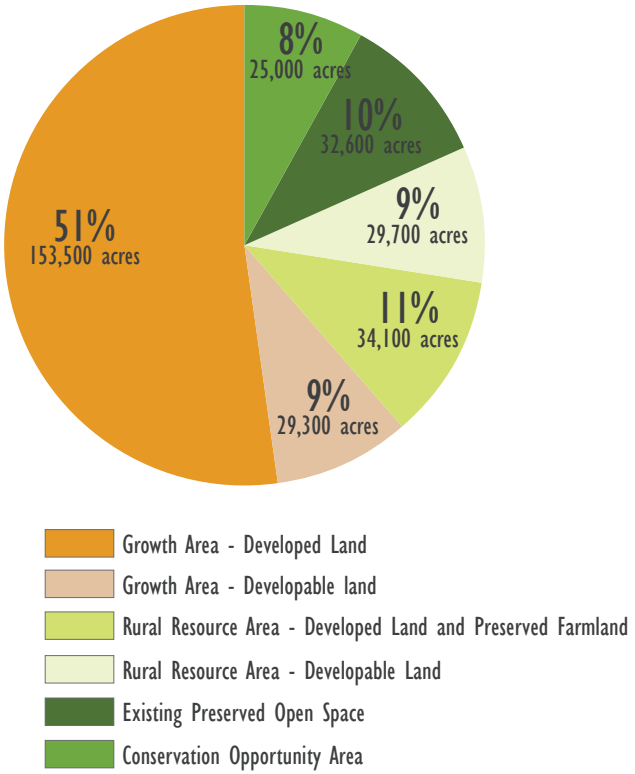
  Developable Land in Rural Resource Areas - These properties, which might be unpreserved farms or wooded properties, should remain undeveloped, although the little development that does occur in the Rural Resource Areas will most likely be on these properties.

- **Open Space Preservation Areas** - these natural areas and parks should be minimally developed, with an emphasis on environmental protection, greenway preservation, and outdoor recreation.

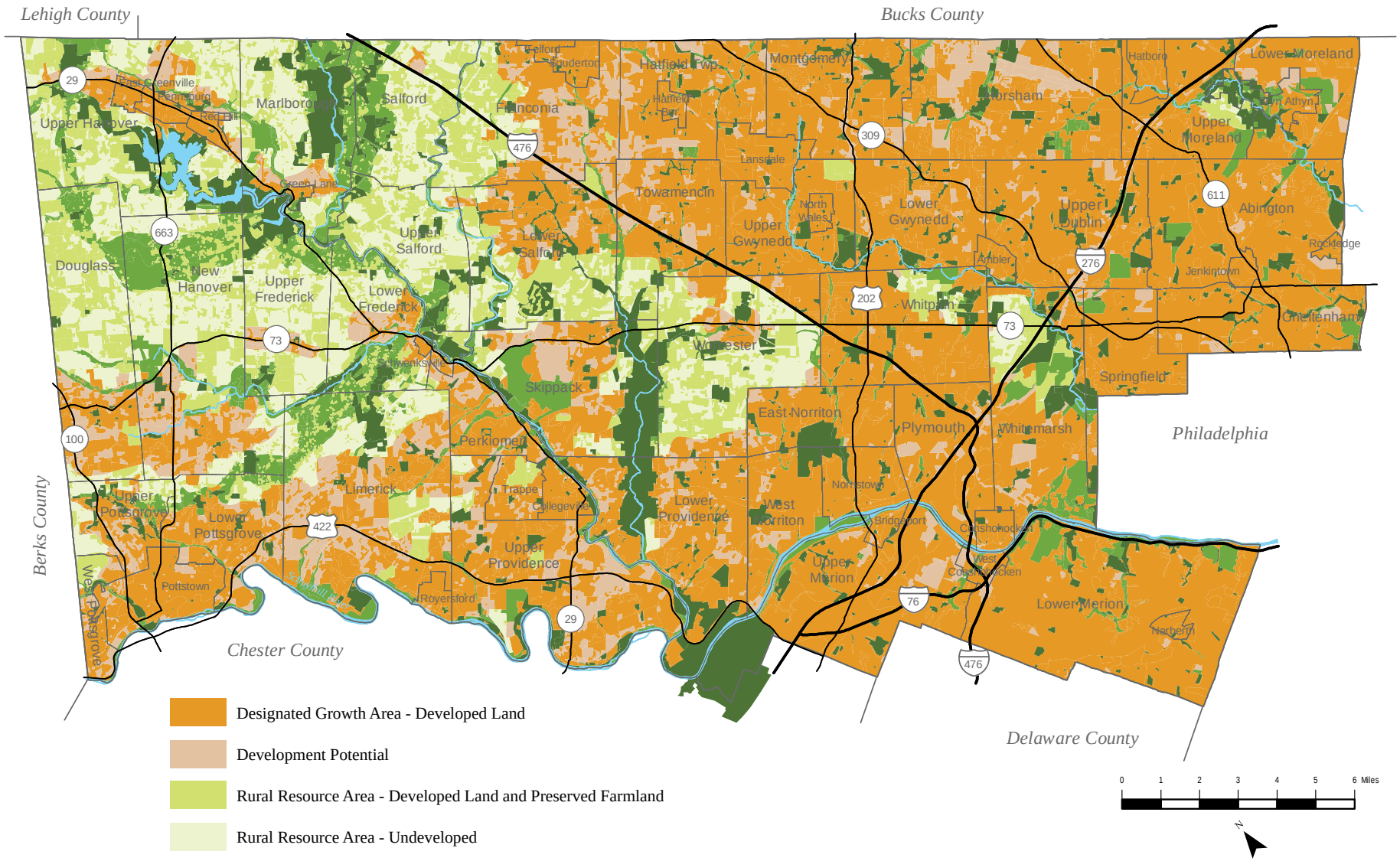
  Existing Preserved Open Space - These areas are existing federal, state, county, and local parks or properties protected through a conservation easement. Except for park improvements, no new development should occur.

  Conservation Opportunity Areas - These environmentally-sensitive areas and greenways should have minimal development, if any.

GROWTH AND RURAL AREAS



DEVELOPMENT POTENTIAL



Future Land Use

The county's future land use is divided into land use categories that reflect the intended character, function, and intensity of an area.

Regional Mixed Use Center – Regional Mixed Use Centers are intensely developed suburban cores with significant retail, office, and residential land uses. Regional Mixed Use Centers generate a lot of traffic, a lot of jobs, and a lot of overall activity.

The primary uses in these areas might include:

- Malls, regional and major community shopping centers, and large department stores.
- Large office complexes, office buildings, and light industrial areas.
- Hotels and conference facilities.
- High-density multi-family and townhomes.
- Entertainment uses and concentrations of restaurants

Secondary uses might include small-scale shopping centers and retail stores, small offices, institutions, civic uses, and other residential housing types.

When feasible, land uses should be mixed within Regional Mixed Use Centers. Over time, these centers should establish more of a sense of place, ideally with a clearly defined public gathering place. New development or redevelopment of sites should be designed to accommodate significant automobile trips, and Regional Mixed Use Center should have internal road systems that allow traffic movement in and around the center outside of the regional road network.

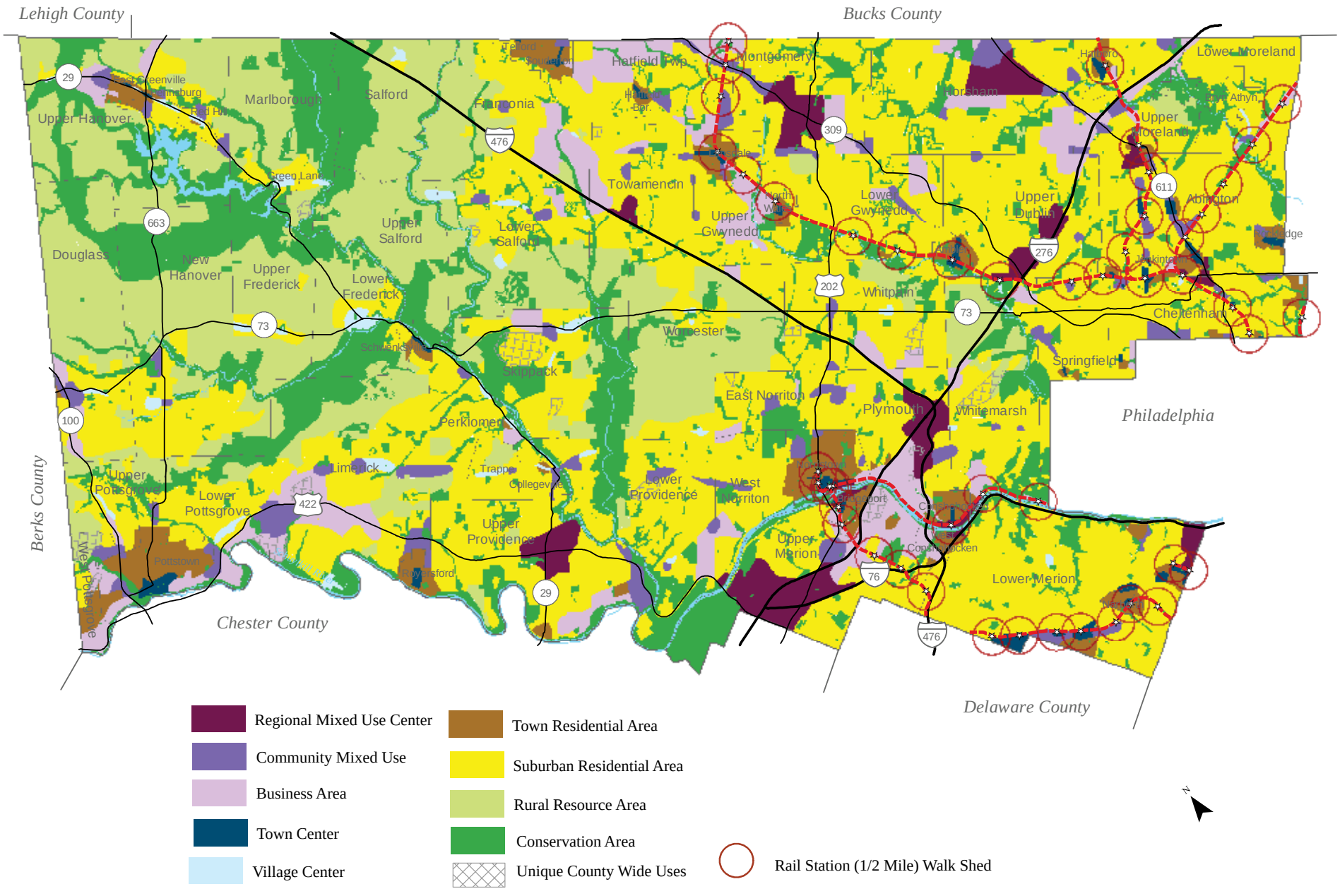
Developments and public improvements should make it easy to walk to public transportation and other parts of the center. Over time, the character of development might evolve, with higher buildings, diverse uses, and structured parking.

