



Comprehensive Plan: Vision for 2025



SPRINGFIELD TOWNSHIP

Montgomery County, Pennsylvania





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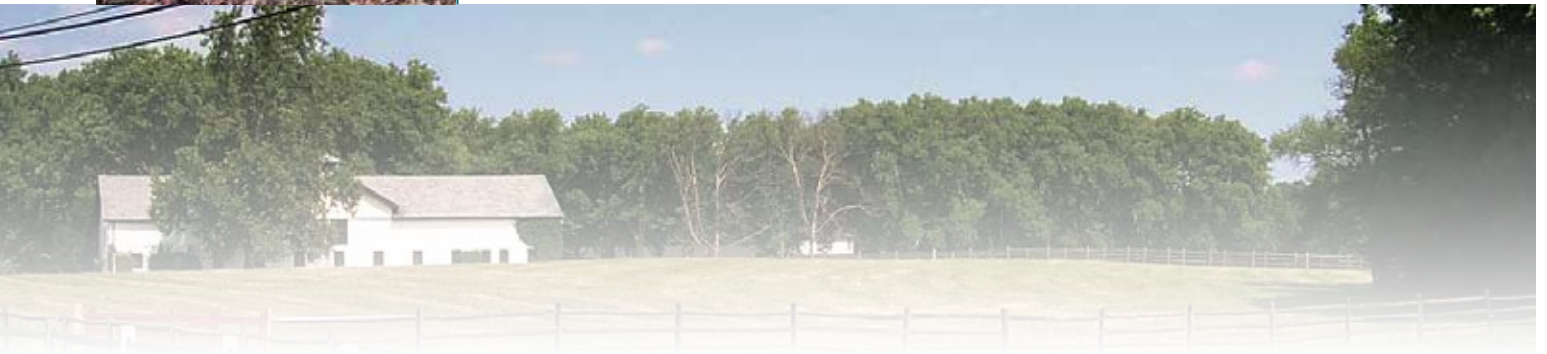
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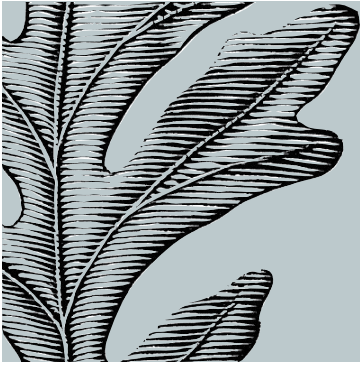
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*Prepared by the
Montgomery County Planning Commission*



*with the
Springfield Township Planning Commission*





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Chapter 1

Introduction

Springfield's Comprehensive Plan

A comprehensive plan provides an overall vision for the community and serves as a guide for township leaders as they make land use policy decisions. It provides a framework for the zoning ordinance, subdivision and land development ordinance, subdivision and land development reviews, planning for capital improvements to municipal facilities, parks and infrastructure as well as redevelopment programs. The Pennsylvania Municipalities Planning Code (MPC) authorizes and guides local planning by outlining the required elements of the comprehensive plan. The required elements include but are not limited to provisions for land use, housing, transportation, community facilities, historic and natural resource protections, goals and objectives, long and short term implementation strategies, and compatibility with neighboring municipalities.

Springfield Township's first comprehensive plan was adopted in 1968 during the period where much of the township was developed and its identity as a suburban residential

community was established. When the plan was updated in 1998 it was during a time when Springfield was more concerned with improving upon the existing conditions than shaping future growth. With the 2012 comprehensive plan update, the township considers existing conditions as well as changes in its population, land use, and the built environment that have occurred since the last update and explores other emerging trends and critical issues.

To prepare for the needs of the current and future residents this plan considers the demographics changes, housing needs, modes of transportation and circulation patterns, community facilities and services, as well as redevelopment and economic development opportunities. As the township looks toward creating a



sustainable future, Springfield acknowledges the intrinsic value of its historical past, environmental and natural features, and contemplates the importance of preserving and protecting these vulnerable resources for future generations use and enjoyment.

Planning in Springfield Township

The township has undertaken or been the subject of plans and/or studies as shown in Figure 1.1. Some of the plans are focused on the township or a portion of the township, while others take a regional focus. Some of the plans are described in more detail below.

Figure 1.1

Springfield Plans, Studies

Plan/Study Name	Date	Author
Springfield Comprehensive Plan	1998	MCPC
Sandy Run Park Master Plan	2003	Land Concepts Group, Metz Engineers
Flourtown Edenheim Vision Plan	2004	Carter van Dyke Associates, Urban Partners, Carroll Engineering, Corporation, Runyan & Associates Architects
Springfield Open Space Plan	2005	MCPC
Increasing Intermodal Access to Transit: Oreland Station	2006	DVRPC
Taming Traffic - Context Sensitive Solutions in the DVRPC Region: Bethlehem Pike	2008	DVRPC
Springfield Township Parks and Recreation Connections Plan	2008	Toole Recreation Planning
Bethlehem Pike Streetscape Master Plan	2008	Michael Baker Jr., Inc. and Carter van Dyke Associates
Mobilize to Thrive Chestnut Hill Regional Area Study	2008	DVRPC
Natural Area Inventory Update	2008	Ann Rhoads, PhD., Tim Block for MCPC



Flourtown Erdenheim Vision Plan, 2004

Recognizing the potential of the Bethlehem Pike corridor, a group of interested neighbors and business owners banded together to form the Flourtown-Erdenheim Enhancement Association (FEEA) and raised public and private funds to hire a consultant to create a vision for the revitalization of the Flourtown-Erdenheim corridor. In 2006, the vision plan was adopted by the township board of commissioners as an amendment to the township comprehensive plan.

Bethlehem Pike Streetscape Master Plan, 2008

Springfield Township commissioned this Streetscape Master Plan to further advance the concepts developed in the Flourtown Erdenheim Vision Plan for portions of Bethlehem Pike between Gordon Land and West Valley Green Road. The Streetscape Master Plan sought to create a unified identity and sense of place, improve public spaces to encourage pedestrian activity, improve commercial vitality, and create a blueprint for future public and private projects in the Villages of Flourtown and Erdenheim, the two central business districts that contain a mix of public and private uses, historic structures, shopping destinations and other business services. Proposed improvements included enhanced crosswalks, sidewalk reconstruction, pedestrian-oriented street-lighting, ornamental signal poles and street trees.

Taming Traffic – Context Sensitive Solutions: Bethlehem Pike, 2008

The DVRPC study reviewed roadway characteristics, transit access, corridor crash statistics, neighborhood character and amenities and recommended strategies for altering the roadway corridor to match the emerging new context as a pedestrian-friendly, vibrant commercial corridor.

Mobilize to Thrive: Regional Area Study, 2008

The Regional Area Study was undertaken as part of the Delaware Valley Regional Planning Commission's Strategies for Older Suburbs initiative which examined the potential for city/suburban collaboration. The study proposed 5 objectives relative to Springfield Township:

- Promote commercial development that solidifies Springfield's market niche and reflects community character.
- Adopt clear policies and expand institutional capacity to guide development approvals and the retail recruitment process.
- Continue phased streetscape improvements on Bethlehem Pike to encourage walking between retail locations.
- Enhance pedestrian, bicycle and transit mobility between Springfield Township, Whitmarsh Township and Philadelphia.
- Create a coalition of public officials, private business and community members to encourage dialogue and action across municipal boundaries.



Township Character and Vision

Where individuals or families decide to live or to conduct business is often the result of choices we make based on employment or school location, proximity to family, and easy access to social and entertainment venues. Decisions to locate tend to be based on the benefits and features that are associated with a community. Many of the values held by the Springfield Township community are reflected in and supported by the unique character of the town. People speak of the quality of life that Springfield Township offers: a small town feel; sense of community; pride in the area's history; respect for the environment; proximity to Philadelphia and the desire to exercise civic responsibility.

Sense of Community

Many residents attribute their sense of community to a myriad of reasons: proximity to neighbors; their associations through school-aged children; attractive neighborhoods with a traditional feel; active volunteerism and opportunities for community involvement; and a sense of commitment by citizens and the local government to continue the small town atmosphere. The township staff and elected and appointed officials work hard to be responsive to citizen needs.

Pride of Past

Springfield has a rich historical and cultural heritage from its origins as a point along an early transportation route from Philadelphia to Bethlehem. From its unique buildings and its homes with varied architectural styles, the residents and local officials realize that the continued success in the township is tied to a respect for and preservation of its history.

Civic Responsibility

Citizen participation is a key element in the continued success of the township. There are numerous citizens that serve on various boards, commissions, committees, authorities and task forces. This demonstrates the concern that the citizens have for Springfield and their willingness to play an active role in its future.

Public Safety

Citizens and businesses value the safety of the community and its low crime rate. People want to walk safely in their neighborhoods and enjoy a pleasant community experience with out the problems often associated with “the big city.”

Location

Springfield's proximity to the City of Philadelphia and the greater Delaware Valley region makes it an ideal location for many. Access to major highways and train service to Philadelphia easily connects the community to the regional museums, performing arts centers and other cultural institutions, universities, top quality medical centers. It has easy access to regional shopping and employment centers



in Willow Grove, Plymouth Meeting, Montgomeryville, and King of Prussia. Springfield Township is only minutes away from regional parks and open space such as, Fort Washington State Park with access to county-wide trails, the Morris Arboretum, and Fairmount Park's Wissahickon Trails.



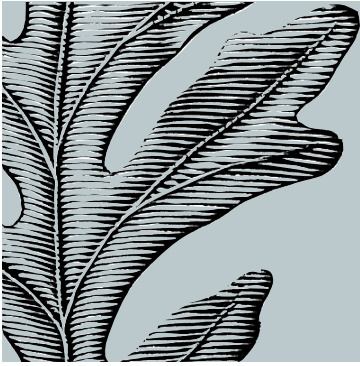
Vision for Springfield

Springfield Township is a community that seeks to create, maintain and improve the quality of life for its residents. Springfield strives to:

- Protect the character of existing homes and neighborhoods and the sense of community that is born from its rich historical past;
- Protect its environment and natural resources;
- Increase access to the parks, open space and recreational amenities and offers a range of activities for its citizens of all ages;
- Allow for reasonable and adaptive reuse of historical dwellings, buildings and landmarks;
- Improve public infrastructure systems, including stormwater management facilities;
- Support the revitalization of commercial districts that encourages more pedestrian activity and reduces unnecessary vehicle traffic;
- Value sustainable growth in locations with easy access to public transit; and
- Support responsible development and redevelopment opportunities that generate revenue that support the various programs and operations of the municipality.







Chapter 2

Community Goals and Objectives

Background

Springfield Township is a near fully developed suburban community. Unlike exurban or less developed communities, a plan for a community like Springfield is less concerned with shaping future growth and development through comprehensive land use decisions. The goal is to maintain and improve upon existing conditions although some decisions or proposed actions may be focused on future land use. This update is intended to evaluate the existing conditions in the township, identify issues and planning related needs and establish appropriate planning goals and objectives for future decision-making. This is accomplished through analysis of demographics, housing, and transportation trends, and evaluation of community facilities and existing potential land uses.

Springfield's Vision for 2025

The Comprehensive Plan update includes a statement of community goals to be achieved through specific objectives forming the basis for land use policies and practices, evaluation of zoning, subdivision and land development ordinances, and review of new land development proposals and redevelopment of existing sites.

Goal 1: Land Use

Promote balanced land use that considers environmental, open space and recreation needs with the need for sustainable growth that complements established patterns of development in the township. Foster a well-integrated community development pattern with a mix of residential, institutional and commercial uses that supports the changing needs of the community. Continue to provide for residential, institutional, and commercial uses in ways that are complementary to maintaining the historic character of the township.

Objectives

- 1.1 Update the zoning and subdivision and land development ordinances to reflect the current and future needs of the township.
- 1.2 Provide for compatible infill development that respects the scale of existing neighborhoods and architectural history.



- 1.3 Preserve conservation areas and strengthen the protection of natural resources.
- 1.4 Coordinate long-range planning between large institutional uses and other large land owners in the township to encourage cooperation and to minimize potential conflicts with future land use.
- 1.5 Investigate opportunities for shared planning and improvement projects with adjacent municipalities.
- 1.6 Support a sustainable community that balances the rights of property owners to reasonable use of land within the community's expressed goals.
- 1.7 Continue to provide for a variety of dwelling types that meet the needs of current and future residents of the township.

Goal 2: Community Facilities and Municipal Services

Provide for the needs of the municipal government to supply the level of service required by the residents and businesses of the township. Ensure that all areas of Springfield Township are adequately served by public safety agencies.

Objectives

- 2.1 Provide for streets, utilities, stormwater management systems, solid waste management and other infrastructure at sufficient levels to meet the changing needs of township residents.
- 2.2 Establish/maintain annual Capital Improvement Plan to provide for maintenance and improvements of all community facilities.
- 2.3 Implement the recommendations of the 2008 Springfield Township Park and Recreation Connections Plan (SPARC).
- 2.4 Provide administration, code enforcement, emergency, police and other services at sufficient levels to meet the needs of the community.
- 2.5 Conduct periodic assessments of the municipal complex so that it continues to meet the needs and expectations of the residents and businesses.
- 2.6 Plant and maintain trees along public right-of-ways and in township parks.
- 2.7 Encourage the creation of new passive and active recreation facilities that support the health and welfare of the residents of all ages and abilities.
- 2.8 Encourage development of appropriate types of recreation facilities on lands that may be developed and that are not targeted for permanent protection.
- 2.9 Maintain and enhance existing parks and recreation facilities and programs.
- 2.10 Support the township's recreation programs and services.



Goal 3: Natural Resource Protection

Protect and preserve sensitive environmental features such as waterways, wetlands, watersheds, streams, woodlands, open spaces, slopes, soils, and natural habitats.

Objectives

- 3.1 Create a natural resource inventory and assessment. Identify priorities and actions.
- 3.2 Ensure that the updated subdivision and land development ordinance standards exceed the current NPDES permit requirements.
- 3.3 Plan for and implement a coordinated open space network including stream corridors, parks, and green infrastructure.
- 3.4 Develop a robust tree planting program.
- 3.5 Develop strategies to preserve and protect open space such as the Lower Schuylkill River Conservation Landscape (SRCL) in the lower panhandle.
- 3.6 Educate and promote the benefits of a Riparian Corridor Ordinance.
- 3.7 Participate in regional and watershed-based technical and steering committees.
- 3.8 Encourage voluntary water conservation and anti-pollution measures throughout the township.

Goal 4: Historic Resource Protection

Identify, preserve, protect, enhance, and encourage continued utilization and rehabilitation of such areas, districts, places, buildings, structures, works of art, and other objects having a special historical, community, architectural, or aesthetic interest or value to the township and its citizens.

Objectives

- 4.1 Establish an updated inventory of historic resources.
- 4.2 Create a historic resource committee to oversee inventory and make policy recommendations to the township Board of Commissioners.
- 4.3 Safeguard the township's historic and cultural heritage, as embodied and reflected in certain districts, places, buildings, structures, works of art, and other objects.
- 4.4 Preserve the character and vitality of neighborhoods and promote economic development through rehabilitation of existing structures.
- 4.5 Protect significant historic structures from decline and demolition through encouragement of adaptive reuse.
- 4.6 Encourage the continuation of surveys and studies of the township's historical



and architectural resources and the maintenance and updating of areas, districts, places, buildings, structures, works of art, and other objects which may be worthy of landmark designation.

- 4.7 Educate and promote the use of preservation easements.

Goal 5: Housing

Encourage a range of housing types that will meet the needs of the township's residents of various ages, incomes, lifestyles and special needs. Promote residential development that is consistent with established development patterns. Encourage active lifestyles through environmentally sustainable residential neighborhood and commercial district design.

Objectives

- 5.1 Preserve the character and integrity of neighborhoods that give the township its distinctive character.
- 5.2 Permit a variety of housing options to allow existing residents to remain in the community as they age and encourage development of housing that targets first-time homebuyers.
- 5.3 Encourage environmentally responsible upgrades to properties that promote stormwater best management practices, water conservation devices, low-flow and tank-less water heaters, and use of renewable energy sources such as geothermal heating and cooling and solar powered electric service and hot water heating.
- 5.4 Encourage infill development and modifications to existing properties in commercial districts to accommodate affordable housing in the community.
- 5.5 Encourage adaptive reuse of selected vacant commercial properties or buildings for residential uses.
- 5.6 Enhance and beautify neighborhoods with improved streetscapes including sidewalks, lighting, and landscaping.
- 5.7 Create a systematic enforcement of property maintenance to help preserve neighborhood conformity and elevate property values.

Goal 6: Transportation

The township benefits from its location near major transportation routes and transit facilities, allowing easy access to surrounding areas and employment centers. The township is pedestrian-oriented, with an extensive sidewalk network for access needs within the community. The goal is to maintain these advantages and to expand and improve upon them wherever possible.



Objectives

- 6.1 Increase resident access to all modes of transportation including walking, bicycling, and public transit by creating safe pedestrian and bicycle connections between existing/proposed parks, trail systems, institutional open space, commercial areas, neighborhoods and public transit stops.
- 6.2 In commercial districts, provide and enhance parking opportunities, locate parking to the side and rear of buildings, encourage shared parking, and update zoning code to facilitate this goal. Maintain on-street parking in and around the commercial districts. Improve access to parking through coordinated way finding signage.
- 6.3 Maintain and improve the existing pedestrian network and create new sidewalks or trail networks to enhance community walkability. Fill in gaps in the existing sidewalk network. Explore ways to convert informal pedestrian paths to a public pedestrian network.
- 6.4 Encourage new development to be designed with pedestrians in mind, providing ADA accessibility, safe and inviting pedestrian connections internally to the development and to adjacent neighborhoods, schools, public transit and commercial areas. Add crosswalks to intersections near schools, parks, houses of worship, public buildings, and public transit stops. Use textured crosswalks and other traffic-calming measures on streets with high traffic volumes.
- 6.5 Install bicycle racks and other bike facilities at community destinations including train station, shopping centers, and municipal park and recreation facilities. Encourage bicycle parking facilities in all public and private parking lots and bicycle storage facilities in multi-family developments.
- 6.6 Continue to coordinate with PennDOT, DVRPC, Montgomery County and surrounding communities to improve the regional transportation network. Participate on PennDOT, DVRPC and County technical and steering committees during local project planning and development process.
- 6.7 Work with SEPTA, Upper Dublin Township, Whitmarsh Township, Philadelphia, and others to beautify transit stops and train station areas, improve commuter rail service, enhance parking opportunities, and promote transit oriented development. Enhance the appearance and functionality of the train stations with landscaping, pedestrian lighting, coordinated signage, and improved parking and circulation.
- 6.8 Maintain and enhance public and private parking lots with appropriate landscaping, lighting and signage.
- 6.9 Continue the program of road maintenance and reconstruction.



- 6.10 Improve lighting along streets where needed using energy efficient technologies.
- 6.11 Support an interconnected and “complete streets” network.

Goal 7: Commercial District Revitalization and Economic Development

Provide for a strong, diverse commercial base within the established development pattern of the commercial districts in the township. Conserve, maintain and strengthen the streetscape character of the Bethlehem Pike corridor in Flourtown-Erdenheim, the Willow Grove Avenue business corridor in Wyndmoor and the Oreland Commercial Village to promote and enhance a vibrant small town/village identity.

- 7.1 Create a position for a main street manager/business development coordinator to expand upon the current township staff’s efforts to work with the business community, governmental agencies, and the public to retain existing businesses and attract new businesses and services to add vitality to the existing commercial districts. In this role the coordinator will also promote Springfield Township as a great place to work, live and play and come up with strategies to implement the proposed Village Center Overlay District.
- 7.2 Create an attractive hub including public gathering spaces within each commercial district that is pedestrian and bicycle friendly.
- 7.3 Improve signage to make the districts more attractive and easier to navigate.
- 7.4 Add street trees and landscaping throughout the business districts.
- 7.5 Encourage and support storefront facades upgrades and seek funding opportunities to assist small businesses with façade and landscaping improvements.
- 7.6 Encourage the development of new restaurants along Bethlehem Pike to create vitality, enhance Springfield’s image as a destination, and provide expanded services to the residents and visitors alike.
- 7.7 Encourage development of small shops and cafes close to the core area around the train station.
- 7.8 Promote the use of appropriate period lighting in locations that supports the historical character of the township.
- 7.9 Foster positive communications between local government and the business community.
- 7.10 Promote new business development and expansion in areas with existing transportation infrastructure. Promote and advance the success of the Flourtown Business Association.



Goal 8: Energy and Resource Conservation

Adopt policies and practices that make Springfield more environmentally sustainable. Encourage conservation of energy and natural resources, and allow the use of renewable energy sources by the municipality, residences, and the business community.

Objectives

- 8.1 Encourage land development design and practices that utilize energy conservation techniques.
- 8.2 Complete the pedestrian network throughout the township that links neighborhoods with commercial districts, schools, parks, and trails.
- 8.3 Encourage public transit use and create pedestrian and bicycle linkages to regional transportation nodes.
- 8.4 Continue to encourage, utilize and support the educational efforts of the Environmental Advisory Committee.
- 8.5 Increase the tree canopy of the township to reduce the effects of emissions and to promote cooling. Encourage land owners to replace mature trees lost to age, disease and damage with shade/canopy trees, rather than smaller ornamental species.
- 8.6 Target higher standards for energy efficiency (heating, cooling and lighting) in all township facilities and operations (fuel efficiency) to reduce energy consumption and determine if there are cost effective ways to lower that consumption.
- 8.7 Enhance township website to reduce resident's vehicle trips to township facilities for information, applications, forms, etc.
- 8.8 Promote energy conservation methods for heating, cooling and lighting, and encourage the utilization of energy audits for township residents and businesses.
- 8.9 Advocate for greater recycling and waste reducing practices in construction and demolition.
- 8.10 Continue to promote the responsible composting of all yard, food and other biodegradable waste.
- 8.11 Advocate for resident participation in the Montgomery County Household Hazardous Waste Collection Program.

Goal 9: Sustainability

Encourage policies and practices that use, develop, and protect all of the township resources in ways that allow the residents of Springfield Township to meet their current needs and maintain a fulfilling quality of life without compromising or foregoing the ability of and opportunity for future residents to do the same.



Objectives

- 9.1 Reduce stormwater runoff and flooding through regulation, property-owner incentives, public demonstration projects, education and outreach.
- 9.2 Preserve the viability and benefits of open and rural lands.
- 9.3 Expand biodiversity through public education, restoration and protection of natural waterways, habitats, and preserved open spaces.
- 9.4 Reduce solid waste and airborne products of combustion.
- 9.5 Support increased use of alternative modes of transportation and pedestrian circulation.
- 9.6 Reduce the consumption of non-renewable resources.





Chapter 3

Township Demographics

Analysis

The Community Demographic Analysis consists of information relating to Springfield’s population. Except where noted, the source of information is the U.S. Census. Understanding the demographic trends helps guide community decision makers to establish new policies and practices. Demographic characteristics such as employment forecasts and population projections can provide insight into possible trends so that planning can take place for community services, infrastructure, housing, recreation facilities, as well as economic development and revitalization.

Population

Springfield Township experienced significant growth between 1950 and 1970 when it nearly doubled its population from 11,403 residents to 22,394, respectively. Between 1970 and 2000 the number of residents began to decline. In 1990 there were 19,612 residents and for the first time in two decades the population dropped below 20,000. This trend has continued through 2010 (Figure 3.1). By 2010 the population loss had slowed. There were 19,418 residents, 115 fewer residents than in 2000 mostly due to a decrease in the group quarters population. Similar population declines were also experienced in the neighboring communities of Abington, Cheltenham, and Upper Dublin between 2000 and 2010. Only Whitemarsh experienced an increase in residents of 3.9 percent during this period.

Figure 3.1
Total Population (1950 – 2010)

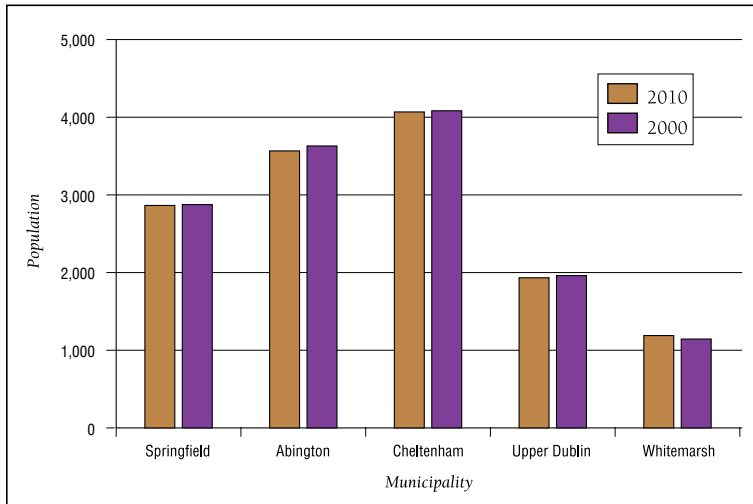
Total Population							Change in Population					
							1950 - 1970		1970 - 1990		1990 - 2010	
1950	1960	1970	1980	1990	2000	2010	Number	Percent	Number	Percent	Number	Percent
11,403	20,652	22,394	20,344	19,612	19,533	19,418	10,911	96.4%	(2,782)	-12.4%	(194)	-1%

Source: US Census Bureau.

Similarly, population density, or the number of persons per square mile, also decreased slightly for Springfield and its neighbors, with only Whitemarsh seeing a slight increase in density by 2010 (Figure 3.2).



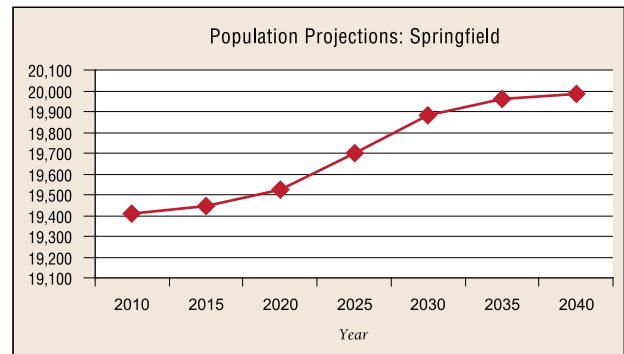
Figure 3.2
Population (2000 – 2010)



Source: U.S. Census Bureau.