Uses can be mixed within buildings, including ground floor retail, restaurants, and services below offices.

Retail shopping areas are a major component of Regional Mixed Use Centers.

New buildings located close to streets help create a walkable environment.

FUTURE LAND USE



Community Mixed Use and Services – Community Mixed Use and Service Areas are local community focal points that typically have a significant retail or institutional element with surrounding residential uses. These centers are located on major roads within the community and usually have a suburban character.

The primary uses in these areas might include:

- Community and neighborhood shopping centers and retail uses in concentrated nodes
- Professional offices, business offices, and other small-scale offices.
- Major institutions and other local services.
- Higher density residential uses that act as a transition from non-residential areas to residential areas.

Secondary uses might include light industrial, entertainment uses, and medium density residential.

Where feasible within Community Mixed Use and Service areas, interconnected mixed use developments that provide a transition from major roads and commercial areas should be encouraged.

Developments should share driveways, have interconnected parking lots, be designed for walking, be compatible with residential areas, have extensive buffering and residentially-scaled buildings next to residential areas, and be compatible with abutting village areas.

Retail areas can be attractive, walkable, and competitive.

Offices are an appropriate use in Community Mixed Use and Services Areas.

New buildings should reflect the character of the local community.

Business Areas – Business Areas are concentrations of employment-oriented land uses, such as offices, research facilities, and industrial parks. Most office-oriented Business Areas are located near highway interchanges while industrial-oriented ones tend to have a wider range of locations, reflecting older transportation networks based on train lines. Business Areas often generate a lot of general traffic during peak times and freight traffic throughout the day.

The primary uses in these areas might include:

- Large offices or concentrations of offices.
- Research and development facilities
- Large industrial, manufacturing, and warehouse uses or concentrations of these uses.

Secondary uses might include small-scale retail and service businesses, higher-density residential uses that are buffered from other uses or on the periphery of the area, institutions, and day care.

Over time, Business Areas should have more supporting land uses, including retail, service, and day care. Residential uses in Business Areas should not be placed next to industrial uses that will create nuisances for the residents. In addition, development should be designed to accommodate significant automobile and truck trips, make it easy for employees to walk to public transportation, and control the impact of potential noise, light, and pollution on nearby residences.

Many office tenants want green and energy efficient designs.

Business parks will need to adapt to appeal to younger, creative workers.

Office, research, and industrial uses should be well landscaped and buffered from abutting residential properties.

Town Center – Town Centers are traditional downtown areas with a mix of retail, institutional, office, and residential uses. These centers are pedestrian-oriented, with buildings built close to sidewalks and often attached, side to side.

The primary uses in these areas might include:

- Traditional downtown retail and mixed use buildings
- Traditional downtown offices, residences, and institutions
- Entertainment uses
- High-density residential development next to traditional downtown areas

Secondary uses in these areas might include existing industrial uses.

Land uses should be mixed within town centers, preferably within individual buildings. Historic buildings should be preserved, rehabilitated, and reused. New development must respect pedestrians with appropriate design that encourages walking. Development should be built to the sidewalk or close to the sidewalk, with doors that open to the sidewalk and clear windows along the street.

Buildings should be designed with a wall to window ratio that reflects existing historic structures in the area and should generally have a vertical orientation. Parking should be located to the rear of buildings. When structured parking is used and faces a primary pedestrian route, stores and other uses should be placed in the ground floor of the building. Public access to rivers and other waterways should be preserved, and, if one does not already exist, a central park or green should be created.

Reuse of historic buildings is the best way to preserve town character.

New buildings should have ground floor retail.

Central greens and pocket parks are important assets for Town Centers.

Village Center – Village Centers are traditional village areas with a mix of retail, institutional, office, and residential uses. Unlike denser town centers, these centers usually have small separate buildings located close to each other, with people walking and driving from use to use. Most older buildings began as residences, although many have been converted to other uses.

The primary uses in these areas might include:

- Traditional village retail and mixed use buildings
- Traditional village offices, residences, and institutions
- Residential development next to the village

Secondary uses in these areas might include existing industrial uses scattered around the village area.

Whenever feasible, land uses should be mixed within village centers. Historic buildings should be preserved, rehabilitated, and reused, with additions made to the rear of the building. New development must respect the historic character of the village, which is often based on older residential development. In addition, new development or redevelopment of sites should have a small-scale.

Parking should be located to the rear of buildings. Parking lots should be interconnected and abutting uses should share common driveways, whenever feasible. Landscaping, fencing, porches, and raised yards should be used in the front of buildings.

Historic village buildings can be reimagined with new uses.

Residential areas are often part of Village Centers.

Parking should be to the side or rear of village buildings.

Town Residential Area – Town Residential Areas are traditional residential areas that are oriented towards pedestrians more than automobiles. These areas have a variety of housing types that are often mingled within blocks or small neighborhoods.

The primary uses in these areas might include:

Multi-family, townhouses, twins, and small lot single-family detached homes

Institutions

Secondary uses might include limited supporting retail and office uses.

Residential development should match the character and type of housing found in the immediate neighborhood. Historic and other older buildings should be preserved, rehabilitated, and reused.

New homes should be built to an established front yard setback along the street. Roof lines, window locations and patterns, building mass, building form, and building height should reflect existing designs found in the neighborhood. Buildings should be small in scale. Parking should be located to the rear of buildings, with access through alleys or driveways on the side of properties. Non-residential buildings should be designed for use by pedestrians, with front doors, parking behind buildings, and pedestrian-scaled facades. These uses must also be designed to limit potential impacts of traffic, noise, and light.

New residential development should have a town character, with parking behind the homes.

Old nonconforming industrial mill buildings make great loft conversions.

Corner stores and limited offices and services are appropriate uses in some Town Residential areas.

Suburban Residential Area – Suburban Residential Areas are residential areas which depend on automobiles for transportation and often have extensive landscaping on individual properties. These areas will have a variety of housing types, with single-family detached homes the most prominent type.

Denser and more compact development should occur in Suburban Residential Areas that are next to centers with significant non-residential development or near train stations. Less dense development should occur near Rural Resource Areas and near environmentally-sensitive land.

The primary uses in these areas might include:

- Single-family detached homes
- Less dense multi-family and single-family attached uses
- Institutional uses

Secondary uses might include limited small-scale supporting retail and office uses as a transition to busy roads or other uses.

Residential development should match the character and type of housing found in the immediate neighborhood. Trees, steep slopes, wetlands, and other sensitive land should be preserved, potentially as open space within a cluster development. Appropriate landscaping, buffers, and street trees should be provided by all developments. Recreation facilities and central open space should be provided.

Non-residential buildings should have a residential character, with pitched roofs, small building footprints, residential building materials, and residentially-scaled windows and doors. These uses must also be designed to limit potential impacts of traffic, noise, and light.

Institutional uses in residential areas must fit into the local neighborhood with significant landscaping and sustainable designs.

New suburban homes should be designed as walkable developments.

Cluster developments preserve important open space, such as natural features, views, and historic landmarks.

Rural Resource Area – Rural Resource Areas consist of open land with a traditional rural appearance that includes farms, small woodlands, some low density residential homes, and rural villages.

The primary uses in these areas might include:

- Farmland and other undeveloped land.
- Scattered single-family detached homes
- Low density residential development that is clustered or has a rural character
- Low intensity institutional uses
- Rural villages

Secondary uses might include existing rural industrial enterprises.

Rural Resource Areas should be as open and undeveloped as possible, with little, if any new development. Historic buildings and structures should be preserved or reused, including homes, barns, outbuildings, fences, walls, and bridges.

New development should fit in with the overall rural character, and homes should be hidden from view, either through topography or landscaping. Farmfields, trees, steep slopes, wetlands, and other environmentally sensitive land should be preserved, potentially as open space within a cluster development. New buildings in rural villages should meet the design guidelines for Village Centers.

When residential development occurs, it should be clustered with significant open space.