The Delaware Valley Regional Planning Commission (DVRPC) estimates that Springfield’s population will increase slightly by 2035 (Figure 3.3). The relatively stable population of Springfield is mirrored in Abington and Cheltenham while, Upper Dublin and Whitemarsh are projected to grow between 9 and 10 percent during this period. The trend may be attributed in part to the limited amount of land available for new housing and lifestyle changes such as older children moving out of the community, leaving empty-nesters, young families having fewer children, and more single people buying homes in the community. Most of the region’s growth in residential and commercial development shifted in the last several decades in the location of employment centers to areas farther away from the city.

Figure 3.3
Population Projections



Area	2000* Census	2010** Census	2015 Census	2020 Census	2025 Census	2030 Census	2035 Census	2040 Census	2010 - 2040 Absolute Change	2010 - 2040 Percent Change
Springfield Township	19,530	19,418	19,445	19,522	19,703	19,884	19,961	19,988	570	2.9%
Abington Township	56,105	55,310	55,368	55,534	55,924	56,314	56,480	56,538	1,228	2.2%
Cheltenham Township	36,880	36,793	36,843	36,985	37,319	37,653	37,795	37,845	1,052	2.9%
Upper Dublin Township	25,875	25,569	25,773	26,118	26,738	27,357	27,652	27,756	2,187	8.6%
Whitemarsh Township	16,702	17,349	17,541	17,852	18,317	18,783	19,094	19,286	1,937	11.2%
Montgomery County	748,978	799,874	808,531	823,564	848,463	873,361	887,364	894,486	94,612	11.8%
Philadelphia	1,517,550	1,526,006	1,536,124	1,551,247	1,572,342	1,599,436	1,618,512	1,630,589	104,583	6.9%

* 2000, 2010 U.S. Census, 2012 DVRPC Projections

** 2010 U.S. Census



Households and Group Quarters

Less than 5 percent or 937 residents live in group quarters whereas, slightly more than 95 percent or 18,201 residents live in households (Figure 3.4). Group quarters include all residents not living in households in two general categories: institutional and noninstitutional. In Springfield, nursing homes and juvenile facilities are considered institutional group homes while housing associated with religious organizations are considered noninstitutional group homes. Between 2000 and 2010 Springfield residents living in group quarters of all types declined by nearly 30 percent, those living in institutional group quarters declined by 14.52 percent, and those residing in religious and other group homes, decreased by nearly 69 percent.

Figure 3.4

Household and Group Quarters Population (2000 – 2010)

Population Type	2000		2010		Change 2000 - 2010	
	Number	Percent Total	Number	Percent Total	Number	Percent Change
Household Population	18,201	93.2%	18,481	95.1%	280	1.50%
Group Quarters Population	1,334	6.8%	937	4.8%	(397)	- 29.80%
Institutional	961	4.9%	820	4.2%	(141)	-14.52%
Noninstitutional	373	1.9%	117	0.6%	(256)	- 68.62%
Total Population	19,533	100.0%	19,418	100.0%	(115)	- 0.50%

Source: U.S. Census Bureau.

Age Profile

Understanding the change in a community's age profile over time can give valuable insight into the community's makeup and may be helpful in predicting the future needs and interests of the residents. The age profile can show trends and inform decisions about school enrollments, housing needs and the distribution of community services. Figure 3.5 shows that Springfield Township is getting more mature. The median age of all residents combined in 2010 was 45.3 or 1.4 years higher than in 2000 (43.9) and significantly higher than the 2010 median age for Montgomery County (40.6) as a whole. The median age is the midpoint of the population. Half of the population is older and half is younger than the median age.

In 2010, more than 63 percent of the residents were age 35 or older. Those under the age of 18 make up another 22 percent of the total population while less than 15 percent of residents fall between the age of 18 and 34. Between 2000 and 2010, the group that grew the most was those age 55-64, increasing by 1,106 residents or 60 percent. (Baby Boomers) The next largest increase was for those between age 18 and 24. (Baby Boom Echo) This group grew by over 14 percent.

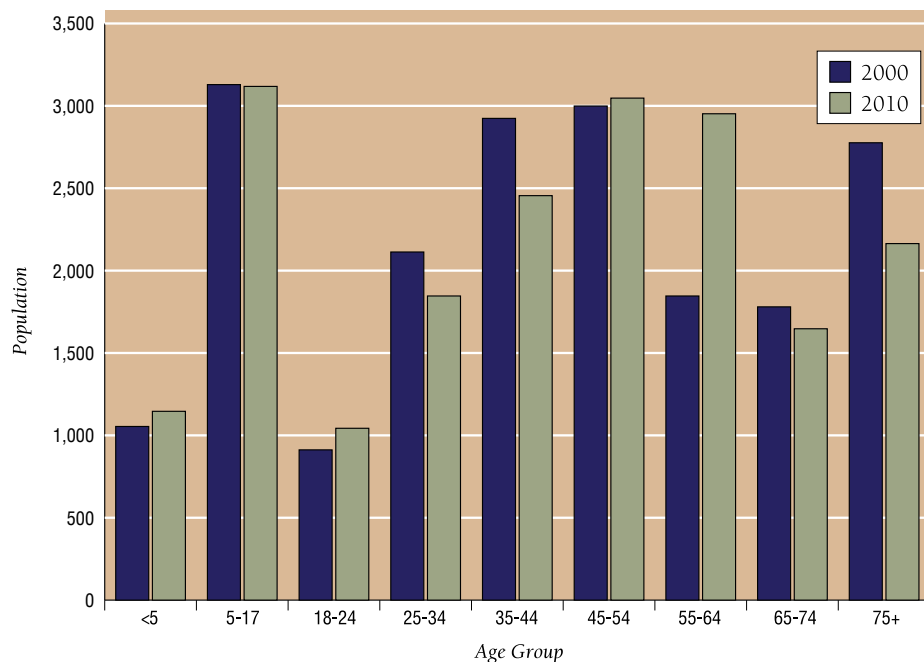


The age group that experienced the largest decline was those age 75 or older residents. This population decreased by 612 residents or 22 percent. The next largest decline was seen in the group age 35-44, which decreased by 469 residents or 16 percent.

Figure 3.5
Age Profile (2000 – 2010)

Age Group	2000	2010	2010 Percent of Total	Number Change	Percent Change
<5	1,054	1,146	5.9%	92	8.70%
5-17	3,129	3,118	16%	(11)	-0.35%
18-24	912	1,043	5.4%	131	14.36%
25-34	2,113	1,846	9.5%	(267)	-14.46%
35-44	2,924	2,455	12.6%	(469)	-16.03%
45-54	2,999	3,047	15.7%	48	1.60%
55-64	1,846	2,952	15.2%	1,106	59.91%
65-74	1,780	1,647	8.9%	(133)	-7.47%
75+	2,776	2,164	11.1%	(612)	-22.04%

Source: U.S. Census Bureau.



In 2010, Springfield had 5,999 residents between the age of 45 and 64, an increase of 1,054 residents or 23.8 percent over 2000 figures (4,845). This is significant in that people in this age group tend to have the highest household income and generate the most earned income tax revenues for a community. This group also tends to have the highest household spending of any age group and could have implications for the local economy if household spending was captured within township borders. Another group that continues to grow to a lesser degree, are those

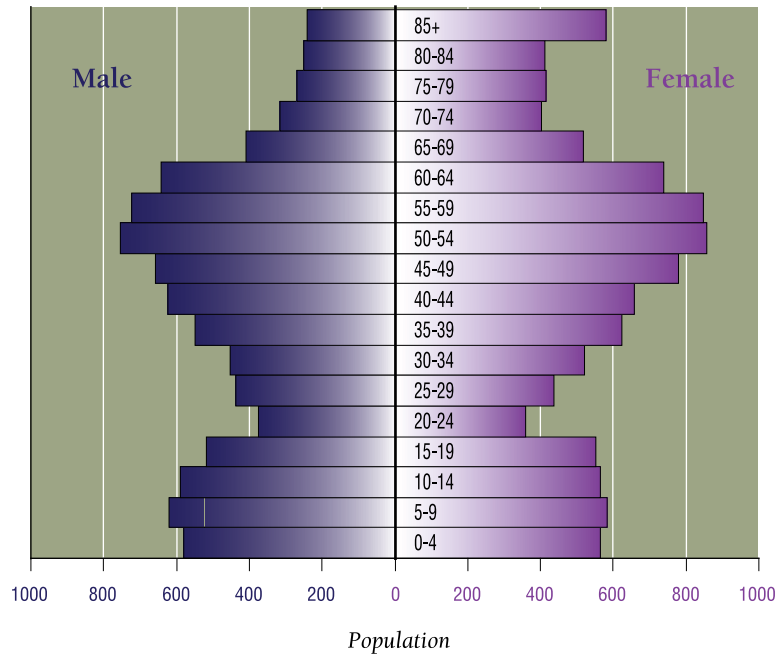


age 5 and under or the pre-school population. The community facilities and services required for these very different age groups will need to be considered going forward. Township investments should be made to community facilities, programs, and other improvements that meet the future needs and interests of these residents.

In Springfield, males make up 46.4 percent of the total population where as females make up 53.6 percent. The median age for male population was 42.9 and 47.2 for females or 4.2 years older than the median age for males. The number of females is greater than males in nearly every age group except between age 5-14 and age 20-29. The most significant difference in population between males and females is with those ages 65 and older where there are 840 or 36.1 percent more older women than older men. Even though the overall number of residents in this age bracket decreased by 754 residents or 20 percent, between 2000 and 2010, they still make up 20 percent of Springfield's total population. Further, in the subset of those age 85 years and older, the number of woman is nearly 60 percent greater than that of men.

Figure 3.6 shows Springfield's population by age and gender where the Baby Boom population is evident in the pyramid as a bulge at ages 45 to 64. The differences in the number of males and females in the older age groups is the result of differences in mortality for men and women where women tend to live longer than men.

Figure 3.6
Age/Gender Profile



Source: U.S. Census Bureau.

Although the number of people age 65 and older has declined, it still represents nearly 20 percent of the total population. As life expectancy continues to rise, older adults that are very elderly and frail will continue to have different needs and preferences for housing types, transportation, community services, shopping, and health-related services than those that are active and healthy.



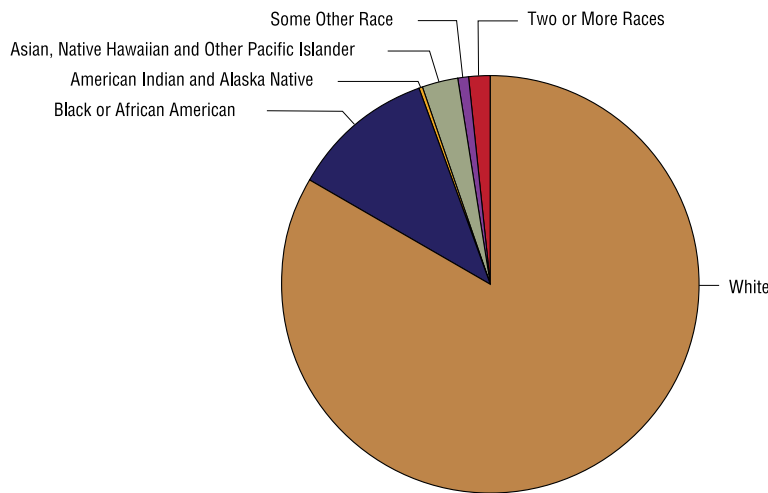
Race and Hispanic Origin

Springfield became more diverse between 2000 and 2010 (Figure 3.7). In 2010, 3,183 or 17 percent of residents identified themselves as nonwhite compared with 2,239 or 12 percent of residents in 2000. Those identifying themselves as two or more races grew by 117.5 percent where those residents identifying themselves as white alone decreased by 6.1 percent.

Figure 3.7
Race (2000 – 2010)

Race	2000	2010	Percent of Total	Percent Change 2000 - 2010
White	17,294	16,235	83.60%	-6.10%
Black or African American	1,623	2,157	11.10%	32.90%
American Indian and Alaska Native	25	25	0.13%	0.00%
Asian, Native Hawaiian and Other Pacific Islander	377	545	2.80%	44.50%
Some Other Race	66	134	0.70%	103.00%
Two or More Races	148	322	1.60%	117.50%
Total	19,533	19,418	99.90%	-0.58%

Source: U.S. Census Bureau.



The Hispanic population of Springfield is less than 3 percent of the total population and less than Montgomery County as a whole at 4.3 percent. Although the number of Springfield residents identifying themselves as being of Hispanic origin grew by 259 or 127.6 percent between 2000 and 2010, this group makes up only 2.4 percent of the total population (Figure 3.8). In Abington and Cheltenham, Hispanics make up between 3 and 4 percent of the population whereas in Upper Dublin and Whitemarsh this group makes up less than 2 percent of the population.

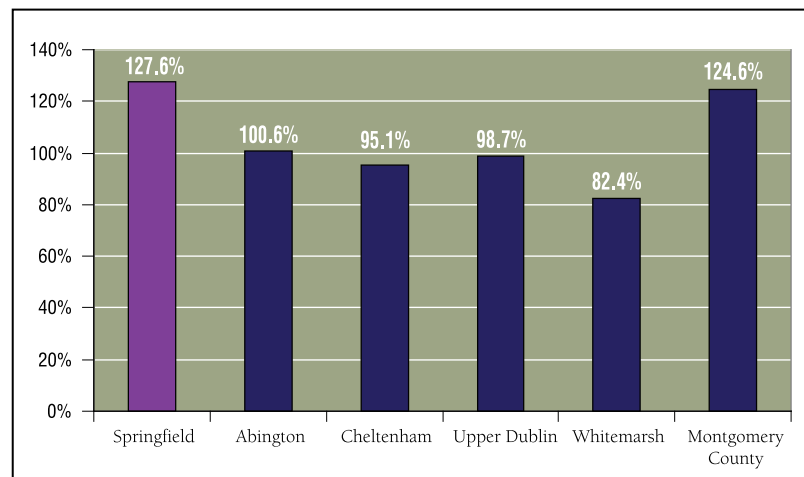


Figure 3.8
Hispanic Origin by Municipality

Municipality	2010 Total Population	Total Hispanic				Hispanic by Ethnicity in 2010			
		2000	2010	Number Change	2010 Percent of Total	Mexican	Puerto Rican	Cuban	Other Hispanic
Springfield	19,418	203	462	259	2.4%	82	135	31	214
Abington	55,310	883	1,771	888	3.2%	261	683	111	716
Cheltenham	36,793	732	1,428	696	3.9%	172	631	90	535
Upper Dublin	25,569	233	463	230	1.8%	95	130	41	197
Whitemarsh	17,349	165	301	136	1.7%	86	83	28	104
Montgomery County	799,874	15,242	34,233	18,991	4.3%	13,386	9,356	1,338	10,153

Source: U.S. Census Bureau.

Figure 3.9
Hispanic Population: Percent Change (2000 – 2010)



Source: US Census Bureau.

Household Composition

Household composition is defined by the Census Bureau as a person or persons occupying a single housing unit. Springfield has a total of 7,550 households, both family and nonfamily. A family household consists of a householder and one or more other people related to the householder by birth, marriage, or adoption. They do not include same-sex couples unless there is at least one additional person related to the householder by birth or adoption. In Springfield, nearly 68 percent or 6,912 of all households are considered family households. Nonfamily households consist of people living alone and households which do not have any members related to the householder. 32 percent or 2,421 of Springfield households are nonfamily households (Figure 3.10).

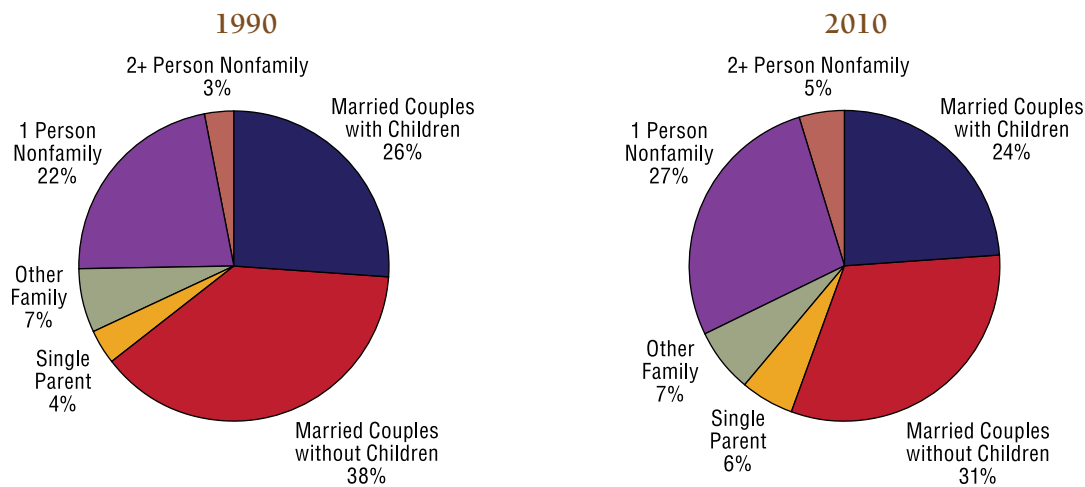


Springfield households mirror the national trend since the 1970s where there has been a decrease in the number of households consisting of married couples with or without children and an increase in both single parent and nonfamily households. Although the number of township households made up of married couples with and without children has been declining, combined they still made up 56 percent or 4,197 of all the township households in 2010.

Figure 3.10
Household Composition

Household Composition	1990		2000		2010		1990 - 2010 Change	
	Number	% Total	Number	% Total	Number	% Total	Number	% Change
Married Couples with Children	1,847	26.1%	1,812	24.3%	1,809	24.0%	(38)	-2.05%
Married Couples without Children	2,711	38.3%	2,510	33.6%	2,388	31.6%	(323)	-11.91%
Single Parent	271	3.8%	362	4.8%	419	5.5%	148	54.61%
Other Family	470	6.6%	453	6.1%	513	6.8%	43	9.15%
1 Person Nonfamily	1,568	22.1%	2,011	26.9%	2,070	27.4%	502	32.01%
2+ Person Nonfamily	215	3.0%	323	4.3%	351	4.6%	136	63.26%
Total Households	7,082	100.0%	7,471	100.0%	7,550	100.0%	468	6.60%
Average Household Size	2.57		2.44		2.45		—	

Source: U.S. Census Bureau; Census of Population and Housing, 1990, 2000, 2010.



The number of all nonfamily households increased from 1,783 in 1990 to 2,421 or 36 percent by 2010. Between 1990 and 2010, one-person nonfamily households alone increased by 502 or 32 percent and two-person nonfamily households alone increase by 63 percent or 136 households. Householders living alone increased from 22.1 percent to 26.9 percent and single head of households increased from 3.8 to 4.8 percent during that same period.



Average Household Size

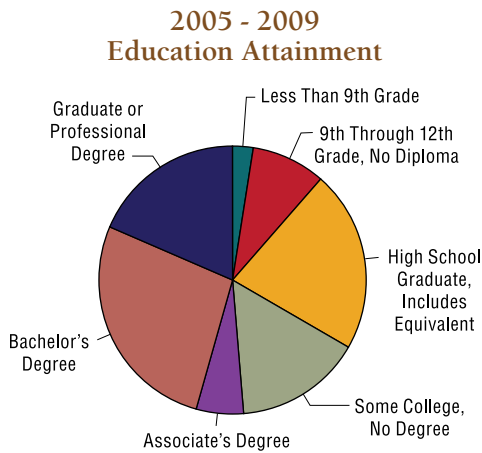
Between 1970 and 2010, the average household size in Springfield Township decreased from 3.37 to 2.45 respectively or over 27 percent (Figure 3.11). The decrease in household size and the increase in the overall number of households headed by single people may be attributed in part to deferred marriage, fewer children, divorce or death of a spouse, children leaving home, as well as, the trend of more single people choosing to live alone. Of the 2,070 nonfamily households in Springfield, 700 consist of male head of household and 1,370 are headed by females. Of those households, 237 of the 700 males are age 65 or older and 779 of 1,370 are females age 65 or older.

Figure 3.11
Average Household Size (1970 – 2010)

1970	1990	2000	2010	Change 1970 - 2010
3.37	2.57	2.44	2.45	-27.3%

Source: US Census Bureau.

Education



Educational attainment is the strongest indicator of an individual's income potential, attitudes, and spending habits and has the biggest impact on a person's occupation and economic status. Springfield Township ranks high in educational attainment with 46 percent of its residents age 25 or older receiving an associates or higher degree (Figure 3.12). Compared with Montgomery County (38.8%), the number of Springfield residents holding a bachelor's degree or higher are 6,534 residents or 45.6 percent of the population. Since 1990, the number of residents with less than a 9th grade education has dropped by more than 53 percent.

Figure 3.12
Education Level

Education Level	1990		2000		2005 - 2009*		Percent Change 1990 - 2009
	Number	% Total	Number	% Total	Number	% Total	
Less than 9th grade	777	5.4%	360	2.5%	252	1.8%	-208.3%
9th through 12 grade, no diploma	1,174	8.1%	1,286	9.0%	658	4.7%	-78.4%
High school graduate, includes equivalent	3,615	24.9%	3,145	21.9%	3,136	22.4%	-15.3%
Some college, no degree	2,279	15.7%	2,185	15.2%	2,198	15.7%	-3.7%
Associates degree	897	6.2%	836	5.8%	798	5.7%	-12.4%
Bachelor's degree	3,449	23.8%	3,858	26.9%	3,655	26.1%	5.6%
Graduate or Professional degree	2,298	15.9%	2,676	18.7%	3,304	23.6%	30.4%
Total Population age 25 or older	14,489	100.0%	14,246	100.0%	14,002	100.0%	—

Source: U.S. Census Bureau: 1990, 2000, *2005-2009 ACS 5-Year Estimates.



Housing Characteristics

Housing Type

Housing type falls into four main categories: single-family detached, single-family attached, multifamily, and mobile homes. Springfield's housing stock consists of a range of types with single-family detached dwellings being the most common (Figure 3.13). To accommodate residents at various life stages, the housing stock may need to become more diverse. Homebuyer and renter preferences are changing, and those changes will be reflected in the type of housing units demanded in the region. In order to continue to serve the needs of the current residents Springfield Township will need to plan for some higher density/lower maintenance housing, ideally within walking distance to shopping, transit and other services.

Figure 3.13

Housing Types (1990 – 2010)

Year	Total Units	SFD		SFA		MF	
		Number of Units	Percent of Total	Number of Units	Percent of Total	Number of Units	Percent of Total
1970	6,295	5,252	83.0%	445	7.1%	598	9.5%
1990	7,194	5,667	78.8%	671	9.3%	819	11.4%
2000	7,631	5,661	57.8%	766	10.3%	1,031	13.8%
2010	7,821+	—					

Note: SFD = Single-Family Detached, SFA = Single-Family Attached, MF = Multifamily.

Source: US Census Bureau, *Detail of housing units type was not included in 2010 census however, 2009 building permits indicate most of the new housing constructed was SFD.

Tenure and Vacancy

Housing tenure defines housing units as either owner-occupied or renter-occupied. Housing tenure can change over time when new housing units are built, intended for either owner or renter occupancy and when existing units are converted from owner-occupied to rental units or vice versa. Housing tenure data can be used to assess the general housing conditions of an area. It is used by market researchers to identify potential demand for goods and services. These statistics can also be used to measure how changes in the housing market affect the rate of homeownership.

Springfield has traditionally had a high rate of owner-occupied units which is typical of communities that have mostly single-family detached housing. High home-ownership rates are associated with neighborhood stability, increasing home values, and often a strong sense of community. Likewise, having a good supply of rental units provides housing opportunities that can meet the needs of a diverse population.

An available vacancy rate between 3 and 5 percent is generally considered desirable because it allows for mobility, choice, and renewal of housing supply. A low vacancy rate can indicate an inactive housing market, with low levels of turnover or it can mean a strong market where housing supply is not keeping up with demand.



Figure 3.14

Housing Tenure (1990 – 2010)

Year	Total Units	Total Occupied Units	Owner Occupied		Renter Occupied		Vacant*	
			Number of Units	Percent of Total	Number of Units	Percent of Total	Number of Units	Percent of Total
1990	7,194	7,082	6,063	84.3%	1,019	14.0%	112	1.6%
2000	7,631	7,471	6,148	80.6%	1,323	17.3%	160	2.1%
2010	7,821	7,550	6,044	77.2%	1,506	19.3%	271	3.5%

2010 Total Vacant Housing Units*	2010 Available Vacant Housing Units			
	For Rent Only	For Sale Only	Total	Available Vacancy Rate
271	116	47	163	2.1%

*Includes all units found vacant whether they were on the market (for sale, rent, or seasonal use only) or not.
Source: US Census Bureau.

Unoccupied housing units are considered vacant. The vacancy status is determined by the terms under which the unit may be occupied, e.g., rent, sale, or seasonal use only. The vacancy rate by housing tenure, shown in Figure 3.14a, is the percent of unoccupied units that are available for sale or rent at a particular point in time. When comparing 2000 to 2010, Springfield's "for sale" vacancy rate has remained low. Springfield's housing market has been relatively stable over time and the low rate probably reflects lower housing turnover. In contrast, the rental vacancy rate has nearly doubled since 2000. Since the rate is a snap-shot of vacancy determined at the time of enumeration, the data may be indicative of an increase in the percent of units that went unsold due to a locally depressed housing market condition and then became available for rent.

Figure 3.14a

Comparing Vacancy Rate by Tenure (2000 – 2010)

For Sale		For Rent	
2000	2010	2000	2010
0.5%	0.8%	3.6%	7.1%

Source: US Census Bureau.

Age

Housing age identifies the approximate original construction date rounded to the nearest calendar year. Springfield's housing stock is relatively old with 80 percent of the structures built prior to 1970 (Figure 3.15). Age alone may not be a significant indicator of the housing stock in a community. Age of structures should be considered along with comparable housing values, level of maintenance, as well as overall neighborhood conditions.



Figure 3.15

Age of Housing Stock

Year Built	Number of Units	Number of Total Units
2001 - 2010	190	2.4%
2000 - 2009	363	4.6%
1990 - 1999	599	7.7%
1980 - 1989	355	4.5%
1970 - 1979	798	10.2%
1960 - 1969	2,282	29.2%
1959 or Earlier	3,234	41.4%
2010 Total Units	7,821	100.0%

Source: US Census Bureau.

Value

Springfield continued to be a desirable place to live as reflected in the steadily increasing housing values and high volume of units turning over between 1990 and 2007. At its peak, the median housing price for the township was \$320,000 in 2007. The volatility in the housing market between 2007-2009 had a significant impact on Springfield's housing values and the number of units sold. The median sales price dropped 11% between 2007 and 2008, and another 5.3 percent between 2008 and 2009. In 2010, the median sales price for Springfield Township began rising again, increasing 8.1 percent to \$292,000. While the housing market is showing signs of recovery, the total number of units sold in 2010 was the lowest recorded for the township in the last decade (Figure 3.16).

Figure 3.16

Comparison of Housing Sales (2000 – 2010)

Year	Springfield Units Sold	Springfield Median Sales Price	Montco Median Sales Price	\$ Difference Springfield/Montco	% Difference Springfield/Montco	% Difference Springfield from Previous Year
2000	323	\$172,000	\$158,600	\$13,400	7.8%	—
2001	335	\$185,000	\$166,500	\$18,500	10.0%	7.6%
2002	358	\$208,000	\$187,000	\$21,000	10.1%	12.4%
2003	310	\$237,000	\$205,000	\$32,000	13.5%	14.0%
2004	354	\$269,950	\$237,000	\$32,950	12.2%	14.0%
2005	351	\$294,000	\$264,950	\$29,050	9.9%	9.0%
2006	308	\$301,000	\$275,000	\$26,000	8.6%	2.4%
2007	279	\$320,000	\$278,000	\$42,000	13.1%	6.3%
2008	223	\$285,000	\$269,700	\$15,300	5.4%	-11.0%
2009	214	\$270,000	\$253,000	\$17,000	6.3%	-5.3%
2010	201	\$292,000	\$265,000	\$27,000	9.2%	8.1%

Source: Montgomery County Planning Commission 2000-2010.



Employment Trends

The resident labor force can be viewed in two ways: occupations and industries. Occupations refer to the kind of work an individual is doing at a job or business. Industry refers to the type of business or industrial activity in which a person is employed.

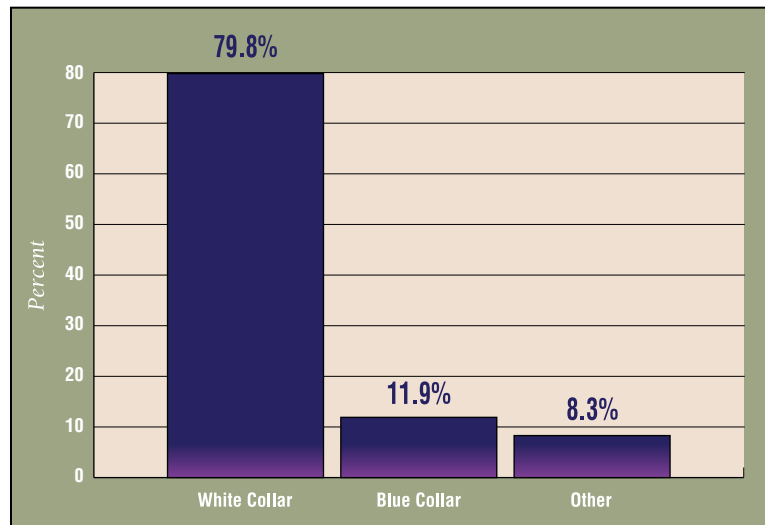
Montgomery County categorizes occupations into 3 broad groups: white collar, blue collar, and other category. Figure 3.17 shows that white collar workers in Springfield make up 79.8 percent of the workforce, higher than Montgomery County (73%) as a whole. Blue collar workers make up 11.9 percent of the workforce and the remaining 8.3 percent work in the “other” category which is largely jobs in the service sector.

Figure 3.17
Labor Force by Occupation

Occupation of Resident Labor Force	2000		2005 - 2009*
	Number	Percent of Total	
Management	2,049	21.3%	55.3%
Professional	3,131	32.5%	
Sales	1,265	13.1%	22.6%
Clerical/Office	1,234	12.8%	
Construction	607	6.3%	7.5%
Production/Transportation	539	5.6%	4.2%
Agriculture	24	0.2%	<1.0%
Services	776	8.1%	10.8%
Total	9,625	100.0%	—

Source: US Census Bureau: Census 2000; *2005-2009 ACS 5-Year Estimates.

2010 Labor Force by Occupations



Source: Montgomery County Planning Commission.



Although 80 percent of Springfield's labor force held white collar jobs in 2000, nearly 52 percent of the those jobs were in the services sector (Figure 3.18) and nearly 10 percent held jobs in each of the following sectors; manufacturing, retail and F.I.R.E. Less than 3 percent of jobs were in each of agriculture, wholesale, or public administration. The 2005-2009 ACS estimates show an increase in the percent of residents employed in the services and F.I.R.E. sectors although the total number of employed workers may have declined significantly over the sampling period.

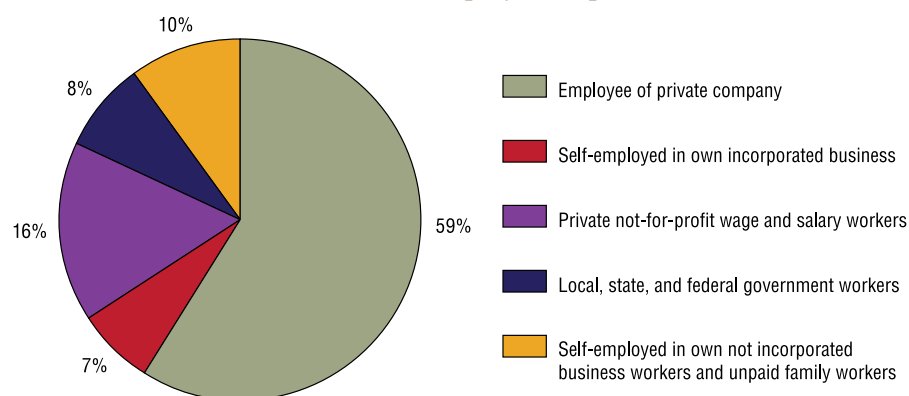
Figure 3.18

Labor Force by Industrial Sector

Resident Labor Force by Industry Sector	2000		2005 - 2009*	
	Number	Percent of Total	Number	Percent of Total
Agriculture	30	0.3%	16	0.18%
Construction	552	5.7%	726	8.25%
Manufacturing	954	9.9%	491	5.58%
Wholesale	280	2.9%	192	2.18%
Retail	971	10.1%	721	8.19%
Transportation	205	2.1%	220	2.50%
Information	455	4.7%	316	3.59%
Finance, Insurance, Real Estate (F.I.R.E.)	943	9.8%	1,028	11.68%
Services	4,968	51.6%	4,861	55.25%
Public Administration	267	2.8%	226	2.56%
Total	9,625	99.9%	8,797	99.96%

Source: US Census Bureau: Census 2000; *2005-2009 ACS; 5-Year Estimates.

2010 Class of Worker for Civilian Employed Population 16 Years and Over



Major Employers in the Municipality

Springfield's top ten employers in 2009 include the industries of education, government, research, retail, health care, and recreation (Figure 3.19). Combined these employers provide 1,413 jobs within the township. The largest employer is the Springfield Township School District, while the Carson Valley School employs the second largest group.



Figure 3.19
Major Employers 2012

2012	Employer	Industry	Employees
1	School District of Springfield Township	Education	471
2	LaSalle College High School	Education	211
3	St Joseph Villa	Health Care	152
4	Genesis Health Care, LLC	Health Care	143
5	Commissioners of Springfield Township	Government	142
6	Carson Valley Children's Aid	Education	134
7	North Hills Country Club	Recreation	120
8	Acme Markets, Inc.	Retail	108
9	Mount Saint Joseph Academy	Education	104
10	Sandy Run Country Club	Recreation	95
11	Flourtown Country Club/TJKFCC	Recreation	86
12	Rest Haven Nursing Center Whitemarsh Inc.	Health Care	79
13	Flourtown Swim Club	Recreation	74
14	Institute for the Achievement of Human Potential	Research	73
15	Rest Haven Nursing Center Chestnut Hill Inc.	Health Care	70
Total			1,413

Source: July 2007 DVRPC; 2035 Employment Forecast for Montgomery County.
 * 2000 U.S. Census employment with modifications.

The Delaware Valley Regional Planning Commission (DVRPC) develops employment forecasts for Montgomery County based on census data, past trends, the job market, and available land. These are displayed in Figure 3.20. Employment in Springfield is projected to grow slowly from approximately 7,491 jobs in 2000 to 7,624 in 2035.

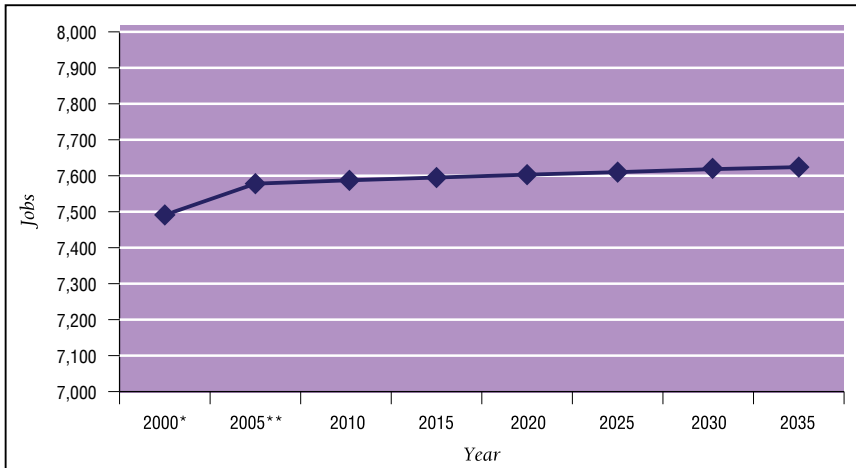
Figure 3.20
Employment Forecast

Year	Total Employment	
2000*	7,491	
2005**	7,578	
2010	7,587	
2015	7,595	
2020	7,603	
2025	7,610	
2030	7,618	
2035	7,624	
Years	Absolute Change	Percent Change
2000 - 2035	133	1.8%

Source: * 2000 U.S. Census employment with modifications.
 ** July 2007 DVRPC; 2035 Employment Forecast for Montgomery County.



Employment Forecast (2000 - 2035)



Income

Among other factors, changes in income reflect the state of the overall economy whether it is growing or in a recession, and social changes that expanded or contracted labor force like the aging and retirement of the baby boom generation. Figure 3.21 shows the change in per capita and household incomes for 1989 and 1999 (in 1999 dollars). The median household income in 1999 was \$67,226, higher than the median in Montgomery County (\$60,829) or Pennsylvania median income (\$40,106). The 2005-2009, 5-year estimated median household income was \$84,458, adjusted for 2009 inflation.

Figure 3.21

Income (1989 – 2009)

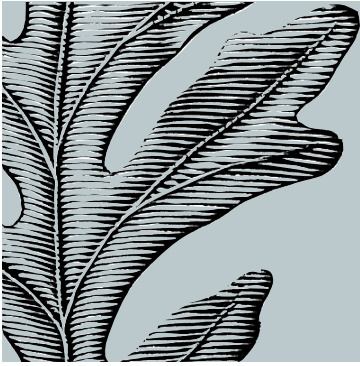
Income	1989 Adjusted	1999 Unadjusted	2005 - 2009* Unadjusted
Per Capita	\$37,092	\$42,002	\$38,975
Median Household	\$82,179	\$86,539	\$84,458

Source: U.S. Census Bureau; *2005-2009 American Community Survey; 5-Year Estimates.

Conclusion

The compilation of the demographic information presents an interesting picture of Springfield Township as an affluent, educated community with a predominately stable population who own their homes. And yet, the issues that the township faces are very similar to issues faced by other older communities bordering major cities across the country. Springfield will need to address the social and economic challenges it will face as the population ages in place.





Chapter 4

Land Use

Existing Land Use

The Municipalities Planning Code (MPC) requires that a comprehensive plan include a “plan for land use which may include provisions for the amount, intensity, character, and timing of land use proposed for residence, industry, business, agricultural, major traffic and transit facilities utilities, community facilities, public grounds, parks and recreation, preservation of prime agricultural lands, flood plains and other areas of special hazards and similar facilities or uses” (MPC Section 301.a.). The land use plan in this chapter is designed to meet this requirement. Figure 4.2 displays the township existing land use categories.

Analysis

The existing land use analysis focuses on the current land uses and land use patterns within the municipality. The assigned land use categories are derived from the county

board of assessment parcel data. Figure 4.1 details the acreage in each category and the percent change between the last comprehensive plan and the current update. It is important to note that during the period between the 1998 plan and this update parcel digitization occurred and this contributes to the discrepancy between total acres reported. The comparative data is useful in understanding changes in land use patterns and may help to identify future housing, recreation and open space needs as well as point to areas of opportunities for redevelopment of vacant or underutilized areas.



Residential

One of the earliest suburban communities to emerge surrounding Philadelphia, Springfield’s development pattern and character as a residential community is well



established. Nearly 60% of Springfield's land use is used for residential purposes. Fifty-two percent of residential dwellings are single-family detached units that are located throughout the township. The twin homes, duplexes and townhouses make up 3.3% of the total housing units and are generally located closer to the commercial districts in Oreland, Wyndmoor and Erdenheim/Flourtown with some larger-lot townhouses located in the Springfield's Panhandle. County residences (parcels with 5 acres or more) continue to occupy nearly 83 acres or 2.2% of the township. Multifamily apartments occupy 49 acres, less than 2% of the township's total acres and are generally located near the commercial districts. The largest apartment complex, the Lincoln Woods Apartments, occupies 23 acres and on Germantown Pike in the upper panhandle. In recent years, new townhouse developments were approved on the Piszek and Boorse Tracts although they have not been constructed as of the date of this publication. The total number of residential acres decreased by 109 acres between 1996 and 2010 and may be attributed to the removal of preserved open space from the residential category.

Nonresidential

Nonresidential uses make up about 41% of the land area of the township and are distributed throughout the community. The largest commercial area is located along Bethlehem Pike in Flourtown. Smaller scaled neighborhood commercial uses are found in Oreland and Wyndmoor (Willow Grove Avenue). Wyndmoor and Oreland also contain the townships industrial areas, one of the smallest land use types found in the township. By contrast, the largest segments of non-residential land uses in the township are Institutional (15%) and Parks/Recreation/Open Space (16.5%), and are a prominent part of the township.

Figure 4.1

Existing Land Use Comparison: 1996 and 2010

Land Use Summary	1996		2010		% Change 1996-2010
	Acres	% Total	Acres	% Total	
Residential	2,333	60.6%	2,234	59.2%	-4.2%
Commercial/Office	186	4.8%	121	3.2%	-34.9%
Industrial	53	1.4%	64	1.7%	20.7%
Institutional	663	17.2%	566	15%	-14.6%
Utilities	48	1.3%	64	1.7%	33.3%
Combined Open Space	376	9.8%	623	16.5%	65.6%
Undeveloped	189	4.9%	104	2.8%	-44.9%
Total Acres*	3,848*	100%	3,776*	100%	2%

* Discrepancies due to parcel digitization.
Source: Montgomery County Board of Assessments.



Springfield Township

MONTGOMERY COUNTY, PENNSYLVANIA

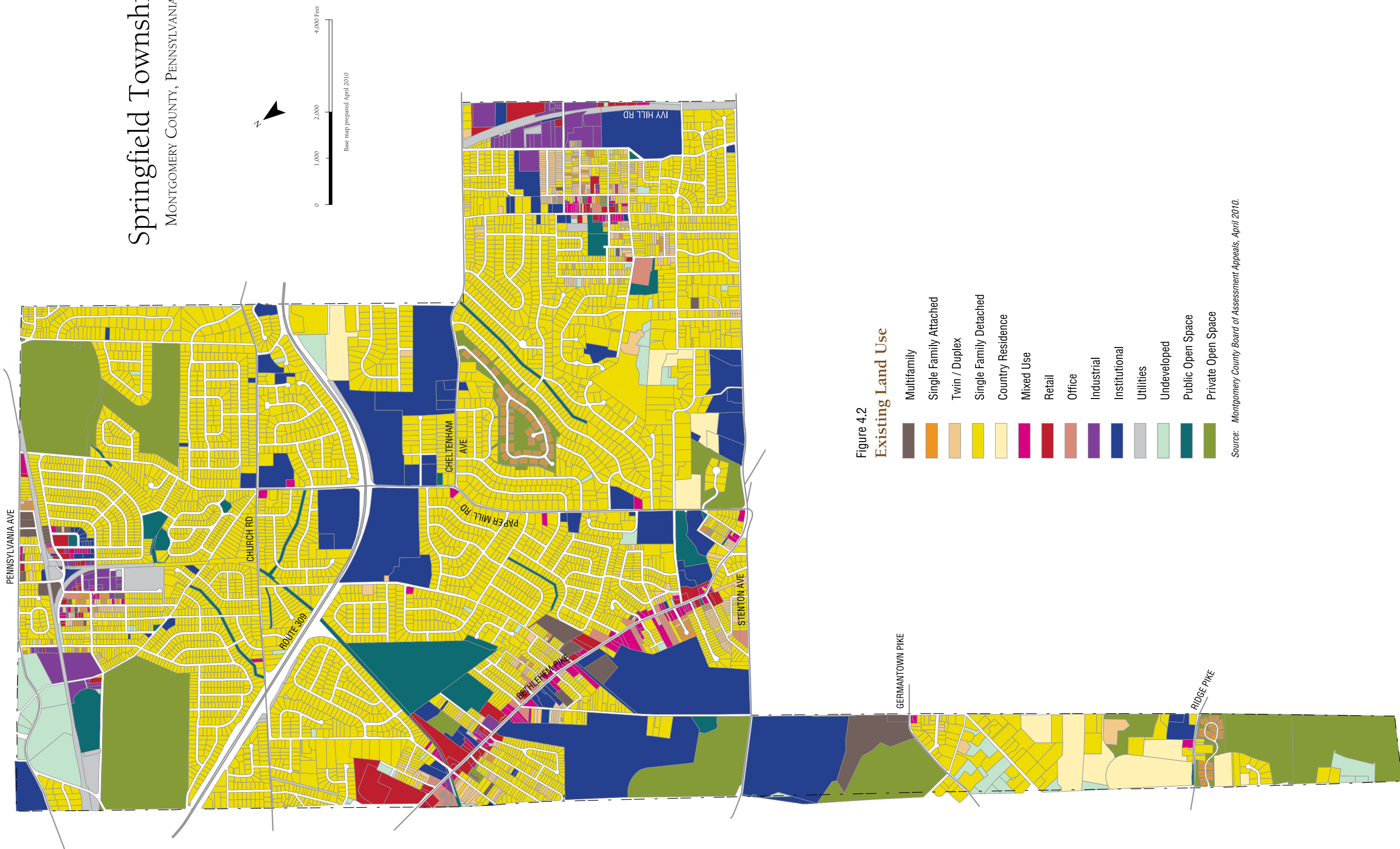


Figure 4.2
Existing Land Use

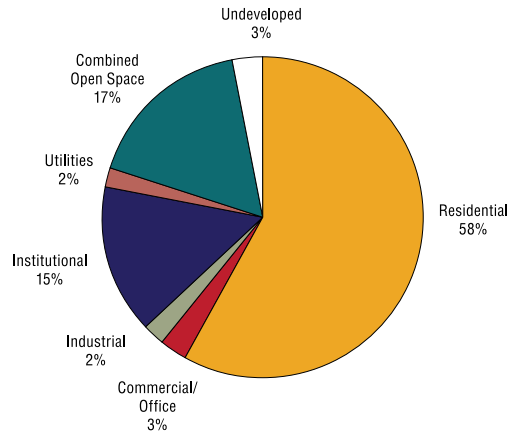
- Multifamily
- Single Family Attached
- Twin / Duplex
- Single Family Detached
- Country Residence
- Mixed Use
- Retail
- Office
- Industrial
- Institutional
- Utilities
- Undeveloped
- Public Open Space
- Private Open Space

Source: Montgomery County Board of Assessment Appeals, April 2010.

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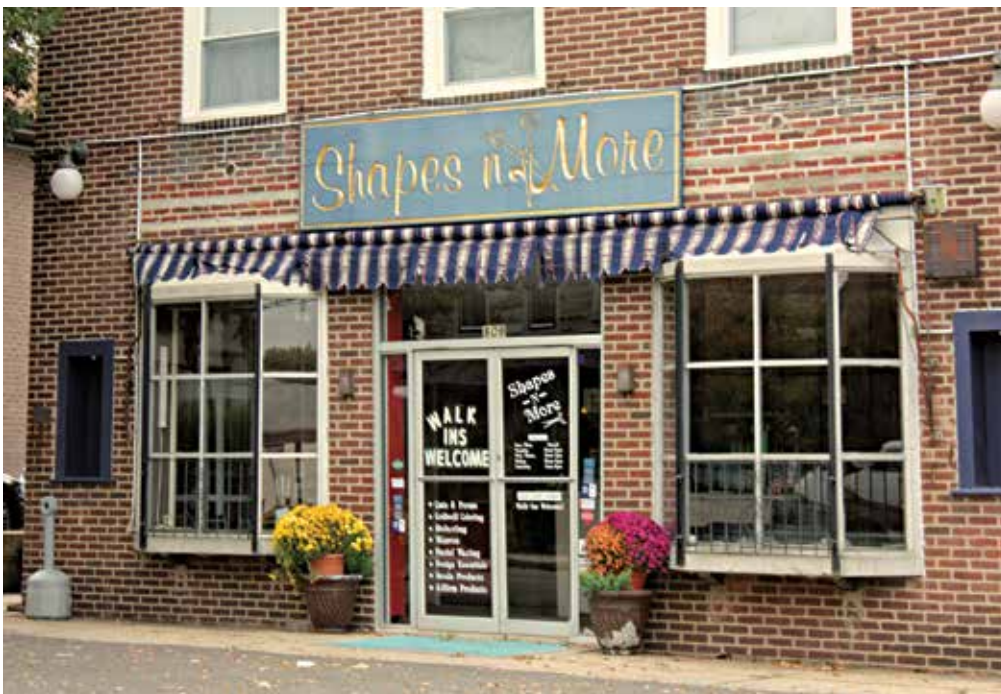
Figure 4.3
2010 Land Use Summary



Source: Montgomery County Board of Assessments.

Commercial/Office

Land devoted to the commercial/office category decreased by 65 acres or 35% between 1998 and 2010 mainly due the change of parcel categories from mixed use to industrial, institutional or residential uses and are scattered throughout the business districts. Regardless of the reduction, the dominant commercial areas of the township continue to be concentrated in Erdenheim/Flourtown, Wyndmoor and Oreland business districts. Although these areas are not what is consider a typical “Main Street” or center of town, they do in fact contain a substantial mixing of uses and have the potential for creating “village-like” centers through adaptive reuse of existing buildings, new infill development, and redevelopment of existing parcels.



Institutional

Springfield has a variety of institutional land uses that include public and private schools, churches, public offices and library facilities, and long-term care facilities. Many of these uses offer a significant amount of private open space such as the Morris Arboretum and Carson Valley School. Between 1996 and 2010 there was a 14.6% reduction of institutional lands. This in part is attributed to the former U.S. Navy quarry changing from an institutional use to township-owned open space and the former University of Pennsylvania's Wharton-Sinkler Estate changing from institutional use to a private residential use.



Bloomfield Farm at the Morris Arboretum

Open Space/Parks/Recreation

The number of municipally owned community parks facilities has remained relatively stable in Springfield Township. Lands designated as public and private open space increased between 1996 and 2010 from 376 to 623 acres respectively. This can be attributed to the change in land use on a number of parcels. The equestrian tract located on the Erdenheim Farm was previously designated undeveloped land and in 2009 became permanently protected open space. The 84-acre tract of land owned by the Girl Scouts of America located in the lower panhandle was designated undeveloped in the 1998 Plan and is now identified as protected open space. The former Tecce Tract has an approved land development plan that will change its designation from a county





Erdenheim Farm Equestrian Tract

residence to residential use with protected open space. The former U.S. Navy quarry pond and associated lands were institutional lands and are now protected open space owned by the township, slated to become a public park. The former Robertson tract and other small-scaled township open space acquisitions added to public open space. The Springfield Township 2005 Open Space Plan and 2008 Parks and Recreation plan have identified new opportunities for growing this land use category in the future.

Industrial

Industrial uses occupy 1.6 % of land in Springfield Township. The remaining sites are located in Wyndmoor along Mermaid Lane and Ivy Hill Road adjacent to the PECO power line right of way and in Oreland along Pennsylvania Avenue. Some sites previously identified as industrial have been changed to mixed use and the associated acres are calculated under the Commercial/Office category.

Utilities

Utilities make up 1.6% of township land. Most of the remaining utility land use is associated with rail corridors and power line easements.

Undeveloped Land

Undeveloped land in Springfield Township makes up only 2.7% of the land area, down from 4.9% in 1996. Previously, the equestrian tract of the Erdenheim Farm was designated undeveloped. In 2009 this land became permanently protected open space.



Future Land Use Goals

Promote balanced land use that considers environmental, open space and recreation needs with the need for sustainable growth that complements established patterns of development in the township. Foster a well-integrated community development pattern with a mix of residential, institutional and commercial uses that supports the changing needs of the community. Continue to provide for residential, institutional, and commercial uses in ways that are complementary to maintaining the historic character of the township.