Farming is the most important use in Rural Resource Areas.

Historic landmarks, like mills, barns, fences, and bridges, should be preserved.

Conservation Area – Conservation Areas primarily consist of parks, environmentally-sensitive land, and connecting land, with little, if any, existing development.

The primary uses in these areas might include:

Federal, state, county, and municipal parks.

Privately-owned land that is permanently preserved as open space.

Concentrations of environmentally-sensitive land, including stream corridors and wooded highlands.

Undeveloped land that connects parks or environmentally-sensitive land.

Secondary uses might include existing homes, institutions, and other buildings, with very limited new development around these existing developed islands in the future.

New development should only occur in the following situations:

- Development of brownfield and old industrial sites in elevated and flood-proofed buildings located along streams or rivers. These sites should be in redevelopment areas encouraging economic revitalization, and open space and public access should be maintained along the river or stream.
- Creation of park and recreation facilities for the public.
- Limited expansion of existing development on privately owned land.
- Residential cluster development that preserves open space corridors, greenways, viewsheds, and critical environmentally-sensitive land.

Even heavily developed boroughs can have natural open space areas.

Nonprofit organizations are important partners for preserving open space.

The county's greenways and conservation landscapes are focus areas for preservation.

Rail Station Walk Shed – This category shows a half mile radius around the county's passenger rail stations where residents and commuters can easily walk to the station. These areas are typically developed but have extensive opportunities for redevelopment that is more oriented towards train stations.

Redevelopment in these areas might include:

- Mixed use buildings
- Offices
- Higher-density multi-family and townhouse development

Secondary uses might include small-scale retail, service businesses, and institutions.

The Rail Station Walk Shed land use category is shown as an overlay of other land uses, and any new development should be consistent with the standards of these underlying land uses.

New development within Rail Station Walk Sheds should be more intense than other development to support pedestrian traffic to and from the train station. Buildings should be multi-story, close to the sidewalk, and designed for pedestrians. Parking for cars should be deemphasized by locating parking to the rear of buildings, putting retail and other uses in the ground floor of parking garages, or screening parking garages with buildings. Streetscaping, street trees, and road diets should be used to make walking as easy as possible.

Station Square is a suburban mixed use development next to the Pennbrook Station in Lansdale.

This apartment complex in Spring Mill is designed to appeal to residents who want easy access to the train. It also includes a parking garage partially wrapped by the apartment building.

This mixed use building has offices above retail stores and restaurants. It is next to the Ardmore train station.

Unique County-Wide Uses – This category includes unique existing infrastructure, institutional, and utility uses that serve a large area and are needed by the community as a whole. These uses can create noise, vibration, odor, and visual impacts, or, alternately, can create negative perceptions of an area. Nevertheless, these uses generally meet a county-wide need.

These areas will typically include one of the following primary uses:

- Airports
- Quarries
- Power plants and large substations
- Landfills and large junkyards
- Prisons

Unique County-Wide uses may change or discontinue. To address this potential situation, the future land use map shows an underlying land use category for all Unique County-Wide uses. This underlying category should be used if a unique county-wide use discontinues, with the understanding that there could be contamination or other continuing issues with the land that must be accounted for during redevelopment.

The county is adequately served by its existing Unique County-Wide land uses and does not envision new locations for these facilities, except perhaps for smaller peak load or other specialized power generating facilities. However, existing facilities may expand at their current location but must do so in a manner that reduces potential visual and nuisance impacts.

When expansions occur, buildings and intrusive outside activity should be set back a significant distance from residential areas. Buffers, landscaping, and existing environmental features should be used to screen the property from abutting properties. Buildings should be sited in a manner that minimizes their potential intrusiveness on the neighborhood. Trucks routes into the property should use major roads and avoid residential areas. All uses and expansion of uses must meet environmental laws and local noise, vibration, light, and pollution performance standards.

Unique County-Wide Uses must be well buffered from abutting residential properties.

Unique County-Wide land uses can change over time, such as the Willow Grove Naval Air Station. A large portion of this property is proposed to be developed as a mixed use community with a walkable town center.

Land Use Vision

Transportation Vision

Overall Vision

TRANSPORTATION VISION

Over the next 25 years, the transportation network will expand, reflecting investment in road improvements, public transit, trails, and sidewalks. In 2040, the county's transportation network will include:

- New road choices and improved road conditions.
- Bridges and roads that are in a good state of repair.
- Improved public transit access, service, and frequency.
- An extensive county trail system that is connected with local municipal trails and regional trails.
- An expanded sidewalks and pedestrian network designed to make walking easy, comfortable, and safe.
- Increased use of travel demand management strategies.

Both public transit and roads should be more convenient and less time consuming to use.

Walking should be easier and safer.

The reconstruction of Route 422 over the Schuylkill River was listed as a Transportation Improvement Program project before being let for construction.

SEPTA will be expanding its fleet of new rail cars.

Transportation Projects

Major transportation projects are divided into three categories - programmed roadway projects, vision roadway projects, and vision transit projects.

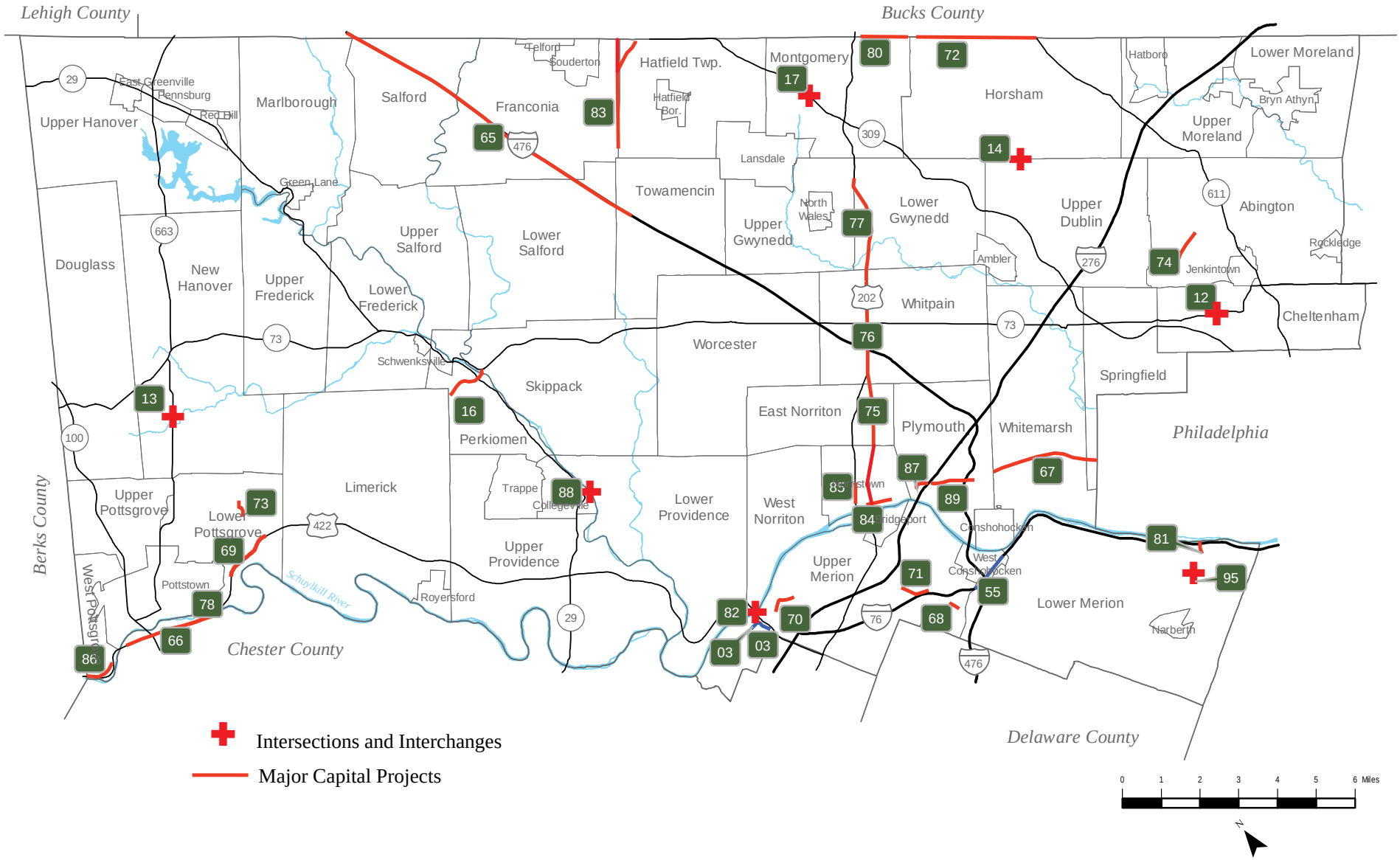
Programmed Roadway Projects - These are high priority projects with dedicated construction funding for either a portion of the project or the entire project. Programmed Roadway Projects include highway reconstruction and widening, intersection realignments and upgrades, and bridge replacement. Programmed projects are based on two sources:

- Transportation Improvement Program (TIP). The TIP is the regionally agreed upon list of priority transportation projects. The TIP, which covers a 12-year time frame, must list all projects that intend to use federal funds, along with all non-federally funded projects that are regionally significant. (The TIP also includes smaller scale projects, such as bridge reconstructions and streetscaping, that are not listed in Montco 2040)
- The Delaware Valley Regional Planning Commission (DVRPC) Long Range Plan. Also known as *Connections 2040 Plan for Greater Philadelphia*, this is the long-range plan for the future growth and development of the greater DVRPC region and puts forth a vision for investing in our transportation system. Projects listed in this plan are expected to be funded after the 12-year time frame for the TIP projects.