Objectives

1. Update the zoning and subdivision and land development ordinances to reflect the current and future needs of the township.
2. Provide for compatible infill development that respects the scale of existing neighborhoods and architectural history.
3. Preserve conservation areas and strengthen the protection of natural resources.
4. Coordinate long-range planning between large institutional uses and other large land owners in the township to encourage cooperation and to minimize potential conflicts with future land use.
5. Investigate opportunities for shared planning and improvement projects with adjacent municipalities.
6. Support a sustainable community that balances the rights of property owners to reasonable use of land with the community's expressed goals.
7. Continue to provide for a variety of dwelling types that meet the needs of current and future residents of the township.



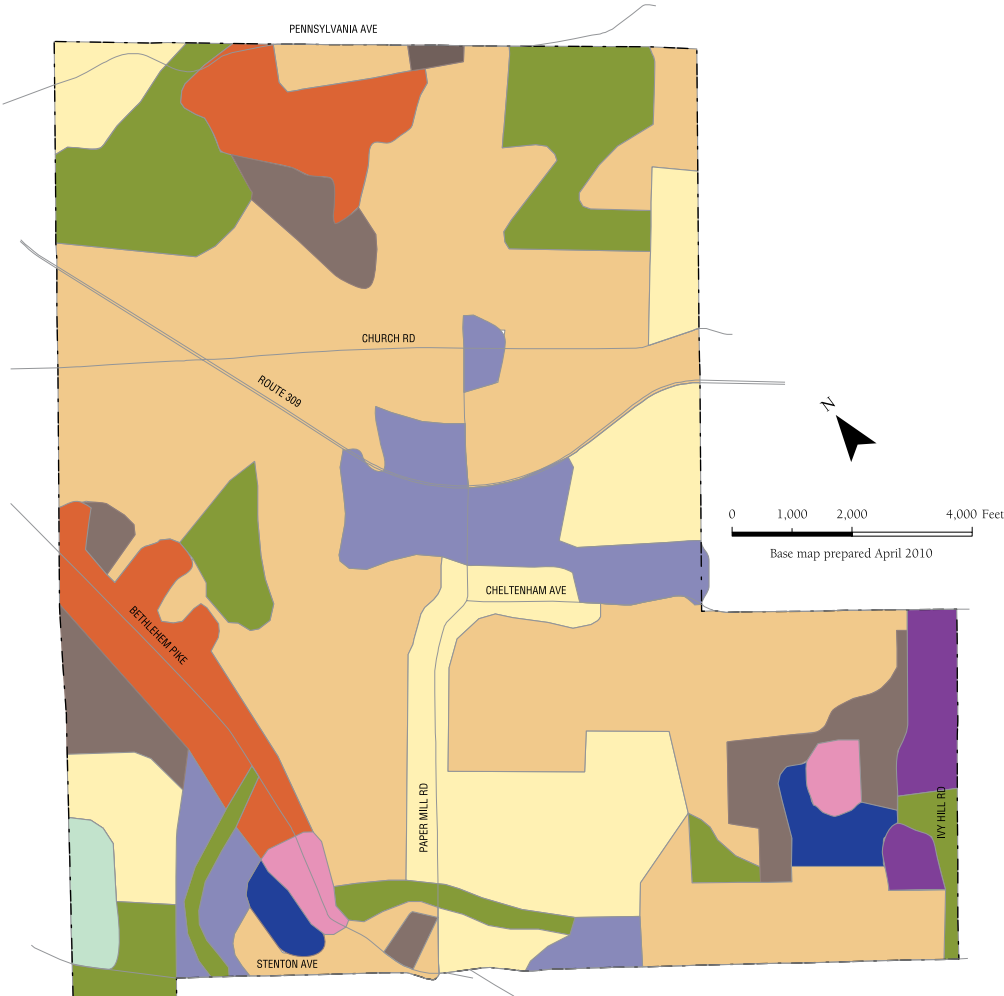









Figure 4.4
Future Land Use

-  Low-Density Residential
-  Medium-Density Residential
-  High-Density Residential
-  Community Mixed Use and Services
-  Institutional
-  Open Space/Natural Resource Protection
-  Village Residential
-  Rural Area
-  Village Center
-  Employment Center





Chapter 5

Natural Resources

Geology

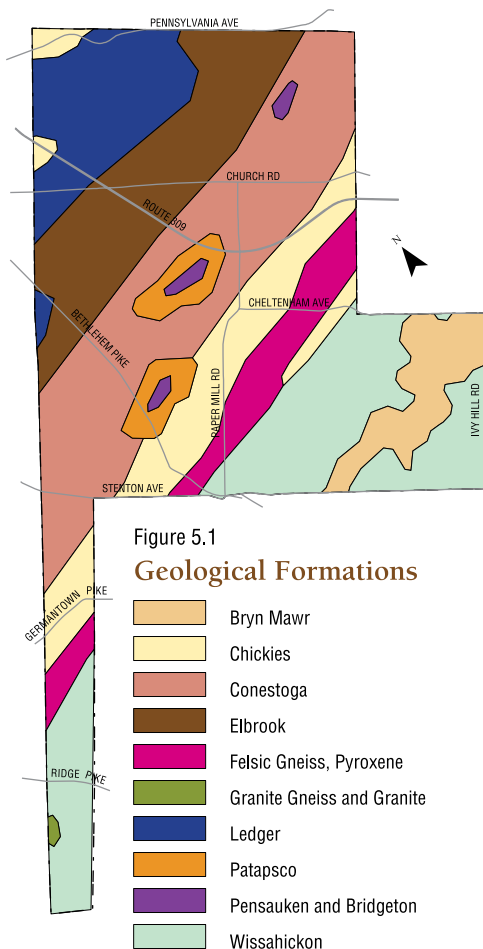
The foundation for the natural resources in the township is the unique characteristics of its geology. Over the centuries the forces of nature and the activities of people have influenced the land and the hydrological features of the area including soils, wetlands, surface and ground water, vegetation and topography. The geological formations in Springfield are described below and shown in Figure 5.1:

The largest formations underlying Springfield are Ledger Dolomite/Elbrook/Conestoga Limestone. The limestone and dolomite formations yield trap rock and calcium rich rock that was quarried for various industrial and construction uses. Sink holes can form in limestone formations when water dissolves portions of the rock resulting in underground cavities. Care must be taken in the development of buildings and the management of stormwater in these areas. This formation is found in Oreland, Enfield and much of Flourtown.

Another major formation in the township is Wissahickon Schist/Felsic Gneiss underlying much of Wyndmoor, portions of Erdenheim and the panhandle. Schists are highly weathered rock. Granite is harder and creates relatively steep but stable slopes.

Chickies Quartzite is metamorphic rock, formed when sandstone is exposed to extreme heat and pressure. It is a hard dense rock that weathers slowly and forms narrow hills and ridges. It extends from the township line of Cheltenham through Enfield, across Paper Mill Road into Erdenheim and parts of the panhandle.

The Bryn Mawr formation covers a large portion of Wyndmoor. The mix of gravel and sand is deeply weathered with moderate to high permeability and good surface drainage. Two small areas of the township—near Sandy Run Creek and north of East Mill Road—contain Diabase, an igneous rock also referred to as “black granite.” Diabase intrusions are very resistant to erosion, weathering, water infiltration and ground water movement.



Source: Pennsylvania Geological Survey, 1980



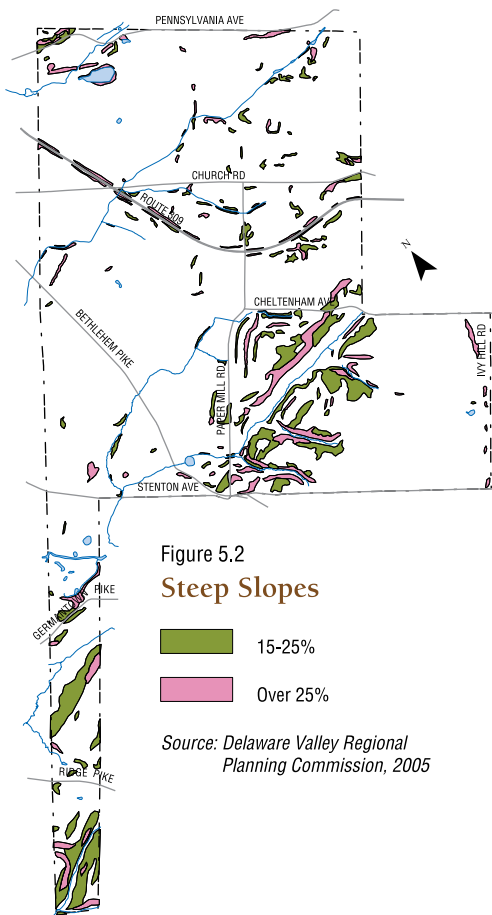
Patapsco formation is gravelly sand and clay, deeply weathered, with moderate to high permeability. This formation is found in two small areas in Flourtown. The Pennsauken/Bridgeton formations are found in three small areas next to Patapsco formation and near the North Hills Country Club and are also deeply weathered and have good surface drainage.

Topography

Steep Slopes

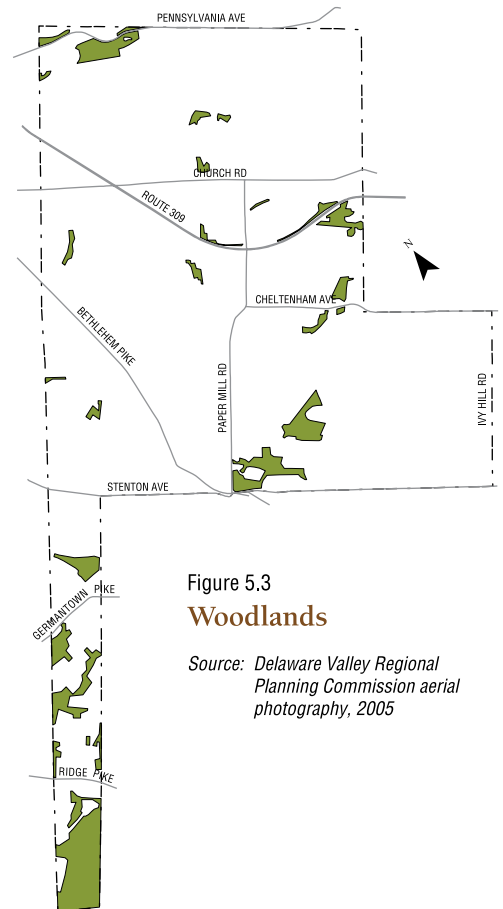
Significant changes in slope or elevation create dramatic landscapes that contribute to character of a community. Steep slopes are environmentally sensitive areas, often easily

eroded, and can be a danger to health and safety if not protected. Erosion potential is greater when vegetation is removed, resulting in increased stormwater runoff and undesirable sedimentation in adjoining watercourses. Steep slope environments often support unique plants and wildlife that are part of the region's biodiversity. There are limited, but important areas of the township that contain steep slopes. Figure 5.2 shows the areas of concentrated steep slopes greater than 15 percent. Undeveloped areas of the township in the panhandle and in Oreland containing significant steep slopes should be considered for open space preservation.



Woodlands and hedgerows serve many purposes, both functional and aesthetic. A functional definition of woodlands incorporates both forestry management and landscape planning. Woodlands comprise one or more acres of forested land where the largest trees measure at least six inches in diameter at breast height (dbh), or a grouping of trees forming a canopy where 10 or more trees measure at least 10 inches in diameter at 4.5 feet from the ground.

Woodlands are an important part of the hydrologic cycle for their ability





Woodlands along Sandy Run Creek

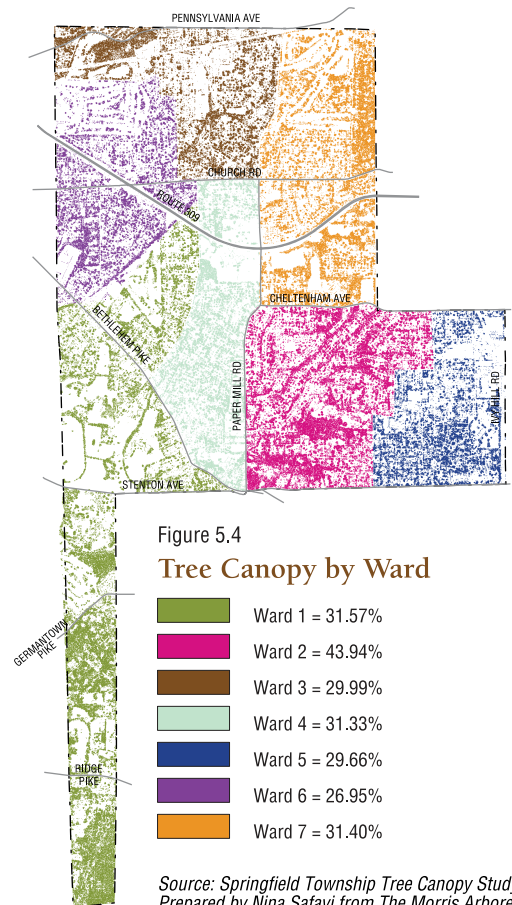
to capture, transpire, and evaporate significant amounts of rainfall that would otherwise become stormwater runoff. They protect steep slopes and other lands from accelerated erosion and the resulting sedimentation of streams. Woodland corridors and hedgerows provide essential habitat for wildlife including food, shelter, and cover for migration. Important remaining woodlands in the township are shown in Figure 5.3. Those found in the panhandle including the Morris Arboretum and the lower panhandle are considered to be ecologically of highest value and described in more detail in the section on the Natural Areas Inventory of Montgomery County below.

Tree Canopy Cover

Community forests provide a wide range of environmental benefits to communities that go beyond their aesthetic value. Air pollution mitigation, stormwater runoff reduction, absorption and storage of carbon, moderation of the heat island effect, energy conservation through shading, and the visual aspects of landscaping enhancements are all benefits of urban forests.

In 2003 the US Forest Service released the results of American Forest’s “urban ecosystem analysis” of the Delaware Valley. The five-county region was found to have suffered an 8 percent loss of tree canopy cover that over time translates into an increase in stormwater runoff, loss of air quality and an increase in energy costs. The study recommends that all metropolitan areas incorporate tree canopy cover into planning and community development by setting goals for community tree cover. For townships like Springfield, the study generally recommends establishing a minimum goal of twenty-five percent tree cover.

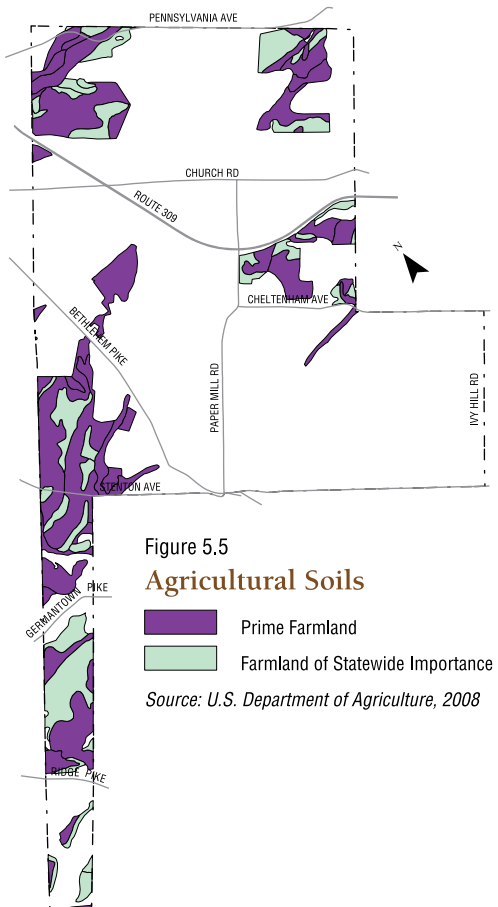
Springfield Township is a designated Tree City, USA, sponsored by the Arbor Day Foundation in cooperation with the USDA, Forest Service. The township has an active Environmental



Advisory Committee, a Shade Tree Committee, and is home to the Morris Arboretum of the University of Pennsylvania, recognized experts in botany, horticulture and landscape maintenance.



Morris Arboretum of the University of Pennsylvania



Soils

The composition of soils changes slowly over time, due to weathering of rock, hydrology of the area, and the activity of soil organisms. The agricultural capacity of soils varies with respect to depth to bedrock, depth to ground water, color, mineral characteristics, fertility, texture, erodibility and slope. Soils are classified as prime agricultural soils, soils of statewide importance, and other lands, based on these characteristics. Prime agricultural soil includes deep, well drained, and moderately sloped soils that can support a high yield of crops with little management.



Soils of statewide importance include soils that support cultivation but require careful crop management.

Figure 5.5 shows the prime agricultural soils and soils of statewide importance. Many of these areas remain undeveloped including golf courses and sites located in the panhandle. Despite the existence of important soils in the township, there are presently no active sites used for agricultural activities.

Surface Water and Hydrology

Most of the water in the township streams and water bodies originates as surface runoff or ground water. The average annual rainfall in Springfield Township is 43.8 inches. Generally speaking, 25 percent of rainfall becomes runoff, 25 percent is absorbed into the ground, and nearly 50 percent is evaporated or transpired by plants.

Virtually all Springfield's land area drains toward the Schuylkill River, with a small portion draining toward the Delaware River. Township streams include the Wissahickon Creek and the Sandy Run Creek. The township also has three ponds located in Mermaid Park Cisco Park and Sandy Run Park. These ponds serve as habitat and water source for wildlife, storage areas for stormwater, and create community focal points for recreation.

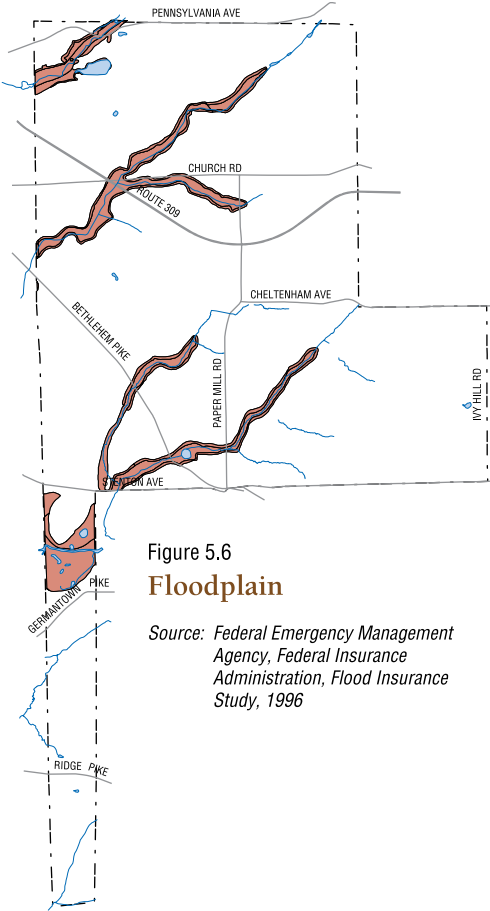
Groundwater behaves much like surface water, flowing like a stream only much slower. As land cover changes, the various "routes" that stormwater takes changes. Loss of infiltration greatly effects ground water recharge and base flows in streams. While Springfield has areas with nature land cover and rural landscape, both with 20 percent or less impervious coverage, the dominant land use in the township is a suburban/urban landscape that is 35 percent or more impervious coverage. The suburban landscape areas of the township can be expected to provide 30 percent surface runoff, 35 percent evapotranspiration, 20 percent shallow infiltration, and only 15 percent deep infiltration.

Flood Plains

Over 250 acres in Springfield Township are located within the 100-year flood plain as designated by the Federal Emergency Management Agency (FEMA, 1996). Most are found along the Sandy Run Creek, Wissahickon Creek, Paper Mill Run and St. Joseph's Run.

Water that breaches the banks of streams during rain events spread out onto floodplains. In their naturalized state, floodplains store and convey floodwaters and allow faster moving stormwater to slow down and infiltrate into the soil. Well vegetated stream and floodplain corridors will reduce pollutant loads to streams, provide shade and wildlife habitat. The condition of the stream bank vegetation is especially important along feeder streams or headwaters, and they play a vital role in mitigating the potential downstream impacts





**Figure 5.6
Floodplain**

Source: Federal Emergency Management Agency, Federal Insurance Administration, Flood Insurance Study, 1996

of stormwater, including reducing erosion, sedimentation, velocity and temperature, key aspects of stream water quality.

Development within the floodplain reduces the carrying capacity of the floodplain and heightens the destructive ability of stormwater. Historically, the township has suffered flood damage during severe storm events occurring in 1996, 1999, 2001, and 2004. Areas of the township that have experienced repeated flooding include: the Oreland Run section of Sunnybrook Creek including parts of Oreland Mill Road, Lorraine Avenue, Lyster Road, and Hemlock Road; and the Enfield sections of Sunnybrook Creek at Quill and Lantern Lanes. The township has developed a stormwater improvement

plan to address these issues. A number of the stormwater projects are highlighted in the chapter on community facilities and services.

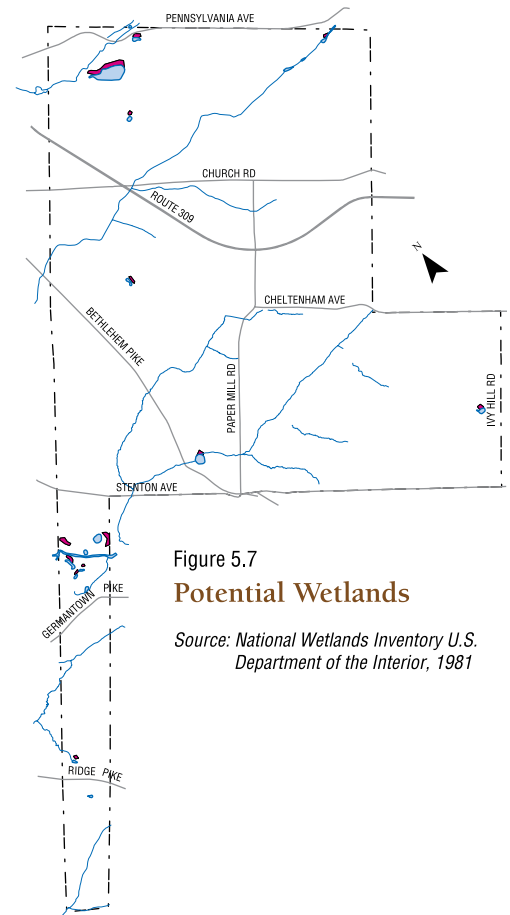
Wetlands

Wetlands provide habitat for birds, amphibians and fish. These in turn support other wildlife. Wetland areas help to mitigate flooding by holding stormwater and providing areas for flood water to spread out and decrease in velocity. Similar to riparian buffers when water flows through the wetlands, sediment loads drop out of the stream, are filtered, and taken up by wetland vegetation. Wetlands can encourage infiltration of stormwater and contribute to ground water recharge.

Figure 5.7 shows potential wetlands located near flood plains found along the Sandy Run Creek and the Wissahickon Creek.

Watershed Protection

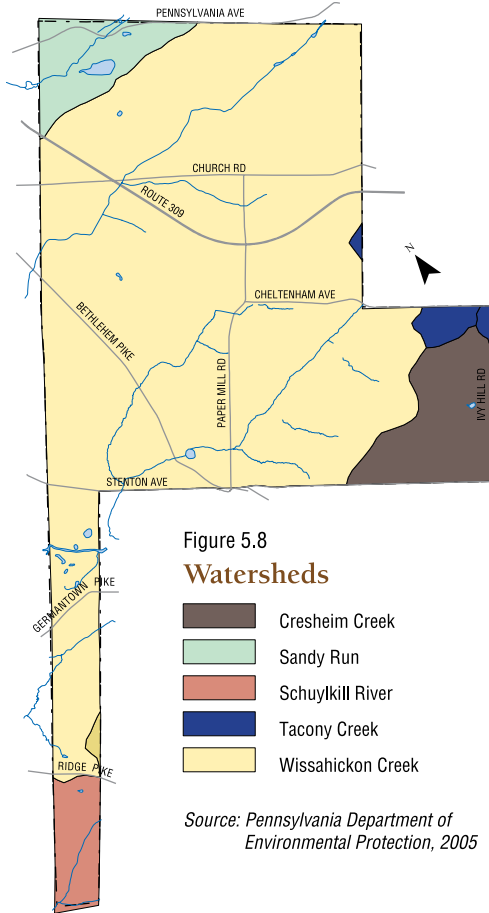
Township lands are located in five watersheds shown in Figure 5.8. The largest is the Wissahickon watershed which also drains areas of Upper Dublin, White Marsh,



**Figure 5.7
Potential Wetlands**

Source: National Wetlands Inventory U.S. Department of the Interior, 1981





Whitpain, Lower Gwynedd, and North Wales. Due to the interrelationship that exists between communities a watershed by virtue of their relationship upstream or downstream, each township should aim to maintain a naturalized condition along its drainage areas to protect the water quality of its downstream neighbor.

Natural Areas Inventory

According to the 2007 Natural Areas Inventory Update of Montgomery County (NAI), Springfield's lower panhandle is located in the *Lower Schuylkill River Conservation Landscape (LSRCL)*. The Springfield portion of the LSRCL includes an area that contains many natural features. The valley of Manor Creek is a corridor extending from the uplands near Ridge Pike to the Schuylkill River. The mostly forested tract includes the headwaters of the Manor Creek. The 102-acre Shelly Ridge Girl Scout Reservation is the largest parcel of open space on the east side of the river in this landscape. The Shelly Ridge forests include several mature stands of red oak. Red oak, black oak and American beech are the dominant canopy tree species. Severe browsing by deer has eliminated most of the understory and shrub layer of the forest although spicebush, white bane, jack-in-the-pulpit and yellow and blue violets remain.

The NAI provides general recommendations for the conservation landscapes includes protection of large uninterrupted forested areas; protection of riparian corridors from headwater areas to the main stem of creeks; sustainable public and private land management practices, and public education, interpretation, and further study of the Lower Schuylkill River Conservation Landscape.

In Springfield, the unprotected portion of the LSRCL (Figure 5.9) contains 7.46 acres of relatively intact and undisturbed natural features including; 5.49 acres of woodlands, 5.84 acres of steep slopes of 15 percent or greater; and two significant soil types. Manor loam (MaE) is the predominant soil type, making up 4.73 acres. Manor loam tends to be a thin soil layer forming on steep slopes that is easily eroded when the vegetative cover is removed. Hydric soils (HA) makes up 1.7 acres and is typically found along stream corridors.