PROGRAMMED ROADWAY PROJECTS—(TIP 12 YEAR AND DVRPC LONG RANGE PLAN)

Map Label	Title	Project Description	Project Type	Cost
03	PA 23/Valley Forge Rd Relocation	Relocation of PA 23 Valley Forge Rd and North Gulph Rd.	Intersection	$12,616,000
12	PA 73 Church Road	Widen the intersections for turn lanes at Greenwood Ave and Rices Mill Rd.	Intersection	$5,000,000
13	Swamp Pike	Widen PA 663 to accommodate left turn lanes on approaches to Swamp Pk	Intersection	$1,500,000
14	PA 63 Welsh Road	Widening and capacity improvements to all legs of Maple Glen intersection.	Intersection	$21,183,000
16	Plank/Otts/Meyers/Seitz	Reconstruction between Township Line Rd and PA 29.	Major Capital	$16,716,000
17	PA 309 at Five Points	Additional thru lanes and minor widening; signal retiming.	Intersection	$8,025,000
55	I-476 Blue Route/I-76 Schuylkill Exwy	Improve SB I-476 ramp to EB I-76 by constructing additional lane on I-76.	Interchange	
65	I-476 NE Extension	Widen the road to six lanes from Lansdale to Quakertown interchanges.	Major Capital	
66	US 422	Reconstruct roadway from east of the Schuylkill River to east of Hanover St.	Major Capital	
67	Ridge Pike	Reconstruct roadway; widen Church Rd to Northwestern Ave	Major Capital	$40,000,000
68	PA 320 at Hanging Rock	Roadway rehab and restoration; road stabilization along the creek.	Major Capital	$6,200,000
69	US 422 Expressway	Reconstruct the roadway from Sprogels Run to Sanatoga interchange.	Major Capital	$87,206,000
70	PA 23 at Trout Creek	Widen PA 23 and relocate bridge carrying PA 23 over Trout Creek.	Major Capital	$18,566,000
71	South Gulph Rd and Henderson Rd Widening	Shoemaker Rd to S. Gulph Rd widening; Crooked Ln to Gulph Mills exit	Major Capital	$15,662,000
72	County Line Road	Repair three-lane cross section between Kulp Road and PA 611.	Major Capital	
73	Pleasant View Rd - Buchert Rd to Sanatoga Rd	Realign road and soften "S" curve	Major Capital	
74	Edge Hill and Tyson - Easton - Jenkintown Rds	Reconstruct Edge Hill and Tyson Rds; drainage improvements, sidewalks.	Major Capital	$11,000,000
75	US 202—Dekalb Pk	Reconstruct, widen intersections between Johnson Hwy/Township Line Rd	Major Capital	$77,059,000
76	US 202—Dekalb Pk	Reconstruct, widen intersections between Twp Line Road and Morris Road	Major Capital	$68,000,000
77	US 202—Dekalb Pk	Reconstruct, widen intersections between Morris Road and Hancock Road	Major Capital	$72,000,000
78	US 422	Roadway widening and reconstruction, east of Hanover St to 724 interchange.	Major Capital	
80	County Line Road	Widen County Line Rd to Lower State Road/Limekiln Pike and sidewalks.	Major Capital	
81	Belmont Ave	Widen Rock Hill Rd intersection/part of Belmont Ave, replace RR overpass.	Major Capital	$36,800,000
82	US 422 at Betzwood	Build new Schuylkill River bridge for WB traffic, replace bridge for EB traffic.	Major Capital	$145,804,000
83	PA 309 Connector Project - Phase 2	Construct new road from Allentown Rd to Cowpath Rd; ramp from PA 309.	Major Capital	$73,573,000
84	Lafayette Street	Reconstruct/widen between Barbadoes and Ford Sts; turn lanes, new signals.	Major Capital	$31,000,000
85	US 202 Markley Street Improvements	Reconstruction and signal improvements between Main and Harding Sts.	Major Capital	
86	US 422 "S" Curve Project	Reconstruct road to meet current design standards; modernize interchange	Major Capital	$40,000,000
87	Lafayette Street/Ridge Pike	Improvements to Ridge Pk, Conshohocken Rd, Diamond Ave.	Major Capital	$11,000,000
88	Second Collegeville Bridge Crossing	Construct second Perkiomen Creek bridge; adjacent intersection upgrade.	Major Capital	$44,016,000
89	Ridge Pike	Reconstruct the roadway; widen to five lanes from PA Turnpike to Chemical Rd.	Major Capital	$3,000,000
95	Rock Hill Rd	Improve the intersection at PA 23 (Conshohocken State Rd).	Intersection	

PROGRAMMED ROADWAY PROJECTS—(TIP 12 YEAR AND DVRPC LONG RANGE PLAN)



Vision Roadway Projects - These projects are high priority projects that do not currently have dedicated funding. These are similar to those that have programmed funding and are important both locally and regionally. As additional funding becomes available, these projects should be a priority for receiving funds. The Turnpike Interchange projects, in particular, are a priority for moving from the list of Vision Roadway Projects to the list of Programmed Roadway Projects.

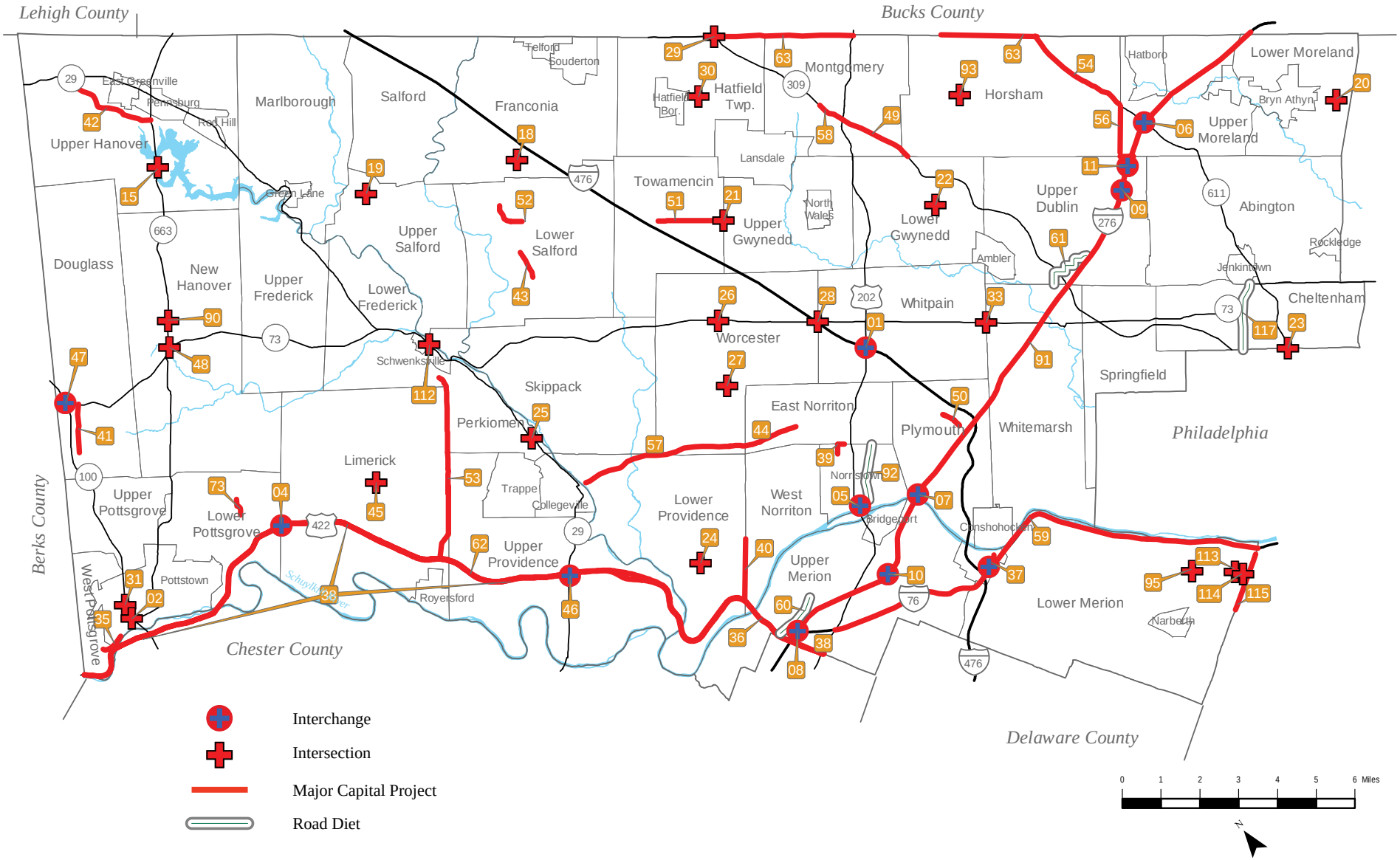
Future roadway projects should have context sensitive design that fits into the character of the community. They should also include sidwalks, bike lanes, and other bicycle and pedestrian infrastructure, when appropriate.

The Lafayette Street extension in Norristown and Plymouth leads to a project listed as a Vision Roadway Project, the Lafayette/Ridge interchange of I-276, the Pennsylvania Turnpike.

Many of the county's traffic bottlenecks are local intersections, like this one at North Wales Road and Skippack Pike, that need additional turning lanes and signal improvements.

New projects should be designed to sensitively fit into the local context while providing pedestrian and bicycling alternatives.

VISION ROADWAY PROJECTS



VISION ROADWAY PROJECTS

Map Label	Title	Project Description	Project Type
01	I-476 PA Turnpike at Dekalb Pk Interchange	New electronic toll interchange.	Interchange
02	PA 100 at King Street, High Street	Eliminate NB cloverleaf to High Street; College Drive extension	Intersection
04	US 422 at Sanatoga Interchange	Improvements to the Sanatoga Interchange of US 422 at Evergreen Rd	Interchange
05	US 202 Dannehower Bridge at Lafayette Street	Extension of Lafayette St to the US 202 Dannehower Bridge with on ramps.	Interchange
06	I-276 PA Turnpike at Willow Grove Interchange	Modernize Interchange	Interchange
07	I-276 PA Turnpike at Lafayette/Ridge	New all electronic toll interchange.	Interchange
08	I-76 PA Turnpike at Schuylkill Exwy Interchange	Modernize the interchange	Interchange
09	I-276 PA Turnpike at Virginia Drive	New interchange	Interchange
10	I-276 PA Turnpike at Henderson Rd	New all electronic toll interchange.	Interchange
11	I-276 PA Turnpike and PA 63 Welsh Rd	Electronic interchange; widen Welsh Rd bet. Blair Mill and Twining Rds	Interchange
15	PA 663 Layfield Rd at Knight Rd	Regrade to improve vertical alignment and sight distance.	Intersection
18	PA 113 at Maple Ave/Schoolhouse Rd	Widen for turn lanes; thru lanes to Schoolhouse Rd and part of Maple Ave.	Intersection
19	PA 63 at PA 563	Improve/signalize intersection; shift PA 563 designation to Barndt Rd	Intersection
20	Philmont Ave at Pine Rd/Tomlinson Ave	Intersection improvements	Intersection
21	PA 363 Valley Forge Rd at Sumneytown Pike	Widen all approaches for turning lanes and additional through lanes	Intersection
22	Bethlehem Pike at Norristown Rd/Penllyn Pike	Add turn lanes; reconfigure intersection; cul-de-sac old leg of Penllyn Pike	Intersection
23	PA 611 Old York Rd at Cheltenham Ave	Intersection improvements	Intersection
24	Park Ave/Crawford Rd at Eagleville Rd	Realign Park Ave with Crawford Rd into a four-way intersection.	Intersection
25	PA 29 at PA 113	Widen for additional lanes	Intersection
26	PA 363 Valley Forge Rd at PA 73-Skippack Pike	Widen for additional lanes	Intersection
27	PA 363 Valley Forge Rd	Widen for additional lanes; turn lanes from Woodlyn Rd onto PA 363	Intersection
28	PA 73 Skippack Pk at North Wales Rd	Widen for additional lanes	Intersection
29	PA 309 at County Line Rd	Improve the intersection.	Intersection
30	Orvilla Rd at Cowpath Rd	Align Orvilla Rd through the intersection.	Intersection
31	PA 100 at Shoemaker Rd	Create double left turns from NB PA 100 onto Shoemaker Rd	Intersection
33	PA 73 Skippack Pk at Butler Pike	Widen for additional lanes.	Intersection
35	Keystone Blvd Extension	Extend Keystone Blvd. from its current terminus to Grosstown Rd.	Major Capital
36	US 422 Widening	Widen the roadway to six lanes between US 202 and PA 363.	Major Capital
37	I-76 at PA 23	Widen NB Matsonford Rd to two lanes; reconfigure PA 23 ramps.	Interchange
38	US 422 Corridor ITS	Implement ITS improvements between US 202 and Berks Co. border.	Major Capital
39	Stanbridge St	Extend Stanbridge Street to Johnson Hwy.	Major Capital

Map Label	Title	Project Description	Project Type
40	Trooper Road	Widen to five lanes between US 422 and Egypt Rd.	Major Capital
41	Market Street	Construct new connector roadway between Grosser Rd and PA 73.	Major Capital
42	Church Rd/School House Ln/Water Street	Reconstruct the existing roadway to provide for truck traffic bypass.	Major Capital
43	PA 113 Relocation	Relocate the roadway around Lederach Village.	Major Capital
44	Germantown Pike	Corridor and intersection improvements.	Major Capital
45	Lewis Road Extension	Construct connecting road between Ridge Pk and Swamp Pk.	Intersection
46	US 422	Construct a new EB on-ramp from PA 29 on to US 422	Interchange
47	PA 100 at PA 73	Modify interchange into a single-point urban style interchange.	Interchange
48	PA 663 Layfield Rd at PA 73-Big Rd	Improve the intersection.	Intersection
49	PA 309	Widen to six lanes from Upper State Rd to PA 63-Welsh Rd.	Major Capital
50	Germantown Pike	Widen to six lanes from Walton Rd to Launfall Rd.	Major Capital
51	Sumneytown Pike	Corridor and intersection improvements from PA 63-Forty Foot Rd to PA 363.	Major Capital
52	Oak Drive Extension	Construction of a new roadway from PA 113 to PA 63.	Major Capital
53	Township Line Rd	Widen between US 422 and Cemetery Road, install shoulders and turn lanes	Major Capital
54	PA 611 Easton Rd	Corridor, signal, intersection improvements at Blair Mill and County Line Rds.	Major Capital
56	Blair Mill Rd	Corridor and intersection improvements between PA 63-Welsh Rd and PA 611.	Major Capital
57	Germantown Pike	Corridor and intersection improvements from PA 363 to Ridge Pike.	Major Capital
58	PA 309 Montgomeryville	Widen; add turn lanes, reconfigure access from Upper State Rd to N. Wales Rd.	Major Capital
59	I-76 Schuylkill Exwy	Widen to six lanes from US 1 to US 202.	Major Capital
60	First Ave between Allendale and N. Gulph Rds	Restripe to three lanes; add five foot bike lanes on either side.	Road Diet
61	Virginia Drive and Commerce Drive	Reconstruct and add parallel multi-use trail; convert from 4 to 3 lanes.	Road Diet
62	US 422	Widen the roadway to six lanes between PA 363 and Sanatoga interchange.	Major Capital
63	County Line Road	Corridor and intersection improvements from PA 309 to US 202.	Major Capital
90	PA 663 Layfield Rd at Hoffmansville Rd	Regrade to improve alignment and sight distance; allow for future turn lanes.	Intersection
91	I-276 Pennsylvania Turnpike	Widen to eight lanes between I-76 and I-95.	Major Capital
92	US 202 Dekalb Pike	Convert from one-way traffic flow to two-way from Main St to Johnson Hwy.	Road Diet
93	PA 463 Horsham Road at PA 152-Limekiln Pike	Improve intersection.	Intersection
112	PA 29 Main Street	Align off-set intersection at State Game Farm Rd/Park Ave.	Intersection
113	Belmont Ave at Righters Ferry Rd	Intersection improvements, additional NB through lane on Belmont Ave	Intersection
114	Belmont Ave at St. Asaphs	Install turn lanes at all approaches.	Intersection
115	City Ave (US 1) - Presidential Blvd-54th St	Improvements from Lower Merion's Act 209 Transportation Impact Fee.	Intersection
117	Washington Lane	Restripe from four to three lanes; provide bike lanes and sidewalks.	Road Diet

Programmed and Vision Transit Projects - These include a mix of funded and unfunded projects. Many of the SEPTA projects are from the agency's "Catching Up" capital program, which is focused on upgrading the existing system. Service extensions include extending the Norristown High Speed line to King of Prussia, restoring passenger rail service along the Quakertown line from Lansdale to Pennridge, and extending regional rail from Norristown to Reading (Berks County) via Pottstown. More frequent service should be provided wherever feasible to broaden use and make service more convenient. There is also broad-based interest in adding parking structures and capacity at regional rail stations at Noble, Ardmore, Lansdale, and Conshohocken.