Open Space Value

Springfield enjoys nearly 623 acres of combined open space that includes public and private open space. Permanently protected open space refers to land preserved for active and passive recreation and for conservation purposes. In addition to





Piszek Tract

township-owned lands, it may include land preserved by private conservation programs, and private open space preserved as part of a land development. Permanently preserved open space limits future development and provides permanent resource protection. Temporary open space also make an important contribution to the overall recreation base of a community by providing open space, sheltering significant natural resources, and providing recreation facilities that do not require municipal resources for maintenance.

Springfield's 2005 Open Space Plan identified unprotected open space resources and high priority areas of the township for preservation. The highest priority areas are the Piszek & Boorse Tracts for their woodlands, prime agricultural soils, their scenic views, and their adjacency to township open space (Sandy Run Park); and most of the panhandle for the sensitive environmental features such as woodlands, steep slopes, prime agricultural soils, and adjacency to the Wissahickon Valley and the Andorra natural areas.

High priority areas included Laverock Hill (Hope Starr Lloyd), the Karr Tract (LaSalle High School), and the three country clubs for the prime soils, adjacency to public or institutional open space, or historical significance. Priority areas include the Erdenheim Farm (recently permanently preserved), the Carson Valley School, and Mount St. Joseph's school for their prime agricultural and hydric soils, scenic vistas, and adjacency to existing open space.

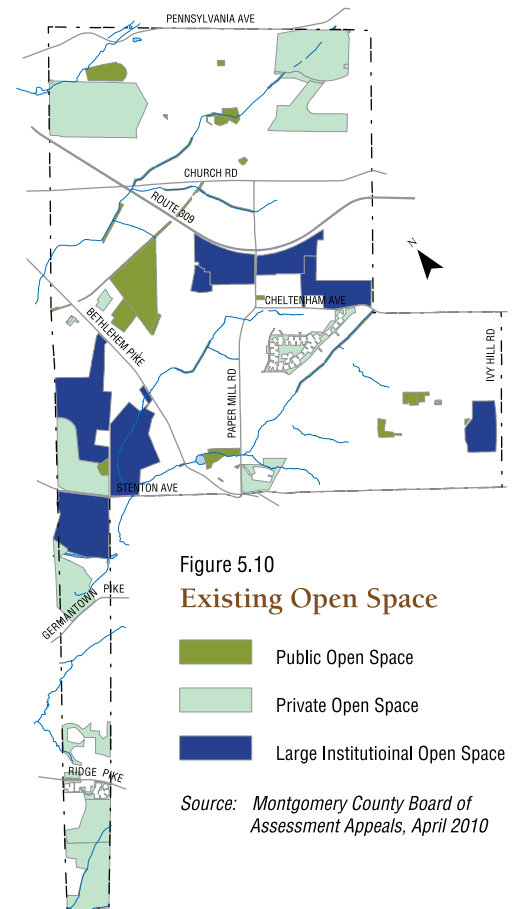


Figure 5.9
NAI Public and Protected Lands
Lower Schuylkill River Conservation Landscape

- Conservation Landscape
- Private Open Space
- Municipal Open Space
- County Open Space
- Fairmount Park

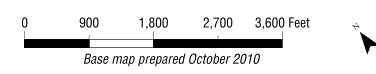
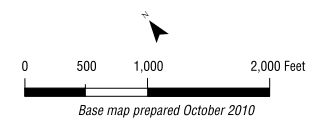
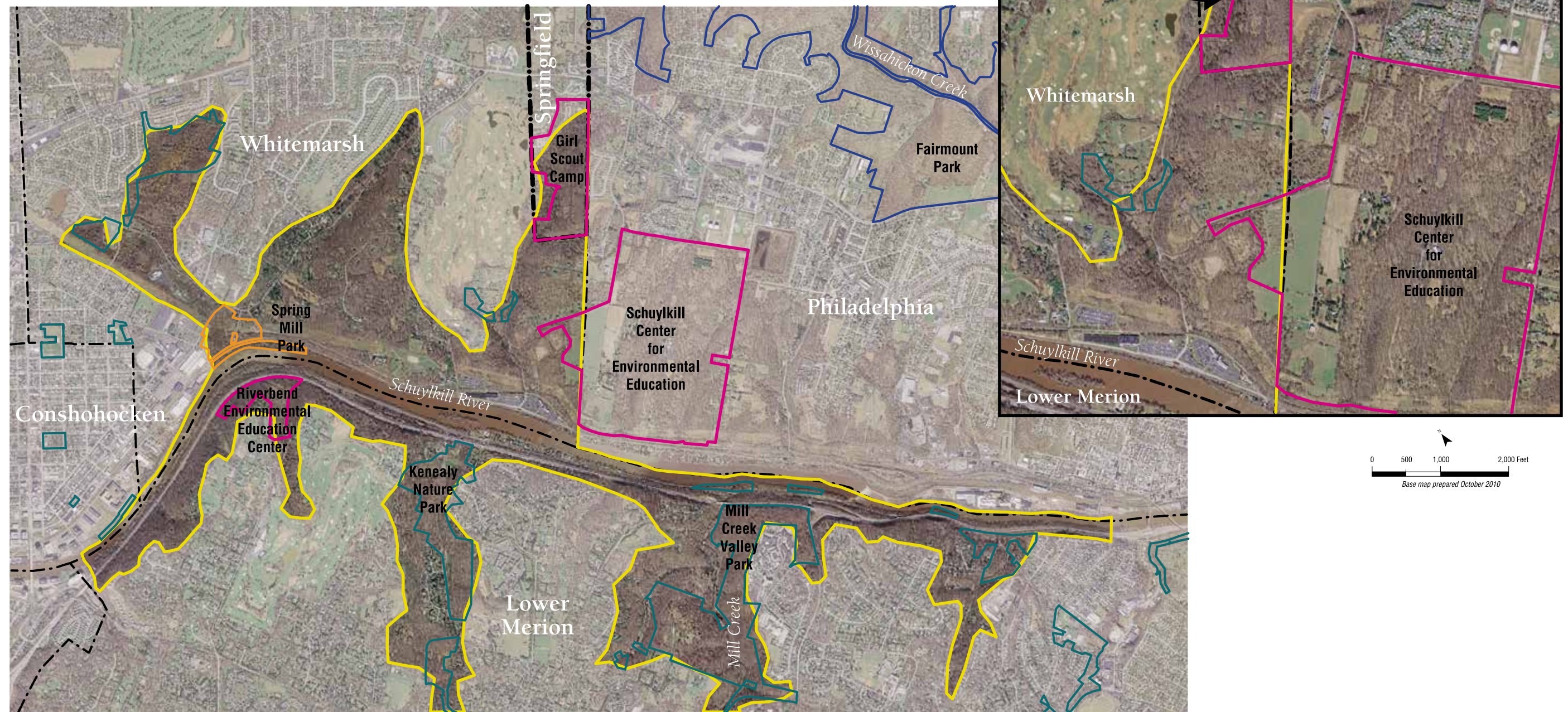
Source: Montgomery County Board of Assessment Appeals, April 2010

Unprotected Open Space

7.46 acres = Total Unprotected Land
 5.46 acres = Woodlands
 5.84 acres = Steep Slopes of 15% or greater

Soils

4.73 acres = MaE (soils found on steep slope)
 1.7 acres = HA (hydric soils)



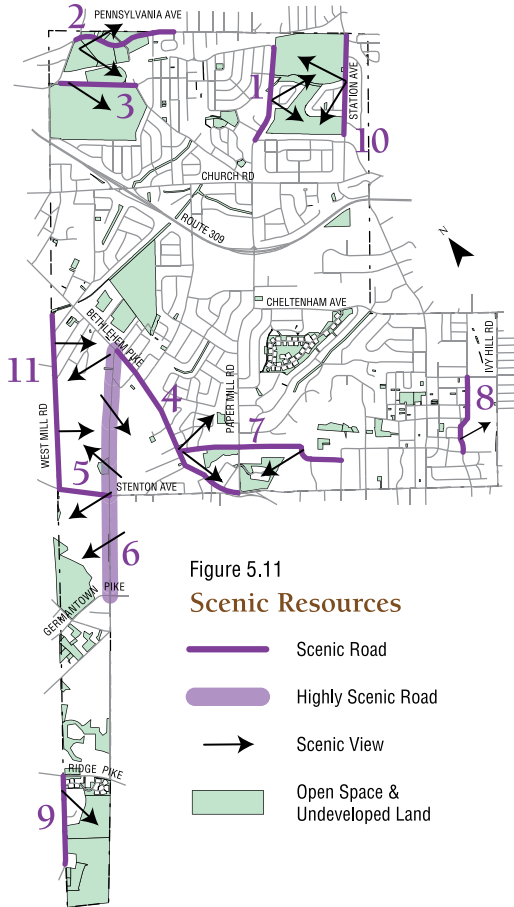


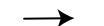



Figure 5.11
Scenic Resources

-  Scenic Road
-  Highly Scenic Road
-  Scenic View
-  Open Space & Undeveloped Land

Scenic Roads and Vistas

Scenic resources are elements of the natural and/or built environment that stand out among all the attributes of a community. They tend to be the most pleasant and interesting places, such as historic sites, natural features like lakes or creeks, and recreation areas.

Although the process of identifying a scenic resource is largely dependent on the observer’s own opinions and preferences, information collected from a community group, such as a planning commission, can provide a relatively broad inventory. Wherever possible, these areas should be preserved and linked to the community’s open space and recreation system. Scenic resources in Springfield are summarized below under the combined heading of roadways and views and are mapped in Figure 5.11. The defining element or feature for each resource is noted.

Roadways with scenic attributes contribute to a community’s open space system because they provide a way to view its scenic resources and in some cases also serve as recreation routes for walkers, bicyclists, and joggers. A number of such roads exist in the township.



Figure 5.12

Scenic Places

1 Paper Mill Road – Edann Road to Bruce Road
This road segment takes the traveler past North Hills Country Club, one of the township's major open space areas. The view this provides should be protected.
2 Pennsylvania Avenue – Camp Hill Road to Lynn Avenue
Scenic views of private open space (Boorse/Psizek properties) exist along both sides of this winding road.
3 Walnut Avenue – Camp Hill Road to Oreland Mill Road
This road provides views across parts of Sandy Hill Country Club, one of the township's major open space areas.
4 Wissahickon Avenue – Bethlehem Pike to Stenton Avenue
This is perhaps the township's most scenic road, taking the traveler into a significant open space corridor (comprised of Carson and St. Joseph's schools, Dixon farm and the Morris Arboretum)
5 Stenton Avenue – Whitmarsh Township to Northwestern Avenue
With Morris Arboretum to the south and Erdenheim farm to the north, this stretch of Stenton Avenue has an open, rural feel.
6 Northwestern Avenue – Stenton Avenue to Andorra Road
In terms of its scenic value, this road functions as an extension of Wissahickon Avenue, continuing the quality views into private open space.
7 Montgomery Avenue – Bethlehem Pike to Evergreen Avenue
This road provides scenic views of open space in Cisco Park and the Biddle Woods area across Paper Mill Road.
8 Mermaid Lane – Stenton Avenue to Queen Street
This part of Mermaid Lane passes through a residential area that has pleasant shade tree cover. It is also adjacent to Mermaid Park, one of the township's main public open space areas.
9 Manor Road – South of Ridge Pike
Manor Road serves the most undeveloped area of the township, taking the traveler past a dense area of woodlands and adjoining open space.
10 Station Avenue
This section of Station Avenue passes through a shaded residential neighborhood with North Hills Country Club on the north side of the road.
11 West Mill Road
This section of West Mill Road provides scenic views of the Morris Arboretum to the east.

Natural Resource Protection Goals

Protect and preserve sensitive environmental features such as waterways, wetlands, watersheds, streams, woodlands, open spaces, slopes, soils, and natural habitats.

Objectives

1. Create a natural resource inventory and assessment. Identify priorities and actions.
2. Ensure that the updated subdivision and land development ordinance standards exceed the current NPDES permit requirements.
3. Plan for and implement a coordinated open space network including stream corridors, parks, and green infrastructure.



4. Develop a robust tree planting program.
5. Develop strategies to preserve and protect open space (i.e. SRCL in the lower panhandle, acquisition of development rights).
6. Educate and promote the benefits of a Riparian Corridor Ordinance.
7. Participate in regional and watershed-based technical and steering committees.
8. Encourage voluntary water conservation and anti-pollution measures throughout the township.





Chapter 6

Historic and Cultural Resources

Historic sites are another important vulnerable resource in a community. Historic structures and places are an important element in creating and maintaining a community's sense of place. Historic resources add to an area's quality of life by providing the community with pride and ownership of its past. They also make a valuable contribution to the current educational, cultural, and social environment. Preservation makes good economic sense. Long considered the "ultimate in recycling," historic preservation allows for the adaptive re-use of existing buildings and infrastructure, while retaining the heritage that defines a community.

National Register Sites

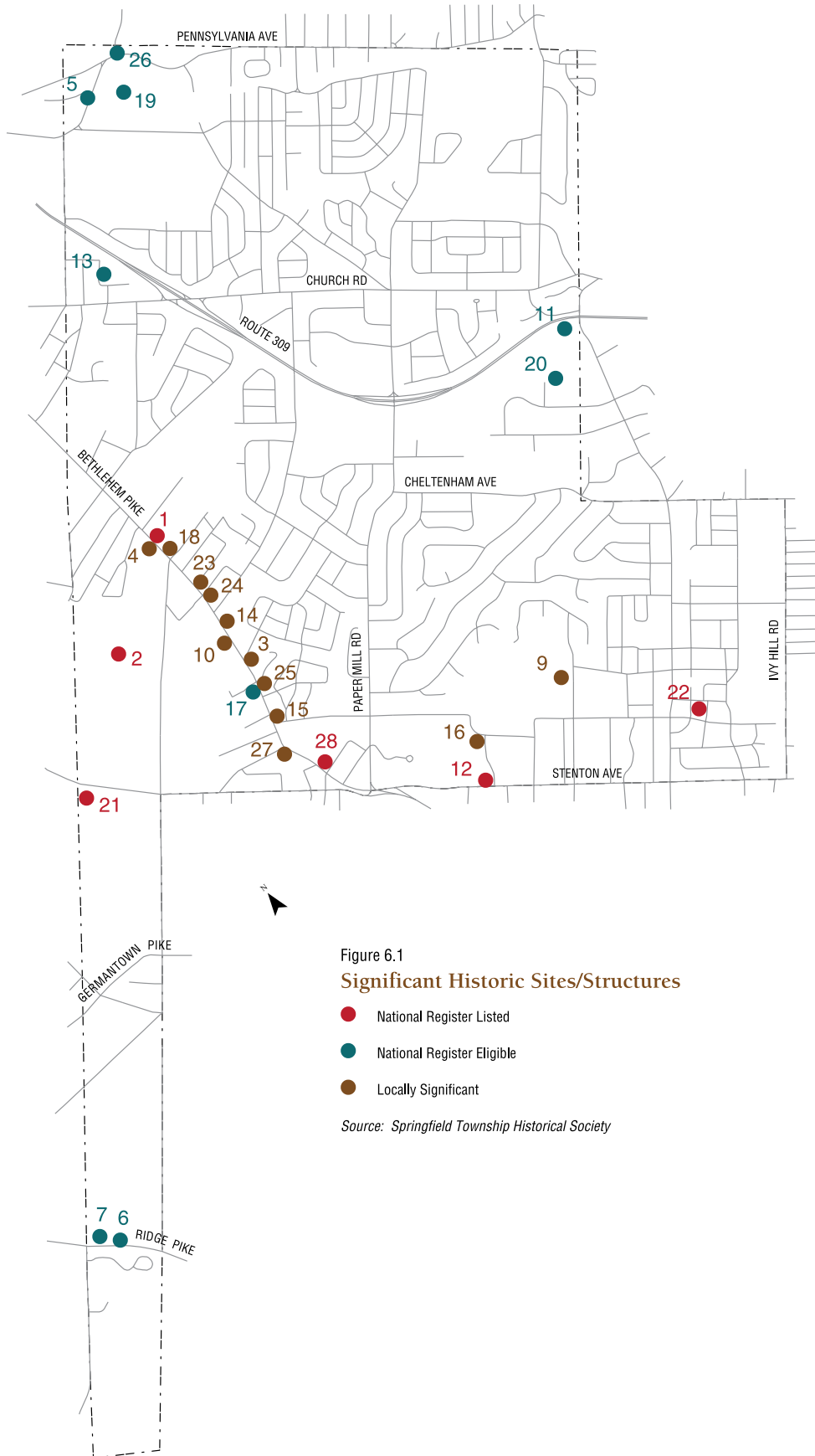
The National Register of Historic Places contains a record of properties considered worthy of preservation at the national level. Six sites in Springfield Township are currently included on the Register: The Black Horse Inn, Springfield Mills, Bloomfield Farms, Carson Valley School, John Welsh House, Stotesbury Club House, and the Yeakel Miller Complex.



Springfield, like many communities, struggle with how to best protect these vulnerable resources when most the cost of restoration is high. The township successfully acquired the Black Horse through a private land development process. Through a multi-year, multi-phase process, public, nonprofit, and private fund raising efforts helped to restore the exterior and then fit-out the interior of the historic inn. It is now home of the Springfield Historical Society and has addition space that could accommodate another tenant on the second floor.

Black Horse Inn before and after renovations





Springfield Township Historical Society

The Springfield Township Historical Society was organized in 1985 with the purpose of researching and preserving the history of Springfield Township and educating the general public about this history. The Springfield Township Historical Society maintains a record of historically significant buildings and works toward the preservation of building of historical or architectural merit. Numerous sites are mentioned below in Figure 6.2. It should be noted that this list is not intended to be a complete listing or confer any priority to these sites in terms of preservation, but rather simply highlights sites that are generally recognized as significant.

Figure 6.2

Historical Site Inventory

Map #	Description	Address	Circa	National Register Status
1	Black Horse Inn; "Sampson & the Lion"	1432 Bethlehem Pike	1833	Listed
2	Carson Valley School	Wissahickon Avenue	1917	Listed
3	COMO House; "Window on Pike" Inn	2 Chesney Lane	1743	None
4	Darwin Hall; Real estate office	1415 Bethlehem Pike	1750	None
5	Fairwold Estate/Reconstructionist Congregation	190-200 Camp Hill Road		Eligible
6	Faulkner-Levering-Rath House	9285 Ridge Pike	1890	Eligible
7	Four-Way Farm/Tecce Property	9301-9305 B Ridge Pike		Eligible
8	Gilbert/Juico Property*	Church Road (north side)		Eligible
9	Guildford; Wharton Sinkler Conference Center	Gravers Lane	1927	None
10	House and carriage home	907 Bethlehem Pike	1876	None
11	Huston/Harkins Property	1799 E. Willow Grove Avenue	1801	Eligible
12	Keystone House; John Welsh House	8765 Stenton Avenue	1867	Listed
13	Lardner/O'Malley Property	606 Grace Lane	1770	Eligible
14	Office of Burke, Lawton, Bewer	926 Bethlehem Pike	1744	None
15	Oyster houses; "Fingers" & "Dudley's"	700 Bethlehem Pike	1829	None
16	Poe House; "Ropsley" house & gardens	8700 Montgomery Avenue	1916	None
17	Rex Property	805 Bethlehem Pike	1890	Eligible
18	Rowe's house (early brick house)	1408 Bethlehem Pike	1850	None
19	Scheetz Property	10 Camp Hill Road	1700s	Eligible
20	Sims Estate/Lloyd-Hope Property	1725-1777 E. Willow Grove Avenue	1910, 1942	Eligible
21	Springfield Mill; Piper-Streeper Mill	Northwestern Avenue	1854	Listed
22	Stotesbury Club House	7830 Eastern Avenue	1904	Listed
23	Streeper-Karr House	1208 Bethlehem Pike	1744	None
24	The "Wardrobe;" Township Library	1140 Bethlehem Pike	1741	None
25	Urbano Property	808 Bethlehem Pike	1820	None
26	Van Ressler Property	Camp Hill Road & Penn Avenue		Eligible
27	Wheelpump Hotel	527 Bethlehem Pike	Pre 1740s	None
28	Yeakel Mill Complex	500 & 502 Bethlehem Pike	1875	Listed

* Not mapped.

Source: Springfield Township.



Historic Resource Protection Goals

Identify, preserve, protect, enhance, and encourage continued utilization and rehabilitation of such areas, districts, places, buildings, structures, works of art, and other objects having a special historical, community, architectural, or aesthetic interest or value to the township and its citizens.

Objectives

1. Establish an updated inventory of historic resources.
2. Create a historic resource committee to oversee inventory and make policy recommendations to the township Board of Commissioners.
3. Safeguard the township's historic and cultural heritage, as embodied and reflected in certain districts, places, buildings, structures, works of art, and other objects.
4. Preserve the character and vitality of neighborhoods and promote economic development through rehabilitation of existing structures.
5. Protect significant historic structures from decline and demolition through encouragement of adaptive reuse.
6. Encourage the continuation of surveys and studies of the township's historical and architectural resources and the maintenance and updating of areas, districts, places, buildings, structures, works of art, and other objects which may be worthy of landmark designation.
7. Educate and promote the use of preservation easements.





Chapter 7

Housing

Housing Supply

The Municipalities Planning Code requires that the comprehensive plan update include a strategy to meet the housing needs of individuals and families anticipated to reside in the municipality. The plan may include conservation of existing housing, rehabilitation of declining units and provisions to accommodate new housing with a range of dwelling types at appropriate densities for households of all income levels. Where a community is substantially developed and has good amount of diversity in its existing housing stock, as in the case of Springfield, the analysis revolves around meeting future demand and maintaining the current diversity of housing types.

Housing Diversity

The number of multifamily housing units in Springfield increased by 26 percent between 1990 and 2010 and now represents more than 13 percent of all housing units. The number of new single family attached dwelling units increased by 14 percent during the same period and represents over 10 percent of housing units. However, during the same time period the number of single-family detached homes remained unchanged. As a result, its percentage of the residential total decreased from 78.8 percent to 57.8

percent. This decrease in the percent of single-family detached housing is further evidence of the township's housing diversity.

Future Demand

The population projections along with the community's age profile and average household size are used to determine the number of future housing units needed. Although Springfield's population is expected to grow slowly in the coming decades, the average household size and vacancy rate is expected to remain fairly steady.



Figure 7.1

2020 Housing Unit Demand

2010 Total Population	2010 Household Population	2010 Group Quarters Population	2010 Total Households	2010 Average Household Size	2020 Population Projection*	2020 Projected Total Households	New Units Needed By 2020
19,418	18,481	937	7,550	2.45	19,584	7,601	52

Sources: *2007 DVRPC Population Projections; US Census Bureau; MCPC.

*Trends***Household Size**

The overall trend in the average household size has been decreasing since the 1970s in the township as well as the region, the state and nationally. This decrease may be attributed in part to deferred marriage, fewer children, divorce or death of a spouse, children leaving home, as well as, the trend of more single people purchasing homes on their own. While Springfield's population is expected to grow slowly in the coming decades, the average household size did increase slightly between 2000 and 2010. While one- and two-person households combined still make up over fifty percent of all households Figure 7.2 shows there was a decrease in two-person households and an increase in one-, three-, four- and six-person households.



Figure 7.2

Comparing Household Size 2000 – 2010

Household Size	2000		2010		Difference 2000 - 2010
	Number	% of Total	Number	% of Total	
1 person	2,011	26.90%	2,070	27.40%	59
2 person	2,638	35.30%	2,517	33.30%	-121
3 person	1,178	15.80%	1,278	16.90%	100
4 person	84	1.10%	105	1.40%	21
5 person	30	0.40%	41	0.50%	11
6 person	4	0.10%	13	0.20%	9
7 person	2	0.03%	2	0.03%	0

Source: U.S. Census Bureau.



Home Ownership

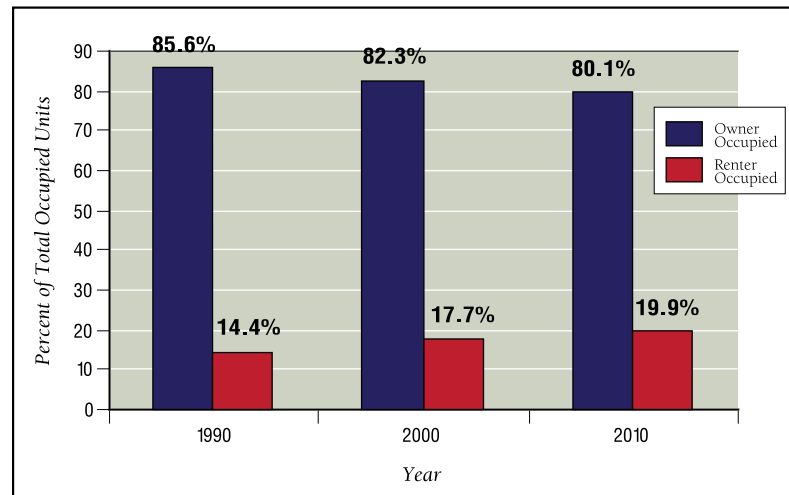
Home ownership is typically strongest in stable communities that have a large percentage of single-family detached homes. While the total number of occupied units has increased, the balance between owner occupied and renter-occupied units is an important indicator. And while the overall owner occupancy remains above 80 percent for Springfield, Figure 7.3 does show a 5.5 percent decrease in the number of owner occupied homes and similar increase in renter occupied units between 1990 and 2010. Although there is no direct way to limit the number of rental units in the township, Springfield should continue to strictly enforce its program of use and occupancy permits and consistently enforce the building code across all districts.

Figure 7.3

Comparing Housing Tenure 1990 – 2010

Tenure Type	1990	2000	2010
Owner Occupied	6,063	6,148	6,044
Renter Occupied	1,019	1,323	1,506
Total Occupied HH	7,082	7,471	7,550

Source: U.S. Census Bureau.