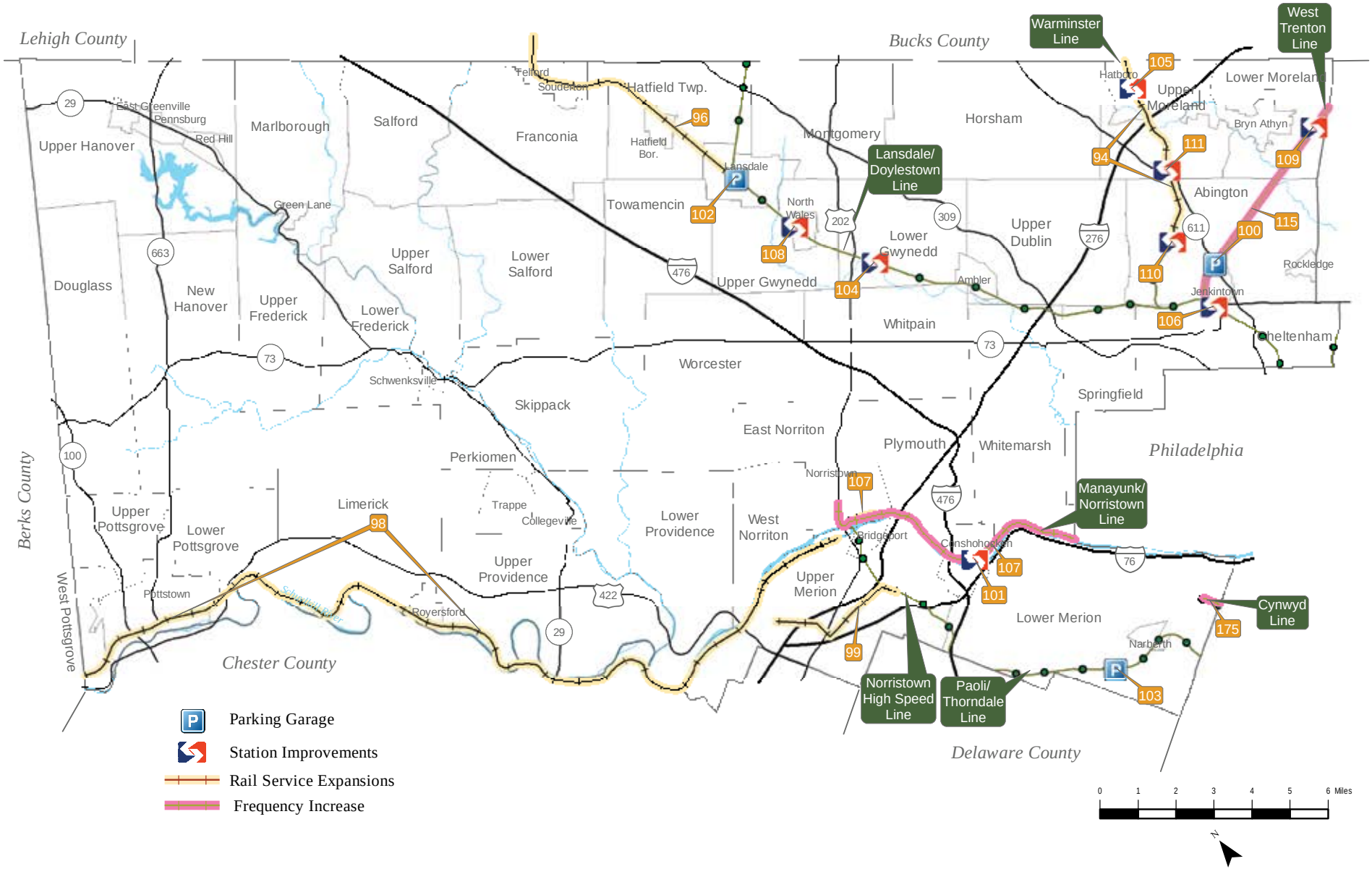
PROGRAMMED TRANSIT PROJECTS

Map Label	Title	Project Description	Project Type
99	King of Prussia Rail Extension	Extend the NHSL to the King of Prussia Business Park	Transit
100	Noble Station Improvements	Upgrade station, platforms, ADA; construct parking garage.	Transit
101	Conshohocken Station Improvements	Construct a garage adjacent to station, station building, high-level platforms.	Transit
102	Lansdale Station Parking Garage	Construct a new parking garage adjacent to station.	Transit
103	Ardmore Station Improvements	Construct new station, high-level platforms, a new parking garage.	Transit
104	Gwynedd Valley Station Improvements	Expand parking; provide signage, lights, landscaping, stormwater controls.	Transit
105	Hatboro Station Improvements	Modernize station and provide improved accessibility.	Transit
106	Jenkintown Station Improvements	Improvements to station building, high-level platforms, ADA accessibility.	Transit
107	Manayunk/Norristown Line Service Frequency	Improved service frequency to 30 minutes throughout the day.	Transit
108	North Wales Station Improvements	Expand parking and provide signage, lights, landscaping, and stormwater controls.	Transit
109	Philmont Station Improvements	Expand parking and provide signage, lights, landscaping, and stormwater controls.	Transit
110	Roslyn Station Improvements	Modernize station and provide improved accessibility.	Transit
111	Willow Grove Station Improvements	Improvements to station building, high-level platforms, ADA accessibility.	Transit
116	West Trenton Line Service Frequency	Improved service frequency to 30 minutes throughout the day.	Transit

VISION TRANSIT PROJECTS

Map Label	Title	Project Description	Project Type
94	Warminster Line Double Track	Upgrade existing single track to double track.	Transit
96	Passenger rail extension to Pennridge	Extend service from Lansdale to Bucks County.	Transit
98	Manayunk/Norristown Service Extension	Provide service between Norristown and Wyomissing.	Transit
175	Cynwyd Service Expansion	Increase frequency of service on the Cynwyd line	Transit

PROGRAMMED AND VISION TRANSIT PROJECTS



Land Use Vision

Transportation Vision

Overall Vision

OVERALL VISION

Over the next 25 years, the county will see a variety of improvements that will connect communities, sustain places, support a vibrant economy, and implement land use and transportation visions. County priorities are listed below.

Connected Communities

By 2040, the county will take a number of steps to connect communities:

- Encouraging more collaboration and partnerships - the county will participate actively in local and regional organizations while encouraging municipalities to work together and expand multi-municipal planning.
- Improving transportation quality and options—priorities include adding new Turnpike interchanges; improving the frequency of service on the Norristown, Warminster, and West Trenton lines; extending the Norristown High Speed Line to King of Prussia; and making communities more walkable.
- Expanding county trails and greenways– expanding the county trail system is a priority, beginning with completion of the Schuylkill Valley, Chester Valley, Pennypack, Wissahickon, and Cross County trails.
- Supporting strong downtowns and community destinations– making the county's downtown areas appealing destinations for local residents, visitors, and skilled high tech and creative workers is very important.

Strong partnerships are critical for making Montco 2040: A Shared Vision a reality.

Sustainable Places

By 2040, the county will take a number of steps to sustain places:

- Supporting a modernized infrastructure network - improving county roads and bridges and advocating for other infrastructure providers to modernize their systems are priorities.
- Improving stormwater management— implementing the county's MS4 permit requirements and completing the required ACT 167 stormwater management plans are priorities.
- Conserving natural resources– improving county parks and continuing the farmland preservation program are both extremely important.
- Providing opportunities for healthy lifestyles– adding loop trails and fitness stations to county parks and advocating for county residents to exercise and have fun are priorities.
- Supporting diverse housing choices - supporting new affordable housing developments and helping homeless residents are critically important priorities.
- Enhancing community character - supporting neighborhood improvements and updating the county's emergency dispatch system are county priorities.

Sustainable practices will keep the county a great place to live and work.

Vibrant Economy

By 2040, the county will take a number of steps to support a vibrant economy:

- Improving transportation access to businesses - reducing congestion while adding new interchanges and other road access to businesses, as well as public transit access, are priorities.
- Encouraging focused development - encouraging new development in the county's many business parks, office campuses, and industrial areas is a county priority.
- Attracting and retaining businesses - partnering with regional and state economic development agencies to expand the county's economy while training the workforce to meet current industry needs are priorities.
- Flexibly adapting to market conditions - attracting millennials and high tech, creative workers is a priority.
- Facilitate marketing of the county - making regional and national visitors and businesses aware of the county's many assets is important.

Having a vibrant economy with good jobs is critically important.

Land Use and Transportation Visions

By 2040, the county will take a number of steps to support the land use and transportation visions:

- **Advocating for land use**— although much of the county will remain relatively unchanged by 2040, other areas may see significant changes. Important land use considerations include;
  - Creating more walkable development around train stations
  - Encouraging mixed use development in regional mixed use business centers
  - Reinventing business and office parks
  - Increasing the vibrancy of downtowns
  - Limiting development in rural areas
  - Diversifying retail commercial areas
  - Providing a range of housing options
- **Improving transportation**— completing existing road and transit projects while finding ways to fund additional projects are priorities for the county. Creating a more walkable landscape is also critically important.

In 2040, the county will be interconnected, sustainable, and vibrant.

GLOSSARY OF PLANNING TERMS

Act 13 Greenways Fund — Act 13 of 2012 established the Marcellus Legacy Fund and allocates funds to the Commonwealth Financing Authority for planning, acquisition, development, rehabilitation and repair of greenways, recreational trails, open space, parks and beautification projects using the Greenways, Trails and Recreation Program (GTRP). Municipalities, councils of governments, authorized organizations, colleges and universities, watershed organizations and for-profit businesses are eligible for these funds.

Adult Day Care — A non-residential facility supporting the health, nutritional, and daily living needs of elderly or disabled adults in professionally staffed, group settings.

Affordable Housing Trust Fund — As of 1993, a fund authorized by county ordinance to increase the recording fees of deeds and mortgages to support counties' local affordable housing efforts. The funds raised are deposited in the general fund of the county, and the increased revenues must be used to fund affordable housing.

Agricultural Area Security Law (Act 43 of 1981) — This legislation allows for the creation of joint municipal agricultural security areas, which promote more permanent and viable farming operations over the long term.

Airport Hazard Zoning Act (Act 164) — Passed in 1984, this state legislation restricts the heights of objects around airport areas to provide for safe aircraft flight paths. Ultimately this requires zoning overlay districts at a local level for affected municipalities.

Ambulatory Surgery Center — A facility which provides day-surgery services for patients who require less than 24-hour medical attention.

American Community Survey — An ongoing statistical survey by the U.S. Census Bureau, sent to approximately 250,000 addresses monthly (or 3 million per year), which gathers information previously contained only in the long form of the decennial census.

Arterials — A federal highway functional classification, arterials are either "principal" or "minor," and provide greater mobility for longer trips, but offer more accessibility than expressways. Principal arterials in the county include roads like Bethlehem Pike (PA 309), Old York Road (PA 611) in Upper Moreland, and US 202 Dekalb Pike.