Neighborhood Conservation

The practice of infill housing development continues to be a trend in the established neighborhoods of Springfield Township. Infill housing construction through subdivision or the through tearing down and rebuilding existing homes made up 76 percent of the housing construction activity between 2000 and 2012. Typically, a developer purchases an oversize lot, subdivides the parcel into one or more building lots, and constructs a new home(s). In other cases an existing building is raised and reconstructed sometimes due to fire damage. In most cases the new building footprint is expanded to the maximum size and height permitted in the zoning



district, which may or may not reflect homebuyer preferences. While it is true that many homebuyers desire larger spaces to accommodate family rooms, home offices, master suites walk-in closets, outdoor decks and patios and multi-car garages these larger dwellings often require removal of mature trees for their large footprint leaving neighbors feeling a sense of loss of privacy and overcrowding. New dwellings may be out of scale with the existing dwellings and the architectural character may be unharmonious with the neighborhood.

Figure 7.4

Infill Housing Construction 2005 – 2010

Subdivisions			Teardowns		
Subdivisions	Number of New Dwellings Constructed After Subdivision	Average Size of New Dwelling (Square Feet)	Teardowns (4 out of 11 Dwellings Were Damaged By Fire)	Number of New Dwellings Constructed	Average Size of New Dwelling (Square Feet)
18	12	3,639	11	9	4,418

Source: Springfield Township.



Property Maintenance

Housing maintenance and improvements are essential to having a healthy housing stock and ensuring that the existing units will continue to meet the needs of current and future residents. Nearly 88 percent of the township's housing was constructed prior to 1970. Updated building codes and safety standards as well as thorough code enforcement of properties must be ongoing to discourage potential hazard conditions and substandard housing. Property owners must maintain sidewalks, curbs and driveways within the right-of-way. The township presently uses its occupancy permitting process and building inspections to implement this goal and follows the standards of the Pennsylvania Uniform Construction Code Act. These permits are



required for all new construction, major additions, certain renovations, and when a property changes its use. To take a more comprehensive approach to maintaining its housing stock, the township has adopted other local amendments that now require the owner of all Real Property to apply for a Statement of Certification prior to conveying their property to another individual and this process may require a home inspection. In addition, the township now requires all new owners of real property to register their deed with the township.

Minimizing Multifamily Conversions

The township has zoning regulations in place to control conversion of single-family dwellings into multiple dwellings. A special exception approval is required from the township Zoning Hearing Board to create a conversion in a residential district. No major alterations to the building exterior can be made and the minimum size of the lot area must be increased for each additional dwelling. When it is carefully regulated multifamily conversion can expand the supply and diversity of housing without dramatically changing the character of the neighborhood.

Households and Group Quarters

Less than 5 percent or 937 residents live in group quarters whereas, slightly more than 95 percent or 18,201 residents live in households (Figure 7.5). Group quarters include all residents not living in households in two general categories: institutional and non-institutional. In Springfield, nursing homes and juvenile facilities are considered institutional group homes while housing associated with religious organizations are considered non-institutional group homes. Between 2000 and 2010 Springfield residents living in group quarters of all types declined by nearly 30 percent, those living in institutional group quarters declined by 14.52 percent, and those residing in religious and other group homes, decreased by nearly 69 percent. If the sharp decline in religious group quarters population is an indicator of potential disinvestment in an existing institutional district of the township, the future land use and zoning regulations of the district should be considered.

Figure 7.5

Household and Group Quarters Population 2000 – 2010

Population Type	2000		2010		Change 2000 - 2010	
	Number	% Total	Number	% Total	Number	% Change
Household Population	18,201	93.2%	18,481	95.1%	280	1.50%
Group Quarters Population	1,334	6.8%	937	4.8%	(397)	- 29.80%
Institutional	961	4.9%	820	4.2%	(141)	-14.52%
Noninstitutional	373	1.9%	117	0.6%	(256)	- 68.62%
Total Population	19,533	100.0%	19,418	100.0%	(115)	- 0.50%

Source: U.S. Census Bureau.



Special Needs Housing

Seniors

Springfield Township residents age 65 and older made up over 20 percent of the population in 2010. Residents who are presently age 45 to 64 make up another 30 percent of the total population and represent future retirees. Older residents tend to age in place so they can stay close to family, friends, their place of worship, and continue living in the community they call home. Some older residents will want to downsize from their single-family homes and move to housing with easier access, home maintenance services, and other amenities, while others will want to remain in their existing homes as long as possible.

Springfield has traditionally had a high rate of homeownership which is typical for communities that have mostly single-family detached housing. While the rate of homeownership is expected to remain high in Springfield, older residents that want to age in place but are living with varying degrees of independence will need new choices available in the future. To accommodate these aging residents, the township will need to allow greater flexibility in its housing standards.

Flexibility can be accomplished through adapting existing housing units with universal design features or by developing new housing types that offer first floor master bedroom suites or one-level living units. Other universal design features include: entryways without stairs; first floor master bedroom suites; bathrooms equipped with grip bars and shower seats; wide doorways and hallways that accommodate wheelchair access; nonskid floor surfaces; door handles with levers rather than knobs; and easy-toggle light switches.

New housing types that are developed should consider alternative modes of transportation as the aging baby boomers begin to drive less. Housing that is located near shopping, medical and other professional services, as well as convenient and affordable transportation, will make it that much easier for aging baby-boomers to remain in the community. Senior housing has been and will continue to evolve with varying degrees of services and amenities. The main types of senior housing are listed below. Figure 7.6 identifies some of the existing facilities that are located in and around Springfield Township.

Assisted Living Facilities provide 24-hour personal care or supervision in matters such as meals, bathing, dressing, financial management, and assistance with administering prescription medication. These facilities are licensed by the Pennsylvania Department of Public Welfare.

Continuing Care Retirement Communities (CCRC) are facilities that offer a variety of independent living arrangements for residents together with medical and nursing facilities, full dining accommodations, and educational, social and recreational activities. CCRC are issued a Certificate of Authority by the Pennsylvania Department of Insurance.



Nursing Homes and Long Term Care facilities are licensed by the Pennsylvania Department of Health and provide 24-hour skilled and intermediate nursing care. Saint Joseph's Villa, Fairview Care Center, Green Acres Ivy Hill Rehabilitation, Genesis Harston Hall, and Integrative Health Services are examples of a long term care/skilled nursing facility located in Springfield Township. While technically, nursing homes are considered to be community facilities, they are shown here to illustrate their place on the spectrum of types of services for the elderly. Combined, these facilities provide 952 licensed beds.

Independent Living Facilities are typically multifamily housing that provides minimal services. Some independent living communities are designed as single family detached or attached dwellings, or a combination.

Figure 7.6

Senior Housing Facilities

Municipality	Development Name	Location	Acres	# Units	Unit Type	Year Built	Comment
Springfield	Bethlehem Village	100 Wissahickon Avenue	7	100	MF	1984	Income Restricted
	Springfield Residence	551 East Evergreen Avenue	4	119	MF	1975	CCRC
Abington	Redeemer Village	1551 Huntingdon Pike	16	200	MF	1972	
	Rydal Park	Susquehanna Road at the Fairway	22	322	MF	1975	CCRC
	Walnut Hill	Huntingdon Pike at Meetinghouse	32	28	SFD/SFA	2005 – 07	
Cheltenham	Parkview	990 Ashbourne Road	3	75	MF	2006	Income Restricted
	Wyncote Church Home	West Church Road	5	25	MF	1992	CCRC
Upper Dublin	Dublin Terrace	Limekiln Pike at Dreshertown	17	192	MF	2010 – Present	Under Construction
	Fort Washington Estates	1264 Fort Washington Avenue	11	91	MF	1972	CCRC
Whitemarsh	Masonic Village at Lafayette Hill	801 Ridge Pike	10	98	MF	1976	CCRC – 85 Units Proposed To Be Added
	The Hill at Whitemarsh	Flourtown and Thomas Roads	96	226	SFD/SFA, MF	2007	CCRC

Source: Montgomery County Planning Commission, 2010; MF = Multifamily; SFD = Single-Family Detached; SFA = Single-Family Attached; CCRC = Continuing Care Retirement Community.

Housing for the Homeless

Springfield Township takes part in a countywide approach to addressing the issues and needs of the homeless population. The Continuum of Care Consortium has conducted an in-depth analysis of the homeless which has resulted in a single point of contact for assessment and referral to 12 shelters and other services operating countywide. The program, Montgomery County Homeless Prevention and Rapid Re-housing Program, targets seven priority at risk or homeless populations: households with some income that could be stabilized with some support; households that can located in permanent housing; those timing out of transitional housing; victims of domestic abuse; households being served by emergency tenant-based rental assistance; households who are homeless for the first time; and those holding housing vouchers (formerly Section 8) at risk of eviction.



Zoning

Workforce Housing

The cost of first time homeownership remains a challenge for many in the region. Attractive, affordable and convenient places to live are needed. Many healthcare workers, teachers, police officers, childcare workers, municipal employees and retail workers who are seeking to buy their first home may no longer be able to reside in or near their place of employment due to rising cost of housing in the region. Historically, workforce housing may have been provided or subsidized through the private sector or public-private partnerships. Today this type of housing is aimed at middle and moderate income households making 80 to 100 percent of an area's median income. These workers tend to earn too much for traditional housing subsidies, but not enough to afford market-rate homes. In Springfield Township this includes households making between \$53,780 and \$67,226 annually (based on 1999 income).



Home-Based Business

A business or commercial activity administered or conducted as an accessory use which is clearly secondary to the use as a residential dwelling and which involves no customer, client or patient traffic is permitted in all zoning districts that permit residential uses. The home-based business activity must be compatible with the residential use of the property and the surrounding residential uses, cannot occupy more than 25 percent of the floor area, and may only employ family members. No outside appearance of a business is permitted including display or sale of retail goods, activity or process, parking, signage, lighting or solid waste generation. With growing access to reliable internet service and frustration with long and congested commuting to work, more people are interested in working from home. Coupled with resident's



interest in aging in place and needing more convenient access to goods and services, certain locations in the township may be appropriate for expanding the practice of home-based businesses.

Conservation Subdivisions and Green Building Practices

Buildings have an enormous impact on the people who inhabit them and the natural environment. Springfield adopted zoning in the 1990s that was envisioned to provide for continued housing to meet the needs of future residents while also conserving open space and natural resources. The AAA residential overlay was a precursor to what is now commonly called conservation subdivision. Within the tract conservation areas should include the most sensitive natural resources, avoid fragmentation of the natural resource areas, and be designed to connect with larger natural and recreational resource areas outside of the tract under development (e.g. stream corridors, forested buffers, parkland).



Illustrative example

Green Building Concepts

The green building concept encompasses a host of strategies that emphasize environmentally sensitive building practices that minimize or reduce the environmental impacts of building construction as well as the long-term operational aspects associated with buildings. Green building practices recognize the interdependence of the natural and built environment and seek to minimize the use of water, energy and other natural resources and to provide a healthy and productive indoor environment.

- **Smaller May Be Better** – A smaller, well-constructed house lasts longer, uses fewer resources and is more energy efficient to operate.
- **Energy Efficiency** – Increase level of insulation, use high performance windows and doors, and tight construction.



- **Renewable Energy** – Incorporate passive solar heating, natural light and natural cooling mechanisms. Consider geothermal heating and cooling, solar water heating and photovoltaics.
- **Optimize Material Use** – Minimize waste by designing for standard ceiling heights, and building dimensions. Simplify building geometry.
- **Recycling** – Provide for storage, and processing and recycling of building materials.
- **Design for Adaptability** – Use classic or timeless architectural styles for long term adaptability to other uses. Consider home office needs with layout and wiring.
- **Design for Durability** – Use quality construction materials for a long life.



Land Use and Site Planning

- **Reuse Older Buildings** – Adaptive reuse of existing buildings is the most sustainable construction.
- **Encourage Infill and Mixed-Use Development** – Encouraging mixing of residential and commercial development to increase walkability and reduce automobile dependence.
- **Minimize Automobile Dependence and Design for Multimodal Access** – Locate buildings to provide easy access to public transit, bicycle paths, and pedestrian access to basic services.
- **Maximize Site Resources** – Conduct a thoughtful site evaluation, including sun angle, soils, vegetation, stormwater management, and important natural areas and let this information guide design to make the best use of solar orientation, vegetation for natural cooling, and wind protection.



- **Locate Development to Minimize Environmental Impacts** – Cluster buildings and minimize road construction to preserve environmentally sensitive open spaces and wildlife habitats.
- **Reduce Impervious Surfaces** – Design landscapes to absorb stormwater. Use pervious surfaces and incorporate grass swales, underground infiltration and rain gardens which are natural filters for stormwater.
- **Design Low Maintenance Landscapes** – Landscapes with drought-tolerant native and noninvasive plants.
- **Protect Trees and Topsoil During Sitework** – Keep heavy equipment and supplies out of root zones and avoid major grade changes during construction by fencing the “drip-line” of trees.
- **Choose Low Maintenance Building Materials** – That will require less painting, re-treatment, and waterproofing.



Operational Efficiency

- **Install Water-Efficient Equipment** – Water-conserving toilets, showerheads and faucets not only reduce water use—they place less demand on sewage treatment plants. Reducing hot water usage saves energy.
- **Install High-Efficient Lights and Appliances** – Compact fluorescent and LED lighting and high-efficiency appliances offer both economical and environmental advantages of their conventional counterparts.



- **Install High-Efficiency Heating and Cooling Systems** – They save money and produce less pollution during operation.



Indoor Air Quality

- **Avoid Materials That Create Indoor Pollutants** – Solvent-based finishes, adhesives, carpeting, particleboard, and many other building products release formaldehyde and volatile organic compounds (VOCs) into the air. These affect worker's and occupant's health and contribute to smog and ground-level ozone pollution.
- **Avoid Potential Health Hazards Such as Radon, Mold and Pesticides** – Follow recommended practices to minimize radon entry into buildings and provide for future mitigation. Use design methods that avoid moisture problems which could cause mold and mildew growth.

Housing Goals

Encourage a range of housing types that will meet the needs of the township's residents of various ages, incomes, lifestyles and special needs. Promote residential development that is consistent with established development patterns. Encourage active lifestyles through environmentally sustainable residential neighborhood and commercial district design.

Objectives

1. Preserve the character and integrity of neighborhoods that give the township its distinctive character.
2. Permit a variety of housing options to allow existing residents to remain in the community as they age and encourage development of housing that targets first-time homebuyers.
3. Encourage environmentally responsible upgrades to properties that promote stormwater best management practices, water conservation devices, low-flow and tank-less water heaters, and use of renewable energy sources such as geothermal heating and cooling and solar powered electric service and hot water heating.
4. Encourage infill development and modifications to existing properties in commercial districts to accommodate affordable housing in the community.
5. Encourage adaptive reuse of selected vacant commercial properties or buildings for residential uses.
6. Enhance and beautify neighborhoods with improved streetscapes including sidewalks, lighting, and landscaping.
7. Create a systematic enforcement of property maintenance to help preserve neighborhood conformity and elevate property values.





Chapter 8

Community Facilities

Overview

There are numerous public services and facilities which must be provided by local government to meet the daily health, safety, convenience, and cultural needs of the community. Community facilities refer to a variety of public and non-public uses and services that may be provided to residents of a community, such as emergency services, schools, solid waste disposal, sewer and water service, government office facilities, and libraries. The management of these facilities is extremely important since they have a direct impact on residents. In general, Springfield has a reputation for quality community services and strives to deliver them in an efficient manner.

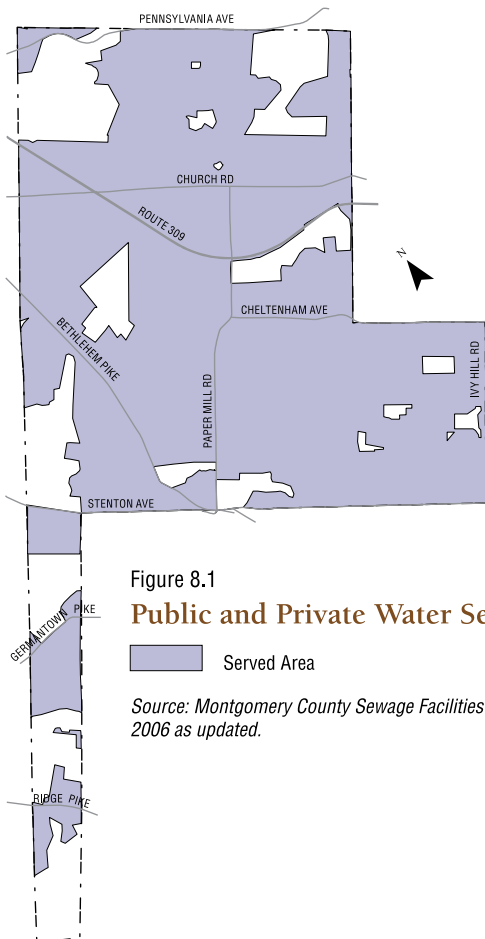
Community Services

Water Supply

Springfield's public water is supplied by Aqua America. Aqua America serves 1.4 million customers in 30 counties across Pennsylvania. Currently, it serves 92 percent of residents in Springfield Township with treated drinking water. The regional drinking supply has been interconnected with other systems so that it may be withdrawn from multiple sources. Approximately 8 percent of the residents in the township continue to receive water from private wells, Figure 8. 1. Future development in the township will be served by public water through the extension of services provided by Aqua America.

Sewerage Facilities

Springfield's waste water system includes 88 miles of publicly owned sewer lines that are gravity fed, with the majority of all sewage being treated by the City of Philadelphia through an intergovernmental agreement. The township's future needs are tied to its infill and redevelopment opportunities. Future development in the township will be served by the extension of services provided by capacity available from the city's system. Figure 8.2 shows the existing and future public sewerage facility service area.



The township's capital improvement plans provide for long-term maintenance of the delivery system which seeks to repair and stabilize manholes, eliminate illegal connections and minimize stormwater infiltration. The waste water system is monitored and maintained by the Public Works Department.

Stormwater Management

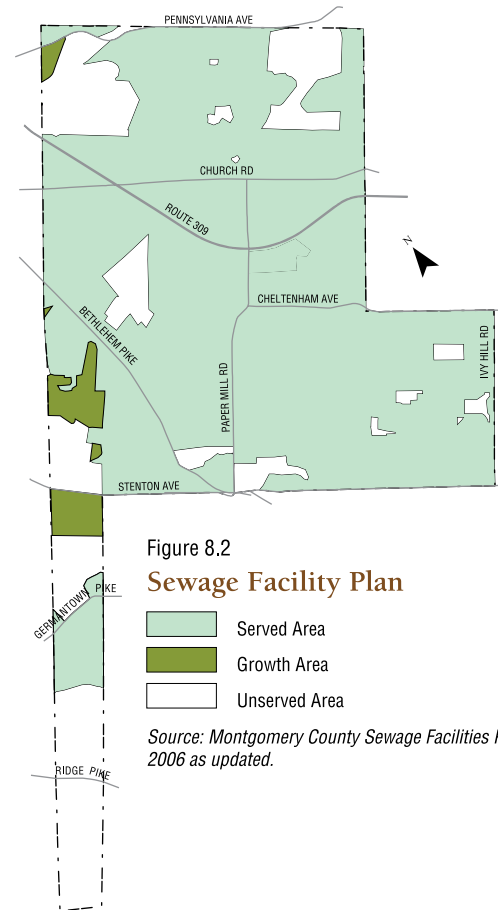
The township participates in the federal National Pollutant Discharge Elimination System (NPDES), Municipal Separate Storm Sewer System (MS4) permitting regulation program. The purpose of the program is to manage quantity and the quality of stormwater runoff at its source by regulating activities that cause the problems. The program has 6 elements that township has put into practice.

- Public education and outreach
- Public participation and involvement
- Illicit discharge detection and elimination
- Construction site runoff controls
- Post construction stormwater management in new development and redevelopment
- Pollution prevention and good housekeeping for municipal operations and maintenance

In 2004, the township adopted a stormwater management ordinance in support of its general NPDES permit. The ordinance regulates earth disturbance of 5,000 square feet or more, provides for soil erosion and sediment controls, encourages the use of best management practices for water quality, and the use of low impact development techniques.

Solid Waste Management

The public works department manages the weekly curbside household refuse and recycling program. Springfield delivers its solid waste to a regional transfer facility in Upper Dublin along with 6 neighboring communities. It is then compacted into trailers and taken to a facility in Plymouth Township where it is burned for electricity generation. Township participation in the Consortium-owned facility means that trash and recycling trucks have a short distance to travel for disposal and therefore control the cost to the township in employee hours and truck maintenance. Township residents can safely dispose of hazardous items such as herbicides, non-latex paint, and electronics by participating in Montgomery County's annual household hazardous waste collection program at various nearby locations.



The township participates in a seasonal multi-municipal leaf, yard waste and Christmas tree collection program. The Morris Arboretum recycles the leaf and yard waste into leaf mulch that become available for residents. All township residents are also encouraged to practice responsible home-based composting of organic yard waste materials.

Emergency Services

STEMS

The Springfield Township Emergency Management Systems (STEMS) is an organization of emergency personnel who oversee the organization and delivery of services. In addition to organizing emergency response, it provides review and input on proposed developments to ensure compliance with public safety standards. The Montgomery County Emergency Communication Center provides the public safety calling and dispatch system (911) for all police, fire, emergency medical and emergency management calls.

Police Department

The Police Department includes 29 sworn officers that in addition to their regular duties, provides community programs. The Welcome Wagon program has an officer visit every new homeowner shortly after the resident moves in and delivers a comprehensive packet of information on all the township services.

The Springfield Township Operation Project or “STOP” program was developed by the Township Police Department. It is designed to deter car theft by providing interested residents with a decal for their car that permits officer to stop the vehicle between the hours of midnight and 6 a.m. to ensure its operation was authorized by the owner.

The Snow Shoveler Registry program pairs elderly residents with middle and high school students to clear sidewalks and driveways during inclement weather. The Intern Program provides an opportunity for residents in their final year of college to gain practical experience in aspects of police work which are not considered hazardous.

Springfield is a town watch community that provides residents with training and equipment to patrol their neighborhoods and notify police personnel in the event something suspicious is observed.

Ambulance Service

Springfield Ambulance Association was incorporated in 1950. It provides advanced life support (ALS) and emergency medical services (EMTs) to Flourtown, Erdenheim, Wyndmoor, Orelan and neighboring communities. It was formerly dispatched through the Springfield Police Department but is now dispatched by the Montgomery County Emergency Communication Center.



Fire Protection

Three volunteer fire companies serve the township with stations in Flourtown, Oreland and Wyndmoor. The fire companies provide fire and rescue services to the residents and commuters that travel through the township with a variety of ladder, pump and other support vehicles. Through cooperative agreements the companies provide and receive assistance from Fort Washington (Upper Dublin), Wissahickon (Ambler Borough), and Barren Hill (Whitemarsh Township) fire companies.



Fire Department

Hospitals

The residents are primarily served by Chestnut Hill Hospital and Abington Memorial Hospital. Chestnut Hill Hospital belongs to the University of Pennsylvania's Community Healthcare Network and is located within 2 miles of the township. It provides a wide variety of specialties and services and has 164 beds and 11 critical care beds. Abington Memorial Hospital is a regional referral center and teaching hospital with 665 beds. The hospital is equipped with a rooftop helipad that supports its emergency trauma unit.

Institutional Services and Facilities

Government Facilities

Township Complex

The township's complex consists of four buildings that house the administrative offices and meeting rooms, police department, public works facilities, parks and recreation office,

Springfield Library, and Springfield Ambulance Association. It is centrally located in the township making it convenient for residents needing services and assistance. As the result of a preliminary analysis of the physical plant of the township complex dating back to 2004, combined with the growth of the library program, and physical



Municipal Complex



limitations of the public works facility, the township has recognized the need to continue the campus master planning process. Because the facilities are located adjacent to an existing residential neighborhood, the visual impacts of any improvements, as well as noise and lighting will be considered. Any improvements to existing buildings or expansion of the facility in its present or other location should also consider the costs and benefits of energy and natural resource conservation and new “green” technologies.

Schools, Universities, and Daycare Centers

Public Schools

Springfield Township School District consists of two elementary, one middle school, and one high school. The current student population is approximately 2070 with an average



Erdenheim Elementary School

student/teacher ratio of 14:1. The district is affiliated with the Eastern Center for Arts and Technology, located in Upper Moreland. It offers vocational-technical training to both secondary and post-secondary students. The school district employs 421 staff.

The elected school board is made up of nine members that provide for the operation and oversight of the district. The schools communicate with the residents via a 24-hour cable television station, website, email-service, district information hotline, an automated calling system and a comprehensive annual report.

The Springfield Middle School and the Erdenheim Elementary School have recently undergone reconstruction and now contain all of the components to achieve LEED for schools (Leadership in Energy and Environmental Design) certification that include the but are not limited to latest technology in lighting, acoustics and climate control.

Private and Parochial Schools

There are a number of private and parochial schools in the area including Mt. St. Joseph Academy and St Genevieve in Springfield and Germantown Academy in Whitmarsh.

Universities

Nearby colleges include; Temple University – Ambler (Upper Dublin), Manor College (Abington), Arcadia University (Cheltenham), and Montgomery County Community College (Whitpain).

Daycare Centers

Daycare centers serve a vital role in today’s economy by services that support our



workforce. Springfield and the surrounding region provide many alternatives in childcare in addition to traditional daycare centers including: private nursery schools, preschools, kindergartens, before and after school programs and summer camp programs.

Library and Historical Society

The Free Library of Springfield, founded in 1966, is considered by the residents to be “a community center for lifetime learning.” Centrally located in the township complex on Paper Mill Road, it provides free access to 60,000 books and other education materials including reference, children’s services and internet access. The library participates in the MCLINC, a consortium of libraries that provides online access to the Montgomery County library collections and online databases from the library, home or office. Supported by a cadre of volunteers and a small staff that manages to provide a high level of services and programs to the residents. Housing volumes well beyond its design capacity of 43,000, additional space is needed to support the growing program.

The Springfield Township Historical Society was organized in 1985 with the purpose of researching and preserving the history of Springfield Township and educating the public about its rich history. They research and collect materials that pertain to the township’s history; maintain records of its historically significant buildings; document the history of local individuals, families, businesses, institutions; and work toward the preservation with architectural or historical merit. The society recently moved from a temporary location in Chestnut Hill to its new home in the Black Horse Inn located in Flourtown.



Historic Black Horse Inn

Recreation and Public Open Space

Existing public parks, recreation and open space, along with future needs and proposed improvements for the township are examined in detail in the 2008 Springfield Park and Recreation Connections Plan (SPARC). An overview and major findings from the plans are highlighted here.

Overview

Springfield Township has 118.6 acres of parkland located within 10 recreation sites distributed throughout the municipality. The current acreage available for resident use is approximately 53 acres which excludes Sandy Run Park (proposed for park development) and the Flourtown Country Club which is a membership based facility, Figure 8.3.



Based upon the prevailing standard of 10.5 acres of parklands per thousand population, Springfield Township is significantly under the recommended parkland acreage by 152 acres. The Flourtown Country Club with 51 acres in the largest recreational land in the township occupying 43 percent of the township's total park acreage.

Figure 8.3

Springfield Township Public Parks, Recreation and Schools Lands

Municipal Park	Acreage	Park Type	Characteristic/Facilities	Neighborhood
Laurel Beech Park	6.5	Neighborhood	Soccer field, playground, parking	Wyndmoor
Mermaid Park	7.0	Natural Resource Area	Pond, benches	Wyndmoor
Veterans Park	6.0	Neighborhood	Picnic pavilion, 2 baseball fields, 2 T-ball fields, inline skate rink, parking, concession/storage building	Wyndmoor
Wyndhill Park	4.5	Neighborhood	Playground, 1 tennis court, open field area	Wyndmoor
Cisco Park	13.0	Neighborhood	Softball/multipurpose field, playground, baseball field, band shell, trail, pond, picnic area, parking	Wyndmoor
Bysher Fields	10.5	Neighborhood	2 baseball fields, 1 softball field, batting cages, concession/restroom building, storage building, parking	Erdenheim
Marlow Fields	5.3	Neighborhood	2 baseball fields, batting cages, basketball court/parking, concession/restroom building	Oreland
Oreland Park	0.8	Mini	3 basketball courts	Oreland
Sandy Run Park	14.0	Natural Resource Area	Undeveloped open space, quarry lake	Oreland
Flourtown Country Club	51.0	Special Use	Golf Course, swimming pool, club house	Flourtown
Total acreage	118.6			
Total excluding undeveloped open space and membership only acreage	53.6			
Public Schools	Acreage	School Type	Characteristics/Facilities	Neighborhood
Springfield Township Elementary School – Enfield Campus	5.4	Elementary School	2 ball fields, basketball court, playground	Oreland
Springfield Township Elementary School – Erdenheim Campus	4.7	Elementary School	Open field, basketball court, playground	Erdenheim
Antonelli Institute- formerly Penn Manor Elementary School. Property is owned by STSD and leased to Antonelli.	7.0	Elementary School	2 ball fields, playground	Erdenheim
Springfield Township Middle School	13.8	Middle School	10 tennis courts, basketball court, open field, 2 ball fields, track	Oreland
Springfield Township High School	21.1	High School	4 ball fields, 4 tennis courts, track	Erdenheim

Source: Springfield Township.

Trails and Pedestrian Connections

In Chapter 7 of the Springfield Park and Recreation Plan, the potential for a network of greenways and trails “hubs” and “spokes” was contemplated. The plan indicates that the public participation process revealed that while the township is not opposed to a trail system, there are residents with concerns about public safety, individual property rights and the loss of privacy by adjoining neighbors that must be addressed as part of any trail planning effort. Figure 8.4 identifies the plan's existing and proposed



trails and pedestrian connection opportunities located in the township. The “Hubs” include municipal parks, schools, library, commercial centers, and other community destinations. The “Spokes” are the greenway system of the community’s linear resources, including stream corridors, drainage ways of former rail corridors, and utility corridors.

Summary of the Plan’s Key Findings

The key findings that emerged from the 2008 park and recreation planning process are organized around seven goals. The goals represent the long-term conditions for which the township will strive toward.

Goal 1: Provided parkland that is sufficient in acreage, location, suitability, and configuration to serve the citizens of Springfield Township.

Goal 2: Insure that recreation facilities offer safety, accessibility, variety, appearance, availability, beauty, and function to meet the needs of the community.

Goal 3: Interconnect the neighborhoods of the community and the region.

Goal 4: Manage the parks and recreation system in a professional manner that conveys the greatest possible benefit to the public.

Goal 5: Build upon the existing programs and services to create recreation opportunities that enrich the quality of life for people who live, work, and visit here.

Goal 6: Invest in parks and recreation to sustain and enhance the health, safety and welfare of the community.

Goal 7: Increase public awareness and stewardship regarding parks, recreation greenways, trails and natural resources conservation in Springfield Township.

Government

Boards and Commissions

Springfield Township was believed to be under some form of government as early as 1755. It was incorporated in 1901 and became a township of the first class under Commonwealth law. It has a council-manager form of government with an elected board of commissioners and an appointed professional manager. There are seven commissioners, each representing a ward in the township. Each commissioner holds a position on one or more of the township committees and takes an active role in creating new legislation, adopting ordinances, resolutions, motions and approval of annual budgets. The commissioner’s primary role is to serve his or her constituents during the present term and also to prepare the township for the future.

The township manager is appointed by the commissioners and works closely with



Springfield Township

MONTGOMERY COUNTY, PENNSYLVANIA

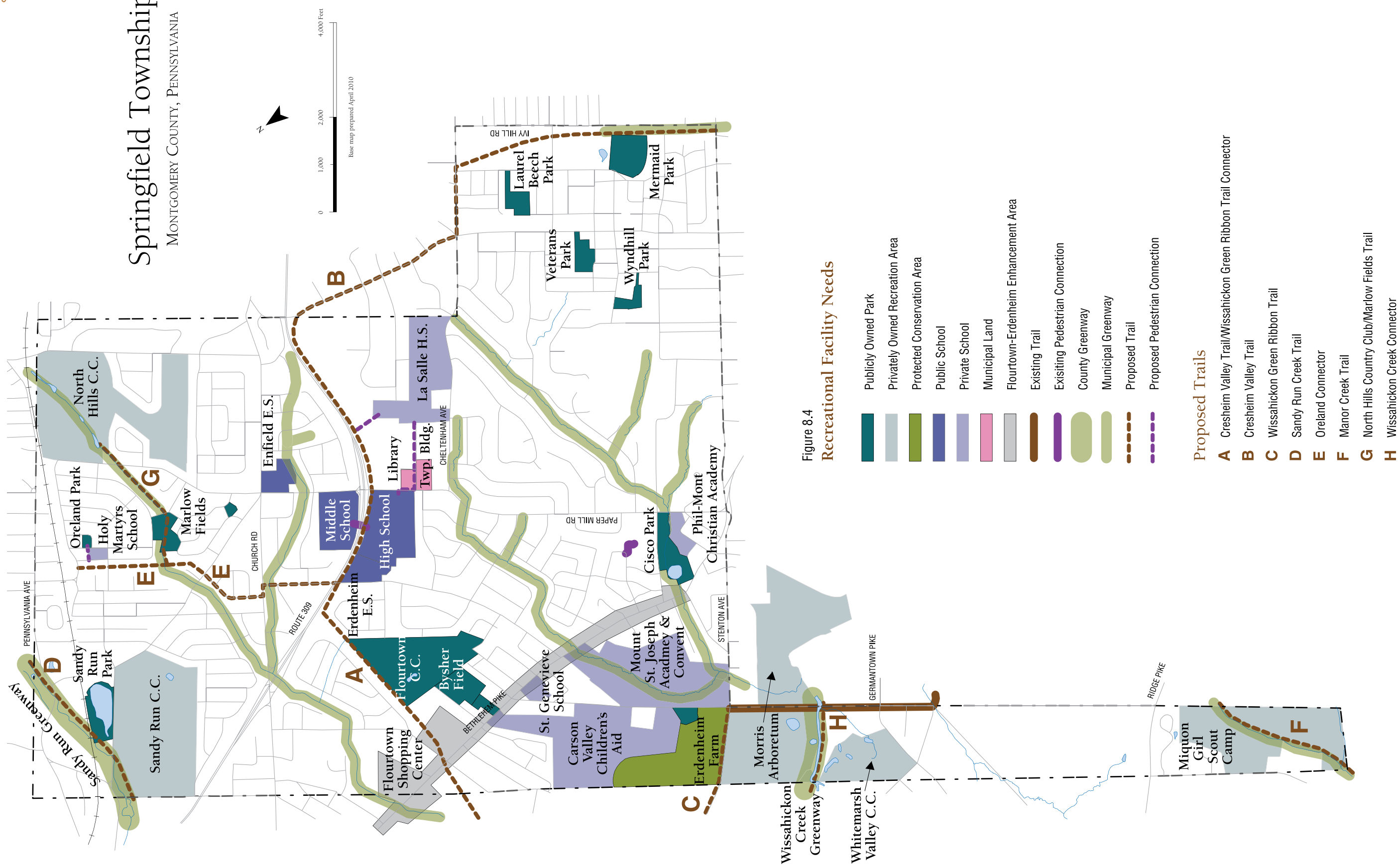


Figure 8.4
Recreational Facility Needs

- Publicly Owned Park
- Privately Owned Recreation Area
- Protected Conservation Area
- Public School
- Private School
- Municipal Land
- Flourtown-Erdenheim Enhancement Area
- Existing Trail
- Existing Pedestrian Connection
- County Greenway
- Municipal Greenway
- Proposed Trail
- Proposed Pedestrian Connection

Proposed Trails

- A** Cresheim Valley Trail/Wissahickon Green Ribbon Trail Connector
- B** Cresheim Valley Trail
- C** Wissahickon Green Ribbon Trail
- D** Sandy Run Creek Trail
- E** Oreland Connector
- F** Manor Creek Trail
- G** North Hills Country Club/Marlow Fields Trail
- H** Wissahickon Creek Connector

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all of the department heads and other appointed professional consultants to ensure the health and welfare of the township residents. The township administration employs 97 employees.

Township boards and commissions include; Planning Commission, Zoning Hearing Board, Park and Recreation Advisory Board, Environmental Advisory Board, Library Board of Directors, Police Civil Service Commission, and the Shade Tree Commission.

Community Facilities and Municipal Services Goals

Provide for the needs of the municipal government to supply the level of service required by the residents and businesses of the township. Ensure that all areas of Springfield Township are adequately served by public safety agencies.

Objectives

1. Provide for streets, utilities, stormwater management systems, solid waste management and other infrastructure at sufficient levels to meet the changing needs of township residents.
2. Establish/maintain annual Capital Improvement Plan to provide for maintenance and improvements of all community facilities.
3. Implement the recommendations of the 2008 Springfield Township Park and Recreation Connections Plan (SPARC).
4. Provide administration, code enforcement, emergency, police and other services at sufficient levels to meet the needs of the community.
5. Conduct periodic assessments of the municipal complex so that it continues to meet the needs and expectations of the residents and businesses.
6. Plant and maintain trees along public right-of-ways and in township parks.
7. Encourage the creation of new passive and active recreation facilities that support the health and welfare of the residents of all ages and abilities.
8. Encourage development of appropriate types of recreation facilities on lands that may be developed and that are not targeted for permanent protection.
9. Maintain and enhance existing parks and recreation facilities and programs.
10. Support the township's recreation programs and services.





Chapter 9

Economic Assets

The process of evaluating a community's economic development potential includes taking account of its existing strengths and identifying opportunities for business growth and expansion potential. As highlighted in previous chapters, Springfield has many assets that have made it a strong and stable community for many decades. Some of those strengths are attributable to its geographic location in the Philadelphia metropolitan region with good access to major highways and public transportation, community services, and proximity to colleges and universities offering a wide variety of educational opportunities.

In Springfield, residents enjoy a high-quality of life; a range of well-built housing; safe neighborhoods; a variety of public, private, parochial schools; active civic organizations; nearby recreation amenities, regional parks and trails; and proximity to large retail hubs and employment centers. The municipality maintains fiscally sound practices and management. Its skilled labor force has above average educational attainment and income levels. It also has strong institutions that provide a variety of services and local employment.



Flourtown Shopping Center

Economic Development

Economic development is primarily a function of the private sector to provide services, produce goods and retail commodities, or conducts activities for financial gain. The public sector promotes and encourages business growth through its decision making process and by developing programs that impact positively on the local and regional economy. A municipality's role in Economic Development can be wide-ranging and include a variety of initiatives. Beyond being welcoming to private business, the Township can encourage private business development that provides needed services and employment to the residents.

Among the economic development tools employed by Springfield is improvement in the design of the streetscape in its established business districts. The Township has been successful at attracting both federal and state funding to support physical improvements in the business districts that include period lighting, street trees, sidewalk replacement,

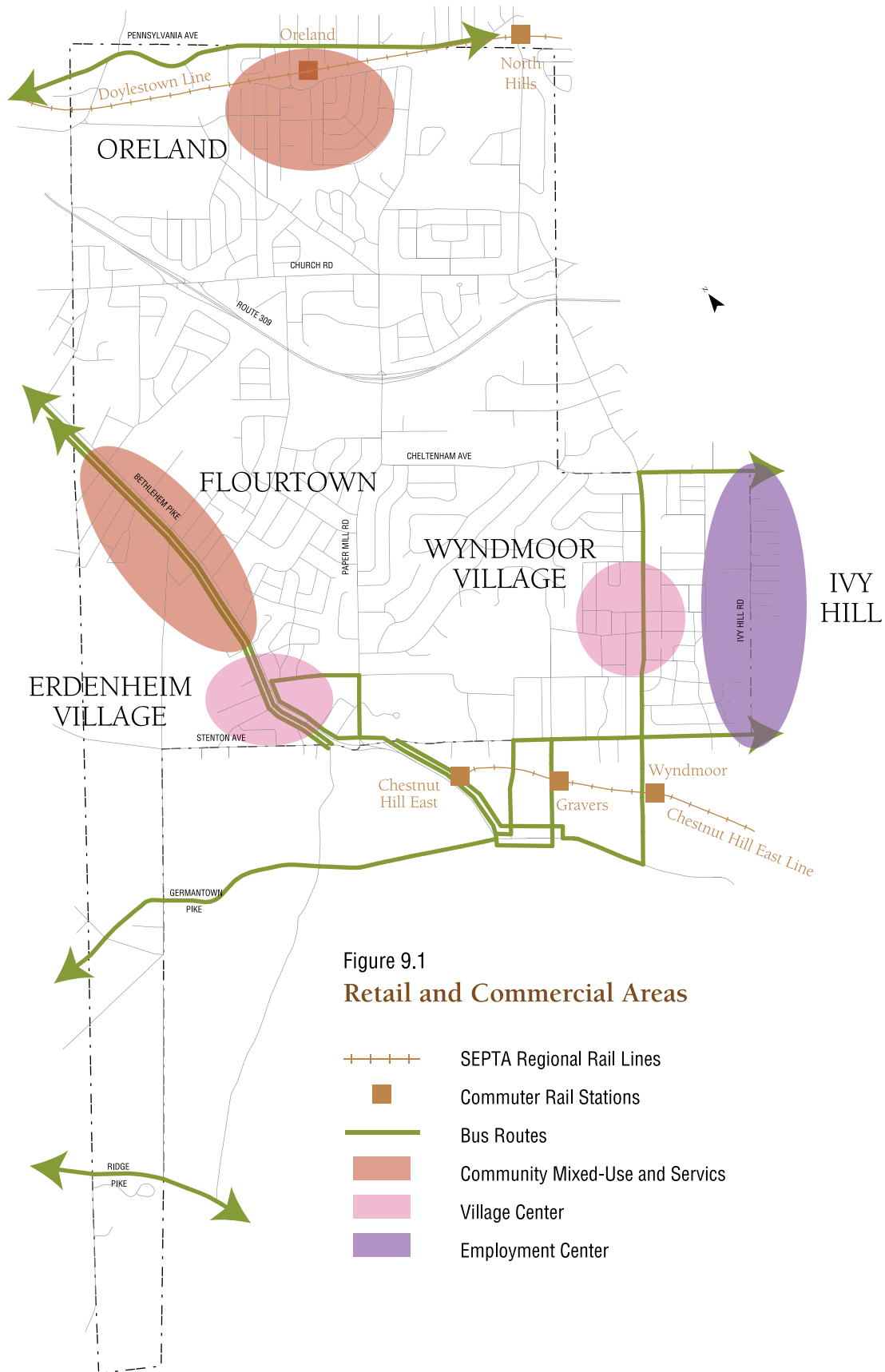


Figure 9.1
Retail and Commercial Areas

-  SEPTA Regional Rail Lines
-  Commuter Rail Stations
-  Bus Routes
-  Community Mixed-Use and Services
-  Village Center
-  Employment Center



decorative crosswalks, and pedestrian benches near transit stops. This effort needs to be expanded to include promotion of consolidated parking opportunities as well as changes to zoning codes that encourages pedestrian accessibility within business districts.

Early in Springfield Township's development mixed use commercial and retail centers grew organically adjacent to neighborhoods that serve local residents. Many of the local districts have redeveloped over time to accommodate automobile access rather than pedestrian access. This often results in uncoordinated lot development accommodating curb cuts and removing sidewalks, limiting pedestrian access, reducing walkability and preventing traffic flow. Rather than encouraging business development, excessive traffic and poor pedestrian access has changed consumer shopping patterns.

Most of the land in Springfield is fully developed leaving little room for new development without lot consolidation and redevelopment. This presents both challenges and opportunities to the Township. Because of limited availability and the cost of land acquisition it may be difficult to attract developers with the resources to revitalize older retail establishments. Encouraging economic development through zoning code revisions will enable retail access and mixed-use development, with both shared driveways and parking.

Flourtown-Erdenheim

The historic Bethlehem Pike corridor was the focus of the Flourtown-Erdenheim Vision Plan, adopted by Springfield Township in 2006. The plan envisioned physical improvements to the business district streetscape and proposed

architectural design concepts to visually unify existing and future commercial properties. The plan also proposed economic development strategies and transportation improvements including enhancements for pedestrian safety, traffic calming and parking improvements. A follow-up study, the "Bethlehem Pike Corridor Study," dealt with the operation and flow of traffic, but did not address land use or economic development incentives. In addition to these studies, a Village Center Zoning District concept was introduced. The proposed Village Center



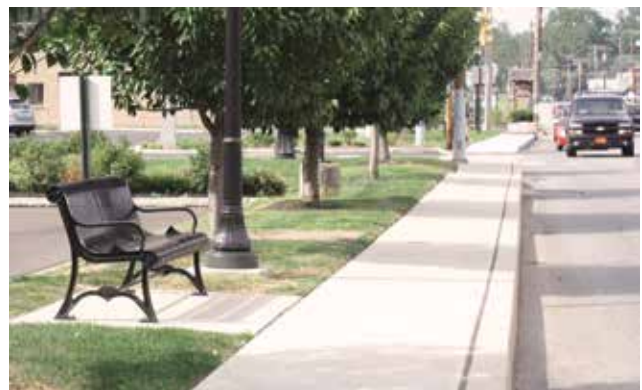
District could contain provisions that encourage economic development through flexible standards. Such zoning provisions would provide density bonuses for historic preservation, shared parking, transit amenities, as well as reduce curb cuts and provide for architectural and design standards.

The 2008 Bethlehem Pike Streetscape Master Plan advanced the ideas of the Vision Plan by proposing a “blueprint” of consistent elements, materials, colors, and design features to “help create a pedestrian oriented main street atmosphere, improve pedestrian safety, and enhance commercial activities.” Subsequently, sidewalk reconstruction, enhanced crosswalks, pedestrian oriented street lighting, ornamental signal poles and street trees were installed in the Flourtown and Erdenheim Village areas. Some of the same strategies are being tried at a in the Oreland and Wyndmoor Village business districts.

The continuing strength of the township’s economy will depend on retaining existing businesses, helping these businesses to prosper and expand, and by attracting new businesses. Enhanced communications among business, government and the public; supporting business expansion opportunities; and sustaining a balanced tax environment all creates a good business environment which in turn provide jobs, income and tax revenue for the municipality.

Any actions that local, county or state entities can make to invigorate a weak or languishing business district or corridor is important but without private investments growth and improvement can be slow. While the township has benefited from new public investment in recent years for streetscape and pedestrian amenities, private investment has also contributed through new construction of retail shops, redeveloped shopping centers and expanded financial services. To maintain and grow the benefit of these public and private investments, the township should consider focusing on four important approaches:

1. Revise zoning and building codes to be flexible enough to support new private investment, include built-in density incentives to encourage adaptive reuse of existing buildings, and require good community design that supports the existing character and vision plan for the district.
2. A coordinated parking and wayfinding signage program that encourages pedestrian access.



Streetscape Enhancements in Flourtown and Oreland



3. Coordinated local events and promotions that promote businesses, services and retailers as well as the business districts.
4. Work with county and state government officials to improve economic development opportunities that benefit the Township.

All of these actions could be achieved through coordinated efforts of municipal staff, local officials and boards, businesses, residents, and the public with the assistance of a skilled and capable business development coordinator. This staff person would work with both landlords and tenants to help identify appropriate uses and encourage the right mix of retail and commercial in each district. In addition, someone skilled in retail recruitment could assist in bringing appropriate retailers and service providers to the attention of the landlords.

Commercial/Retail Goal

Encourage economic vitality while meeting the current and future commercial and retail needs of the residents of the township. Preserve, protect and enhance existing commercial areas in the township. Limit the amount of new commercial and retail development outside of established areas.

Office Goal

Encourage office development in appropriately zoned districts which would enhance the tax base supporting the township. By targeting expanding industries and focusing on existing regional trends such as health care, senior services, financial services and education, the Township can benefit from an increased tax base and provide employment opportunities for residents of the township. Providing high-quality office space that meets the needs of a variety of users and is located in close proximity to existing infrastructure will provide needed modern facilities.

Industrial/Light Manufacturing Goal

Encourage industrial development in established and appropriately zoned districts that enhances the Township's tax base and provides additional employment opportunities for residents of the township. Encourage new light industrial, light manufacturing and research lab uses in designated areas and promote clean and environmentally friendly industrial/light manufacturing uses.

Commercial District Revitalization and Economic Development Goals

Providing for a strong, diverse commercial base within the established development pattern of the commercial districts in the township will help to conserve, maintain and strengthen the streetscape character of the Bethlehem Pike corridor in Flourtown-Erdenheim, the Willow Grove Avenue business corridor in Wyndmoor and the Oreland Commercial Village. Promoting and enhancing a vibrant small town/village identity

will be of long term benefit to all residents and business owners in the Township.

1. Create a position for a main street manager/business development coordinator to expand upon the current township staff's efforts to work with the business community, governmental agencies, and the public to retain existing businesses and attract new businesses and services. In this role, the coordinator will promote Springfield Township as a great place to work, live and play and develop strategies to implement the proposed Village Center Overlay District.
2. Create an attractive hub including public gathering spaces within each commercial district that is pedestrian and bicycle friendly.
3. Improve signage to make the districts more attractive and easier to navigate.
4. Add street trees, benches, bike racks and landscaping throughout the business districts.
5. Encourage and support storefront facade upgrades and seek funding opportunities to assist small businesses with façade and landscaping improvements.
6. Encourage the development of new restaurants along Bethlehem Pike to revitalize and enhance Springfield's image as a destination, and provide expanded services to the residents, businesses and visitors alike.
7. Encourage development of small shops and cafes close to the core area around the train station.
8. Promote the use of appropriate period lighting in locations that support the historical character of the township.
9. Foster positive communications between local government and the business community.
10. Promote new business development and expansion in areas with existing transportation infrastructure. Promote and advance the success of the Flourtown Business Association.





Chapter 10

Transportation

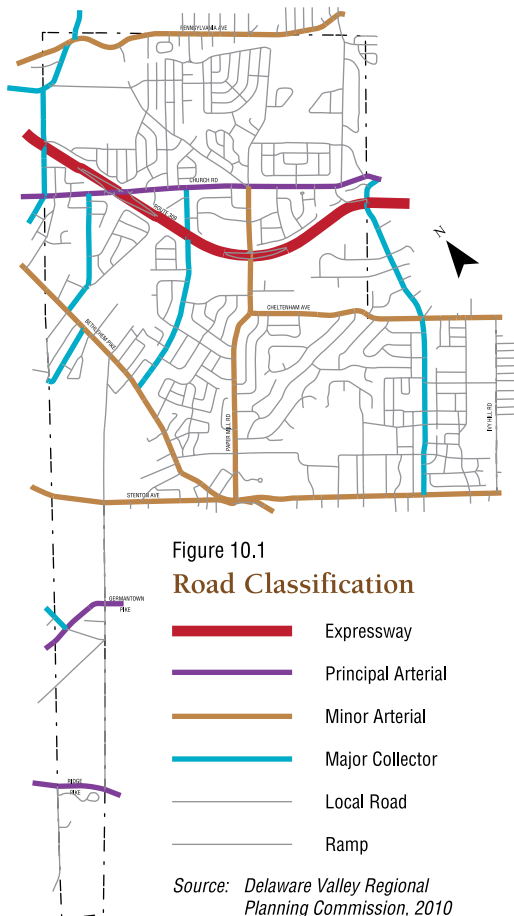
Transportation plays a vital role in our daily lives by determining how we get from our homes to our places of work and school, and also how we travel to restaurants and shopping, medical and business appointments, libraries, places of worship, playgrounds and parks, movies, theaters and museums and visiting with family and friends. Because Springfield's established transportation network is inter-connected with the region, most transportation improvements need to be coordinated with other agencies outside of municipal government, including the Pennsylvania Department of Transportation (PennDOT), Southeastern Pennsylvania Transportation Authority (SEPTA), the Delaware Valley Regional Planning Commission (DVRPC), and Montgomery County Department of Roads and Bridges.

Highway Functional Classification System

The Highway functional Classification System is a hierarchical grouping of the roads based on function, service levels, and vehicle capacity. Based on standards established by the American Association of State Highway and Transportation Officials (AASHTO), it is used by the Pennsylvania Department of Transportation (PADOT) for appropriate design guidelines, as well as to coordinate road functions and highway improvements among neighboring municipalities, the county, the region, and the state. The hierarchy of roads includes expressways and other limited access highways, arterials, collectors, and local roads. These can be further divided according to the urban or rural character of an area, such as designating principal and minor arterials or major and minor collectors. The classifications for township roads are shown in Figure 10.1.