Best Management Practices (BMPs) — A term used to describe water pollution controls, frequently for stormwater management, in which structural or engineered control devices and systems ameliorate the negative effects of polluted and/or excess stormwater.

Brownfield — Abandoned or underused industrial and/or commercial facilities available for re-use, at which expansion or redevelopment may be complicated by real or perceived environmental contamination.

Business Improvement District — A Business Improvement District (BID) is a legal way for property owners and businesses to jointly plan and put in place dedicated funding for services to improve their area. This is done through a tax assessment on properties in a defined area following a vote by property owners and authorization by the local municipality.

Collectors A federal highway functional classification, collectors are either "major" or "minor" and channel traffic to or from higher classification roads. Examples of major collectors include Conshohocken State Road in Lower Merion and Susquehanna Road in Abington.

Community Conservation Partnership Program The PA Department of Conservation and Natural Resources (DCNR) Bureau of Recreation and Conservation's (BRC) grant program in support of local recreation and conservation initiatives including recreation, park and conservation facilities, watersheds, rivers corridors and resources, greenways and trails, heritage areas and facilities, and critical habitat, natural areas and open space.

Community Development Block Grant Program The U.S. Department of Housing and Urban Development's long-running annual funding program that provides communities with resources to address a wide range of unique community development needs.

Community Supported Agriculture (CSA) A locally-based economic model of agriculture and food distribution in which a network or association of individuals pledge to support one or more local farms, with growers and consumers sharing the risks and benefits of food production. CSA members or subscribers pay at the onset of the growing season for a share of the anticipated harvest; once harvesting begins, they receive weekly shares of what is in season.

Continuing Care Retirement Communities (CCRCs) Communities with a mix of independent and personal care units, as well as nursing facilities that offer a tiered approach to providing for the needs of aging residents.

Councils of Governments Regional bodies which serve an area of several municipalities or counties. They can address regional and municipal planning, economic development, waste management, cartography, and hazard mitigation issues that transcend municipal borders.

Delaware River Basin Commission (DRBC) A four-state agency, encompassing Pennsylvania, New York, New Jersey and Delaware, that regulates water quality and supply within the Delaware River drainage area.

Delaware Valley Regional Planning Commission (DVRPC) A four-state agency, encompassing Pennsylvania, New York, New Jersey and Delaware, that regulates water quality and supply within the Delaware River drainage area.

Expressways A federal highway functional classification, expressways are the highest class and include divided multi-lane limited-access highways like the Blue Route (I-476).

Family A family consists of a householder and one or more other people living in the same household who are related by birth, marriage, or adoption. All people in a household who are related to the householder are regarded as members of his or her family. A family household may contain people not related to the householder, but those people are not included as part of the householder's family in tabulations.

Floodplain An area of land adjacent to a stream or river that experiences flooding during periods of high discharge. It includes the floodway, which consists of the stream channel and adjacent areas that actively carry flood flows downstream, and the flood fringe, which are areas inundated by the flood, but which do not experience a strong current.

Form Based Zoning A zoning code which fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code.

General Acute Care Hospital An institution, whether operated for profit or not, which maintains and operates facilities for the diagnosis, treatment or care of two or more non-related individuals suffering from illness, injury or deformity and where emergency, out-patient, surgical, obstetrical, convalescent or other medical and nursing care is rendered for periods exceeding 24 hours.

High Occupancy Vehicle Lane Also known as an HOV lane, a restricted traffic lane reserved at peak travel times or longer for the exclusive use of vehicles with a driver and one or more passengers (including carpools, vanpools, and transit buses), with the goals of reducing congestion and air pollution.

Historical Architectural Review Board (HARB) A public advisory body created by state and local laws. HARBs operate under the authority of the State of Pennsylvania's Historic District Act, General Assembly #167 of 1961, as amended 1963.

Household A household includes all the people who occupy a housing unit. A housing unit is a house, an apartment, a mobile home, a group of rooms, or a single room that is occupied (or if vacant, is intended for occupancy) as separate living quarters. The occupants may be a single family, one person living alone, two or more families living together, or

Housing Choice Voucher Program (formerly Section 8) A federal program for assisting very low-income families, the elderly, and the disabled to afford decent, safe, and sanitary housing in the private market which is administered on a local level by public housing agencies.

Independent Living Facilities Communities where units are restricted to households where at least one member is at least age 55; residents live independently without nursing care.

Industrial Lands with heavy industrial uses, such as oil refineries, chemical plants, steel and metal fabrication facilities, and manufacturing facilities - as well as lighter industrial uses, warehousing and distribution centers, mini-storage facilities, body shops, junkyards, and other outdoor storage facilities.

Intelligent Transportation Systems (ITS) Advanced applications which aim to provide innovative services relating to different modes of transport and traffic management and enable various users to be better informed and make safer, more coordinated, and 'smarter' use of transport networks.

Keystone Works A program of the Pennsylvania Department of Labor and Industry which matches unemployment compensation claimants with businesses willing to provide on-the-job training in open positions. Claimants receiving training remain eligible for unemployment benefits, and businesses are eligible to receive incentive payments when certain milestones are met.

Leadership in Energy and Environmental Design (LEED) A voluntary, consensus-based, market-driven program that provides third-party verification of green buildings.

Local Share Gaming Funds A federal highway functional classification, these consist of all roads not defined as arterials or collectors and which primarily provides access to land rather than allow through traffic for vehicles. This class includes all residential side streets.

Location Quotient (LQ) A ratio that compares a region to a larger reference region according to some characteristic or asset, such as the strength of a particular industry

Main Street Program An economic redevelopment program used to revitalize and strengthen traditional commercial districts, whether they have officially designated Main Street programs or simply incorporate Main Street into existing economic development, historic preservation, city management, or urban and community planning programs.

Meal Delivery Provider A service providing meal delivery service to the elderly or home-bound, such as Meals on Wheels

Medicaid The federal program for families and individuals with low income and resources, which is jointly funded by the state and federal governments and is managed by the states. People served by Medicaid are citizens or legal permanent residents, including low-income adults, their children, and people with certain disabilities. Poverty alone does not necessarily qualify someone for Medicaid.

Millennials The demographic cohort following Generation X. Researchers and commentators define this generation with birth years ranging from the late 1970s to the late 1990s.

Mining A land use category that is limited to quarries.

Mixed Use Areas that include traditional main street or village corridors, featuring retail, residential, and office facilities with little separation among uses.

Mobile Home Park Residential developments with mobile or manufactured homes

Montgomery County Association of Township Officials As founded in 1977, the official organization of the officials of the Townships of the Second Class and comparable elected representatives of Home Rule or Optional Plans member townships of Montgomery County, Pennsylvania. This Association was formed to promote a better knowledge of the rights and duties of township officials.

Montgomery County Consortium — A consortium of municipal managers and employees dedicated to providing efficient and effective services that are in compliance with municipal, local, state, and federal laws.

Montgomery County Workforce Investment Board (MCWIB) — A board, which meets every other month, which seeks to increase awareness of workforce development issues and to strengthen the county's workforce development system by developing partnerships with business, government, and community-based organizations.

Moving Ahead for Progress in the 21st Century (MAP-21) — This transportation bill was signed into law on July 6, 2012. Funding surface transportation programs at over $105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005.

Multifamily — Residential buildings that contain more than one dwelling unit, with units usually horizontally separated, such as apartments, including garden-style apartment complexes, and duplexes.

Municipal Separate Storm Sewer (MS4) program — This program aims to prevent harmful pollutants from being washed or dumped into an MS4, and requires operators to obtain a NPDES permit and develop a stormwater management program. Phase I, issued in 1990, requires medium and large cities or certain counties with populations of 100,000 or more to obtain NPDES permit coverage for stormwater discharges. Phase II, issued in 1999, requires regulated small MS4s in urbanized areas, as well as small MS4s outside the urbanized areas that are designated by the permitting authority, to obtain NPDES permit coverage for their stormwater discharges.

Municipal Waste Planning, Recycling, and Waste Reduction Act (Act 101) — A 1988 act, Act 101 mandates recycling in the state's larger municipalities, requires counties to develop municipal waste management plans, and provides for grants to offset expenses.

Municipalities Planning Code (MPC) (Act 247) — The MPC (Act of 1968, P.L.805, No.247), as updated, empowers counties and municipalities, individually or jointly, to plan their development and to govern the same by zoning, subdivision and land development ordinances, and additional tools.

National Flood Insurance Program — A federal program created through the National Flood Insurance Act of 1968 which enables property owners in participating communities to purchase insurance protection from the government against losses from flooding. This insurance is designed to provide an insurance alternative to disaster assistance to meet the escalating costs of repairing damage to buildings and their contents caused by floods.

National Highway System (NHS) — A network of strategic nationwide highways, including the Interstate Highway System and other roads serving major airports, ports, rail or truck terminals, railway stations, pipeline terminals and other strategic transport facilities. The roads within the system were identified by the United States Department of Transportation in cooperation with the states, local officials, and metropolitan planning organizations and approved by the United States Congress in 1995.

National Historic Landmarks	Nationally significant historic places designated by the Secretary of the Interior because they possess exceptional value or quality in illustrating or interpreting the heritage of the United States.
National Pollutant Discharge Elimination System (NPDES)	As authorized by the Clean Water Act, the NPDES permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States.
National Register of Historic Places	Established in 1966, the nation's official list of districts, sites, buildings, structures, and objects deemed worthy of preservation. A property listed in the National Register, or located within a National Register Historic District, may qualify for tax incentives derived from the total value of expenses incurred preserving the property.
Nonfamily	A household comprised of a group of unrelated people or of one person living alone.
Nursing Homes	A facility licensed to provide health care under medical supervision and continuous nursing care for 24 or more consecutive hours.
Office	Land occupied by office buildings and associated parking, research and development facilities, hotels, and/or convention centers
PA CareerLink	A state government website which enables one to search for job openings, create a résumé, apply for jobs online, research career information or request vocational rehabilitation services.
Personal Care Homes	A facility that is licensed to provide room and board and to assure that assisted living services are available when needed. Units typically house no more than two residents and have a lockable door on the unit entrance.
Personal Care Subcontractor	Agencies which provide personnel for non-skilled services to individuals in their homes or other independent living environments. These services may include assistance with self-administered medications; personal care such as assistance with personal hygiene, dressing, and feeding; homemaking such as assistance with household tasks, housekeeping, shopping, meal planning and preparation, and transportation; companionship; and respite care such as assistance and support provided to the family.
Pennsylvania Farmland and Forest Land Assessment Act of 1974	Better known as "Clean and Green" or Act 319, this legislation provides a real estate tax benefit to owners with land in agricultural use, agricultural reserve, or forest reserve and are enrolled in the "Clean and Green Program," enabling the land to be assessed according to use rather than its prevailing market value.
Pennsylvania Historic District Act of 1961	Authorizes municipalities to create historic districts within their geographic boundaries providing for the appointment of Boards of Historical Architectural Review; empowering governing bodies of political subdivisions to protect the distinctive historical character and to regulate the erection, reconstruction, alteration, restoration, demolition or razing of buildings within the historic districts.

Pennsylvania Historical and Museum Commission — As of 1945, the official history agency of Pennsylvania, which is responsible for the collection, conservation, and interpretation of the state's historic heritage.

Pennsylvania Land Recycling Program — A 1995 state law known as Act 2, this law encourages the voluntary cleanup and reuse of contaminated commercial and industrial sites by allowing an owner or purchaser of a brownfield site to choose any one or combination of cleanup standards to guide remediation. When one or a combination of the background standards are met, the remediator receives liability relief for the property.

Pennsylvania Sewage Facilities Act (Act 537) — A 1966 act which requires municipalities to develop and implement Official Sewage Facilities Plans to ensure adequate sewage service for existing needs and new growth.

Pennsylvania Stormwater Management Act (Act 167) — Enacted in 1978, this Act requires counties to prepare and adopt watershed based stormwater management plans, as well as municipalities to adopt and implement ordinances to regulate development consistent with these plans.

Positive Train Control (PTC) — A system of functional requirements for monitoring and controlling train movements to provide increased safety through (1) train separation or collision avoidance, (2) line speed enforcement, (3) temporary speed restrictions, and (4) rail worker wayside safety.

Pottstown Area Rapid Transit (PART) — A multi-line bus service, owned by the Borough of Pottstown, that serves Pottstown and several surrounding municipalities.

Rail Safety Improvement Act of 2008 — A federal law enacted to improve railroad safety. Among its provisions, the most notable was the mandate requiring positive train control (PTC) technology to be installed on most of the US railroad network by 2015. This was spurred by the 2008 Chatsworth train collision the month prior to passage of the act.

Recreation and Parkland Fields — A land use category pertaining only to outdoor recreational uses, both public and private, and parkland fields, even if not currently developed for active recreation, including parkland fields, golf courses, picnic areas, camps, fairgrounds, swimming pools, and zoos.

Retail — Land predominately used for the sale of goods and services, including commercial strips, malls, big box stores, shopping centers, gas stations, convenience stores, and restaurants.

Road Diet — A technique in transportation planning whereby the number of travel lanes and/or effective width of the road is reduced in order to achieve systemic improvements.

Senior Center — A non-residential facility and community focal point where independent older adults come together for shared services and activities.

Single-Family Attached — Residential areas with homes that share at least one vertical wall with a neighboring house, including housing types like rowhomes, twins, townhomes, and quadruplexes

Single-Family Detached Residential areas with homes which do not share party walls and have yards of varying sizes on all sides.

Single-Family Detached Low Density Residential areas with the same characteristics as Single-Family Detached, but with larger lot sizes (typically an acre or more) and more rural character, generally found in areas without public sewer service.

Southeastern Pennsylvania Transportation Authority (SEPTA) A regional transit company that provides regional rail, subway, trolley and bus service to Philadelphia and its Pennsylvania suburbs.

Specialty Hospital A type of hospital that restricts its admissions to a particular group of persons or class, such as a children's hospital, but also a hospital that specializes in a specific type of treatment, such as a drug rehabilitation or mental health facility.

Traditional Neighborhood Development The development of a complete neighborhood or town using traditional town planning principles. TND may involve infill or adaptive reuse, but often involves construction on previously undeveloped land. TND is limited to the neighborhood or town scale.

Transportation Areas dedicated to the movement of people or goods, including public transportation centers, highways, highway interchanges, roads, and airports

Transportation Alternatives Program Authorized under MAP-21, the TAP provides funding for projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Transportation Improvement Program (TIP) The regionally agreed upon list of priority transportation projects, as required by federal law (ISTEA, TEA-21, SAFETEA LU). The TIP document must list all projects that intend to use federal funds, along with all non-federally funded projects that are regionally significant.

Transportation Management Associations (TMAs) Non-profit, member-controlled organizations that provide transportation services in a particular area, such as a commercial district, mall, medical center or industrial park. They are generally public-private partnerships, consisting primarily of area businesses with local government support.

Travel Demand Management (TDM) A tool to reduce single occupancy vehicle (SOV) travel as well as facilitate mobility options for area residents. It increases the efficiency of the transportation system through the promotion and facilitation of alternative modes of travel.

TreeVitalize DCNR launched TreeVitalize as a broad-based public-private partnership to increase public awareness of the importance of community trees, and to reverse the loss of tree cover in the state's metropolitan areas.

Utilities Land use areas that include power generators and substations, water filtration and storage tanks, wastewater treatment plants, landfills, and recycling centers.

Water A land use category that includes rivers, the Green Lane Reservoir, and Deep Creek Lake.

Wooded A land use category that shows areas which are heavily forested, even in developed portions of the county. Interconnected woodlands along streams running through developed and lotted areas have been put into this category.

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83, top	Blue Bell offices, Whitpain *Credit MCPC*
83, left	SKF Headquarters, Towamencin *Credit MCPC*
83, middle	Oktoberfest, Upper Merion *Credit King of Prussia BID and Weld Photography*
83, right	Colorcon headquarters, Lower Salford *Credit MCPC*
84, top	Main Street, Norristown *Credit MCPC*
84, left	Souderton mill building conversion *Credit MCPC*
84, middle	The Village at West Main, Lansdale *Credit Lansdale Borough*
84, right	Jenkintown plaza *Credit MCPC*
85, top	Skippack Village *Credit MCPC*
85, left	Lederach Village, Lower Salford *Credit MCPC*
85, middle	Vernfield Village, Lower Salford *Credit MCPC*
85, right	Meitner property, Whitpain *Credit MCPC*
86, top	Cannon Square, Lansdale *Credit MCPC*
86, left	Whitehall Townhouses, Lower Merion *Credit MCPC*
86, middle	Hatboro Lofts *Credit MCPC*
86, right	Lantern Hill, Doylestown, Bucks County *Credit MCPC*
87, top	Cold Point Manor, Whitemarsh *Credit MCPC*
87, left	Germantown Academy, Whitemarsh *Credit WRT*
87, middle	Woodmont, Lower Moreland *Credit MCPC*
87, right	Harriton Farm, Lower Merion *Credit MCPC*

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88, top	Douglass farm *Credit MCPC*
88, left	Cambridge Reserve, Franconia *Credit MCPC*
88, middle	Farmer in Worcester *Credit Montgomery County Conservation District*
88, right	Mather's Mill, Whitemarsh *Credit MCPC*
89, top	Green Lane Park, Upper Hanover *Credit MCPC*
89, left	Stony Creek Park, Lansdale *Credit MCPC*
89, middle	Musser Scout Reservation, Marlborough *Credit MCPC*
89, right	Lorimer Park, Abington *Credit MCPC*
90, left	Station Square, Upper Gwynedd *Credit MCPC*
90 middle	Spring Mill, Whitemarsh *Credit MCPC*
90, right	Suburban Square, Lower Merion *Credit MCPC*
91, left	Buffer area, *Credit MCPC*
91, right	Willow Grove Naval Air Station, Horsham *Credit MCPC*
92, left	Lansdale train station *Credit MCPC*
92, right	Washington Town Center, Mercer County, New Jersey *Credit MCPC*
93, top	Route 422, Lower Pottsgrove *Credit MCPC*
93, bottom	New SEPTA regional rail car *Credit MCPC*
96, left	Lafayette Street construction, Plymouth *Credit MCPC*
96, top	North Wales Road, Worcester *Credit MCPC*
96, bottom	202 Parkway, Montgomery Township *Credit MCPC*
102, left	Butler Pike, Ambler *Credit MCPC*
102, right	Perkiomen Trail *Credit MCPC*
103, left	Collegeville race *Credit MCPC*
103, right	Arbor Heights, Norristown *Credit MCPC*
104, left	Collegeville Farmers' Market *Credit MCPC*
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105, left	Suburban Square, Lower Merion *Credit MCPC*
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107	Baldwin School, Lower Merion *Credit MCPC*
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