Right-of-Way

The right-of-way is publicly-owned land that contains all elements of a highway and its related functions. This includes travel lanes, turning lanes, shoulders, parking lanes, and the border areas (which might contain sidewalks or paths, curbing or swales, and grass areas). Right-of-way widths are determined partly by the functional classification, but other factors such as the extent of development in an area need



to be considered. The width should be based on the preferable dimensions of each element to the maximum extent possible. In developed areas, it is often necessary to consider less desirable dimensions.

The design should provide an overall cross section that will give maximum service within a limited right-of-way. Procuring sufficient right-of-way for the ultimate function of a road at the time of an initial subdivision, land development, or other improvement is important.

This permits future improvements, such as widenings, to be performed at a more reasonable cost with less physical impact.

Number of Lanes

Number of lanes refers to the number of continuous travel lanes assigned to a road. This number is determined by traffic volume, level of service, and capacity conditions. Two travel lanes are appropriate on low volume roads such as local roads and minor collectors. A continuous two-way center left-turn lane may be desirable in highly congested commercial areas along major collectors and arterials. The lane would provide a “safe” area for turning movement while permitting an uninterrupted flow to through traffic. Depending upon traffic demand and available right-of-way, some roads such as arterials may have four or more travel lanes in addition to turning lanes. Expressways have minimum of two lanes per direction, physically separated by a median or barrier. Expressways may have three or more travel lanes per direction depending upon traffic volume and right-of-way.

Travel Lanes

Width and condition of pavement surface are two important safety and comfort features of a highway. Typical lane widths are ten to fifteen feet. Twelve feet is desirable for all roads except minor collectors and local roads. A ten-foot-wide lane is considered adequate for minor collectors and local roads where oncoming and passing vehicles is infrequent and the proportion of trucks is low. Although lane widths of twelve feet for most functional classifications are desirable on rural and urban highways, there are circumstances that necessitate more narrow lanes. In urban areas where right-of-way and development become the controlling factor, eleven-foot-wide lanes are acceptable. Ten-foot-widths are acceptable only on low speed roads (less than 30 miles per hour). Where a lane is adjacent to a curb, a fourteen-foot-width (thirteen feet minimum) is desirable as drivers tend to shy away from the curb edge.



Shoulders

A shoulder is the portion of the roadway contiguous to the travel lane. It accommodates stopped vehicles, emergency use, and bridge and overpass supports. For safety, a shoulder should be continuous regardless of its width. A shoulder may vary in width from only two feet, where an emergency stopping area is not needed and roadway stability is its only function, to twelve feet on an urban expressway where the entire shoulder may be paved. Well-designed and properly maintained shoulders are necessary in all classes of roads. A vehicle stopped on the shoulder should clear the pavement edge by at least one, but preferably two feet. This preference has led to a shoulder width standard of ten feet. An absolute minimum width of two feet should be provided along rural minor collectors; six to eight feet is preferable so that a stopped vehicle can be outside the travel lane.

Although it is highly desirable that a shoulder be wide enough for a vehicle to be completely off of a travel lane, vehicles can pass with caution. Heavily traveled, high speed highways and those carrying a big percentage of trucks should have usable shoulders at least ten feet wide (preferably twelve feet).

Parking Lanes

Movement of vehicles is the primary function of a roadway network. Parking on an arterial street is not desirable because it generally decreases lane capacity, impedes traffic flow, and increases accident potential. However, segments of the network may be required to provide for the parking of vehicles as a result of adjacent land use. When on-street parking is required, parallel parking is the preferred method. It is generally allowed and accepted on local roads, although not usually designated. It may also be necessary where there is inadequate off-street parking. Curb parking on urban arterial streets is often necessary and is acceptable when the travel lane(s) can accommodate the traffic volume. Many urban residential areas use pavement widths of between twenty-six and thirty feet for both mobility and parking. When parking occurs on both sides of the street, this dimension assures adequate room for one moving lane. Most vehicles park within six to twelve inches of the curb when parking lane is eight feet. On rural arterials, provisions should be made for emergency stopping only.

Rural collector roads generally require provisions for emergency stopping only. On most urban collector roads, the minimum parking lane width is eight feet. A width of ten to twelve feet is most desirable because it provides better clearance and the potential to use the parking lane during peak periods as a through lane. This width can also accommodate transit operations. On urban minor collector roads within residential areas, an eight-foot-wide lane is adequate.



Border Areas

The border is the area between the outside edge of the road or shoulder and the right-of-way line. It helps separate traffic from homes and businesses and provides needed space for uses corollary to the road. Some needs to consider when determining minimum border widths are pedestrian requirements, snow storage, storm drainage, parallel bike paths or trails, traffic control devices, signs, and utilities. Every effort should be made to provide wide borders for functional needs, aesthetics, safety, and reducing the impact of traffic on adjacent development. A border area should be provided along all roads and should be between feet or wider to properly accommodate present and future needs.

Curbing

Curbs control drainage, delineate pavement edge, provide aesthetics, reduce maintenance operations, and limit access points to roadside development. Barrier curbs, the most common type, are relatively high and steep faced. Ranging in height from six to nine inches, they are designed to inhibit or at least discourage a vehicle from leaving the road. The width of a curb is generally up to eight inches. Where they are not used, grading is required to carry surface runoff in swales or natural drainage areas. As the general guide, curbs are not required where the residential density is less than or equal to one unit per acre.

Sidewalks

Sidewalks are integral parts of urban streets, but few are provided in rural areas. However, the accident potential increases for those walking on or adjacent to travel lanes in rural areas due to higher travel speeds and lack of street lighting.

Studies have shown that sidewalks in suburban and rural areas reduce pedestrian accidents. As a general practice, sidewalks or paths should be constructed along any street or highway without shoulders. Whenever roadside and land development conditions allow pedestrian movement along a main or high speed highway, a sidewalk or path area should be provided. Sidewalks in suburban areas are justified where land uses generate pedestrian concentrations or where connection between facilities is desired. Sidewalks in residential areas are recommended to be four feet wide. The width of the grass strip between the sidewalk and curb should be a minimum of four feet for maintenance. Commercial areas, schools, and other pedestrian generators may require sidewalks covering the entire border width. If sidewalks must be placed adjacent to the curb, the walkway width should be two feet wider than when a grass strip separates the walk and curb. This provides space for street hardware, opening of car doors, and safety from traffic.



Figure 10.2

Road Conditions by Functional Classification

Functional Classification	Street Name	Jurisdiction	Right-of-Way (ft.)	Cartway Width (ft.)	Number of Travel Lanes	On-Street Parking	Bicycle Lanes On/Off Street	Sidewalks/ Paths
ARTERIALS								
Principal	Church Road	State	70	50	2/4	No		
	Germantown Pike	State	80	50	2	No		
	Ridge Pike	County	120	N/A	4	No		
	Bethlehem Pike	State	60	44	4	Yes**		
	Stenton Avenue (East of Paper Mill Road)	State	50*	50	4	No		
Minor	Pennsylvania Avenue	State	80	N/A	2	Yes**		
	Stenton Avenue (West of Paper Mill Road)	Township	70	N/A	2	No		
	Paper Mill Road	State	70	40-60	2	Yes**		
	Cheltenham Avenue	State	70	50	2	Yes**		
COLLECTORS								
Major	Willow Grove Avenues	State	60	N/A	2	Yes**		
	Ivy Hill Road	Township	35*	24	2	Yes**		
	Haws Lane	Township	60	26	2	Yes**		
	East and West Mill Road	Township	60	20-30	2	Yes**		
	Valley Green Road	State	60	N/A	2	No		
	Camp Hill Road	State	60	N/A	2	No		
Minor	Oreland Mill Road	Township	60	24	2	Yes**		
	Mermaid Lane	Township	52	32	2	Yes**		
	Wissahickon Avenue	Township	60	24-30	2	Yes**		
	Northwestern Avenue	Township	30*	16-20	2	Yes**	Yes	
LOCAL ROADS		Conditions Vary						

* From county line (remainder in Philadelphia)

** Location and/or time restrictions

N/A Not Available

Sources: Township staff; Township code; field checks.

Traffic Volume

Figure 10.3 shows traffic counts for selected roads in the township. Traffic counts provide a measure of how much use a road is getting at a given point in time. They typically include all types of vehicles traveling in both directions during a 24-hour period and are shown as average daily traffic (ADT) loads. Below is a summary of counts for the most of the major township roads. The baseline year for comparing counts in most cases is 1983 and is used wherever possible.

Fort Washington Expressway (PA Route 309) – Route 309 carries heavy traffic volumes of traffic from Philadelphia to Allentown. Beginning in 2001, PennDOT began rebuilding and widening the highway in Montgomery County from Philadelphia to Montgomery Township as part of a \$375 million transportation investment. The improvements within Springfield Township, completed in 2010, include sound walls and two reconstructed ramps, one at Route 73, Church Road and the other at Paper



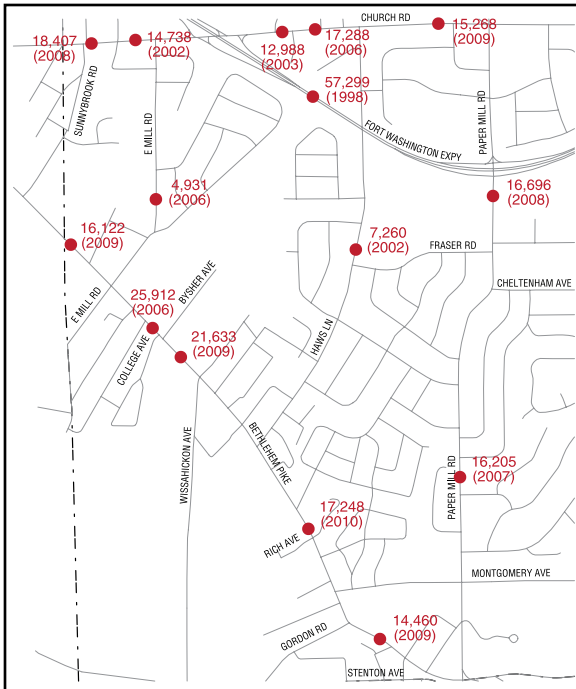


Figure 10.3
Traffic Counts

Street Name	Responsible Agency	Average Daily Traffic		
		Count	Year	Location Between
EXPRESSWAYS				
Fort Washington Expressway	State	57,298	1998	Paper Mill Road ramps to PA 73 Church Road ramps
		56,233	2010	Pennsylvania Avenue to PA 73 Church Road
PRINCIPAL ARTERIALS				
Church Road (Route 73)	State	18,407	2008	Valley Green Road and PA 309 Fort Washington Expressway
Ridge Pike	County	30,911	2010	Northwestern Avenue to Manor Road
MINOR ARTERIALS				
Bethlehem Pike	State	21,633	2009	Byshe Road and Wissahickon Avenue
Cheltenham Avenue	State	12,322	2007	Willow Grove Avenue and Delphine Road
Paper Mill Road	State	16,696	2008	Cheltenham Avenue and PA 309 Fort Washington Expressway
Pennsylvania Avenue	State	8,202	2006	PA 309 Fort Washington Expressway and PA 73 Church Road
Stenton Avenue	Township/State	17,513	2009	Camp Hill Road
Willow Grove Avenue	State	9,928	2008	Paper Mill and Flourtown Roads
		11,218	2006	Newbold Lane and Sandy Hill Road
		12,535	2009	Stenton Avenue and Cheltenham Avenue
MAJOR COLLECTORS				
Camp Hill Road	State	10,475	2007	Walnut and Pennsylvania Avenues
Ivy Hill Road	City/Township	11,512	2007	Stenton and Cheltenham Avenues
East Mill Road	Township	4,931	2006	Penn Oak and Poplar Roads
MINOR COLLECTORS				
Oreland Mill Road	Township	1,733	1996	Paper Mill Road and Walnut Avenue

Source: Delaware Valley Regional Planning Commission (DVRPC).



Mill Road. In 2011, Intelligent Transportation System (ITS) components were installed including closed circuit cameras, incident detectors and electronic messaging signs.

Church Road (PA Route 73) – As part of state route 73, a major east-west county road, Church Road is an important link to outside areas and connects other important roads within the township, such as Route 309 and Paper Mill Road. As a result of its function as a principal arterial road, traffic volumes are relatively high but stable, with past ADT counts at more than 18,000 vehicles. Because Church Road is primarily a residential corridor in Springfield Township speed limits are in place to mitigate the large volume of vehicles. The township is interested in further study of this residential corridor, especially with regard to vehicular and pedestrian safety and changes in home ownership and land use over time.

Bethlehem Pike – Bethlehem Pike is a major north-south road which serves as the township's main commercial corridor and links the community to other activity centers such as the Chestnut Hill area of Philadelphia to the south and Montgomery Township to the north. Bethlehem Pike was the subject of a 2008 DVRPC Taming Traffic Study that looked at vehicle crash locations between 2003 and 2005 along with traffic counts from Erdenheim through Flourtown. The study resulted in a number of recommendations that include road narrowing, intersection alignments, reduction of curb cuts, and a center turning lane in appropriate locations.

Cheltenham Avenue – This minor arterial road provides an east-west link between Willow Grove Avenue and Paper Mill Road, two other minor arterials.

Paper Mill Road – Paper Mill Road is a key minor arterial road that directly connects the east and west parts of the township and also links many of the other important roads, including the Fort Washington Expressway (Route 309), Church Road (Route 73), and Stenton Avenue.

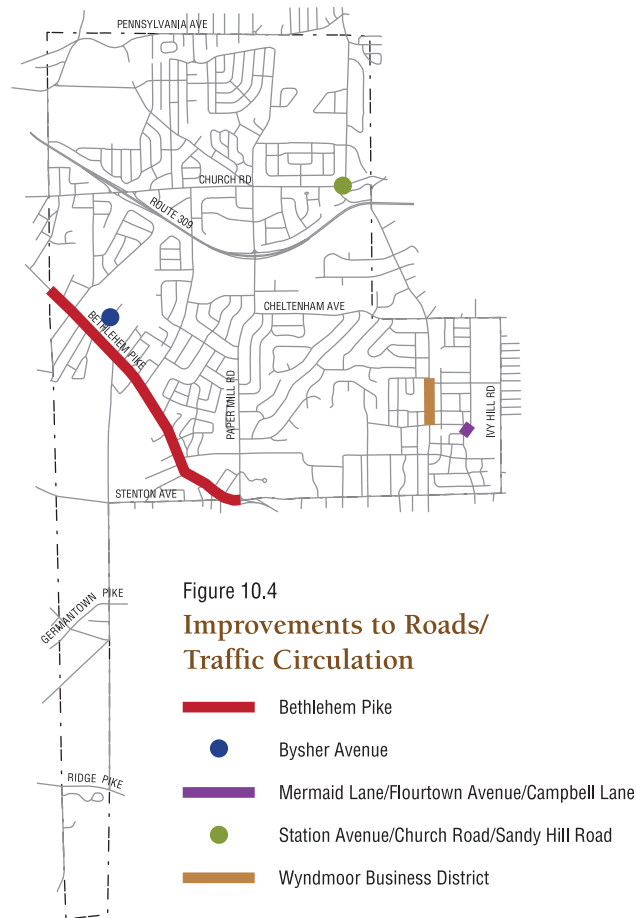
Pennsylvania Avenue and Camp Hill Road – Recently completed improvement to this intersection corrected alignment problems, add a turning lane to Pennsylvania Avenue, and provided proper signalization.

Willow Grove Avenue – This north-south minor arterial connects with Stenton Avenue, Cheltenham Avenue, and Church Road in Cheltenham Township (Route 73), effectively linking Wyndmoor with other township neighborhoods. The road also serves as a neighborhood commercial corridor.

Road Improvements

Bethlehem Pike – The 2008 DVRPC Taming Traffic Study recommends a “Road Diet” for Bethlehem Pike to improve pedestrian and vehicular safety, especially in the Erdenheim Village and at certain intersections in Flourtown. The recommendations include reducing the number of travel lanes, reducing curb cuts, creating a center





turning lane, crosswalk improvements, curb extensions, streetscape and place-making enhancements, on street parking improvements and other enhancements.

Byshe Avenue/College Avenue – The Taming Traffic Study also addressed the alignment of Byshe Avenue and College Avenue along Bethlehem Pike. Currently, the offset creates conflicts for turning movements and pedestrian crossing. The study identifies a long-term solution to correct the offset however in the shorter-term, improvements to crosswalks and the creation of dedicated left-turning lanes will increase visibility for drivers and increase pedestrian and vehicular safety.

Mermaid Lane/Flourtown Avenue/Campbell Lane – Proposed improvements to correct the sharply curved alignment of Mermaid Lane include vacating Campbell Lane between Flourtown Avenue and Linden Road, and signaling the Mermaid Lane/Flourtown Road intersection.

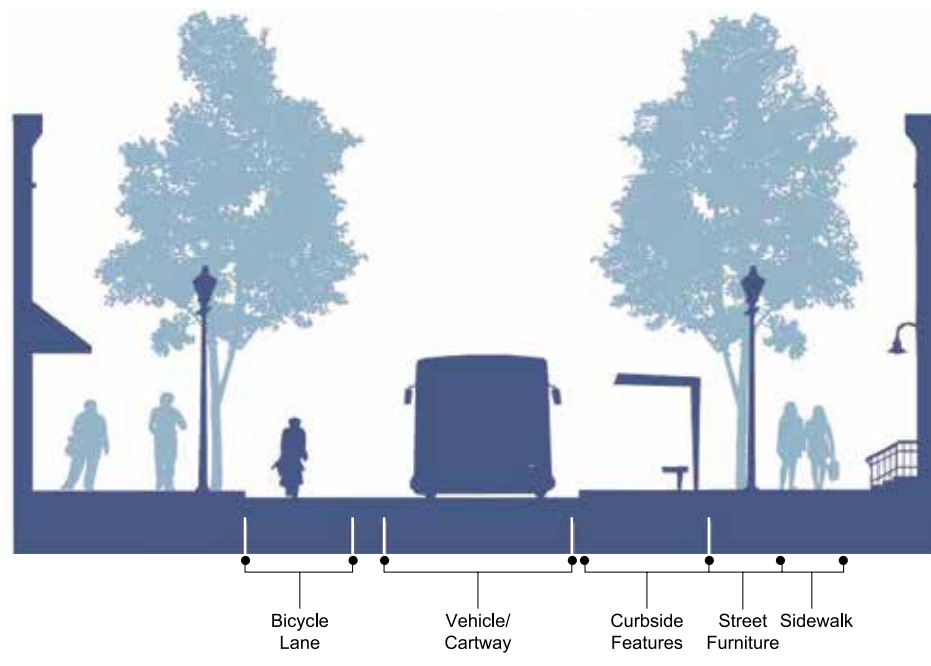
Wyndmoor Business District – Businesses along Willow Grove Avenue in this area tend to have multiple access points contributing to congestion and allow for too many traffic movements. Better access controls could be implemented through consolidating curb cuts, shared parking, and some turning movement restrictions.



Smart Transportation and Complete Streets

Smart transportation principles propose to manage roadway capacity and congestion by better integrating land use and transportation planning. Rather than encouraging sprawling land uses which require building more or wider roadways to accommodate an increasing number of vehicles that can travel at faster speeds, smart transportation practices consider the context of the community and attempts to scale projects to local needs. By integrating transportation and land use decisions, new residential developments would be connected to the established road network rather than being physically isolated or connected by a single local road. New streets and sidewalks would be connected to existing neighborhoods. This higher level of connectivity would improve circulation throughout the road network and offer emergency service providers multiple routes to a single destination. In business districts, reducing the number of curb cuts along busy arterial roads and encouraging shared parking between multiple users helps alleviate congestion and improve road safety. Adding shared access points via secondary driveways along side streets that lead to signalized intersections reduces the number of potential conflicting vehicle turning movements.

Smart transportation practice also introduces the concept of “complete streets,” and elevates the importance of considering the safety and design needs of all users of the transportation network including drivers and pedestrians. A complete street is considered safe, comfortable, and convenient for travel by automobile, foot, bicycle and transit, regardless of the users’ age or physical ability. This usually means putting more emphasis on the needs of pedestrians, bicyclist and transit riders in order to find the right balance in the transportation network that is currently tilted toward the use of automobiles.



Transportation Mode and Travel Time to Work

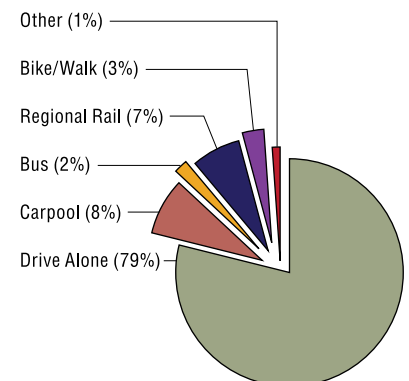
The American Community Survey reports that Springfield workers make a variety of transportation choices for commuting every year. As shown in figure 10.5, of the 9,368 workers identified, 73.9% drive alone, 7.7% carpool, 7.5% ride public transit, 2.8% walk or ride a bicycle, and 0.5% travel by other means. Springfield residents are more likely to work at home (7.6%) as compared to its neighbors (range 3%-4.8%) but less likely to carpool when they do drive to work. When it comes to taking public transit, Springfield, as a percent of the total population, falls in the middle of the pack at 7.5% compared with its neighbors (range 4%-10.5%). There are many factors that contribute to a commuter's transportation choices including, proximity to transit stations, travel time and distance to employment, and the existence of convenient sidewalks and bike lanes. Improvements to existing facilities and services can expand transportation choices and reduce travel times. Incremental approaches can yield cumulative improvements over time and are worth considering. An increase in telecommuting and other work at home options along with more choices for commuters can mean less miles traveled by car, reduced traffic congestion, improved air quality, and more physical activity, all of which may lead to a healthier community.

Figure 10.5

Means of Transportation to Work by Municipalities: 2010

Municipality	2010 Totals	Drive Alone		Carpool		Bus/Trolley(1)		Regional Rail	
		#	%	#	%	#	%	#	%
Springfield	9,368	6,927	73.9%	719	7.7%	139	1.5%	563	6.0%
Abington	27,411	21,718	79.2%	2,315	8.4%	457	1.7%	1,493	5.4%
Cheltenham	19,010	13,629	71.7%	1,749	9.2%	810	4.3%	1,171	6.2%
Upper Dublin	12,638	10,118	80.1%	766	6.1%	260	2.1%	725	5.7%
Whitemarsh	8,728	6,807	78.0%	777	8.9%	16	0.2%	333	3.8%
Montgomery County	403,375	320,543	79.5%	31,592	7.8%	6,255	1.6%	12,659	3.1%

Municipality	Bicycle		Walk		Work at Home		Other(2)	
	#	%	#	%	#	%	#	%
Springfield	58	0.6%	205	2.2%	713	7.6%	44	0.5%
Abington	38	0.1%	521	1.9%	809	3.0%	60	0.2%
Cheltenham	86	0.5%	756	4.0%	711	3.7%	98	0.5%
Upper Dublin	14	0.1%	112	0.9%	602	4.8%	41	0.3%
Whitemarsh	16	0.2%	363	4.2%	379	4.3%	37	0.4%
Montgomery County	1,077	0.3%	12,369	3.1%	16,145	4.0%	2,725	0.7%



Source: American Community Survey

Footnotes (1) Includes bus, trolley, subway and elevated train.

(2) Includes motorcycle, taxicab, ferryboat, or other means.



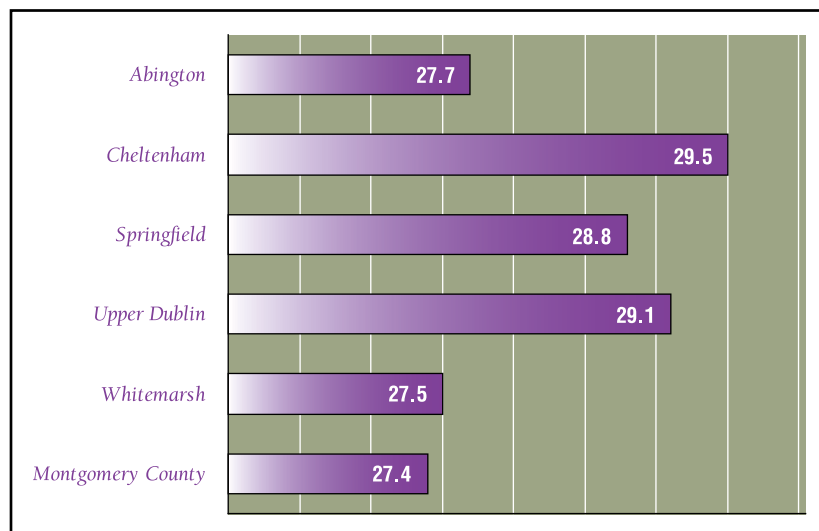
The graph in Figure 10.6 shows the average travel time to work for residents by municipality and for Montgomery County as a whole. The average commute time has continued to increase slightly in Springfield and for its neighbors between 2000 and 2010. Although the increase may appear small (1-2 minutes) the cumulative effect of all vehicles on the road results in increased driver frustration, congestion, and air pollution. Again, if every community takes steps to reduce travel times, vehicle miles traveled, and traffic congestion using an incremental approach, the benefits will also be cumulative over time and improve the quality of life for everyone in the region.

Figure 10.6

Travel Times for Resident Non-Home Workers by Municipality: 2010

Municipality	2010 Length of Travel Time in Minutes									Change 2000 - 2010	
	2010 Total Workers	2010 Average Travel Time in Minutes	2000 Average Travel Time in Minutes	Less than 10 Minutes	Between 10 and 19 Minutes	Between 20 and 29 Minutes	Between 30 and 39 Minutes	Between 40 and 59 Minutes	More than 60 Minutes	Minutes	Percent
Abington	26,602	27.7	26.3	13.1%	27.3%	16.7%	15.8%	17.8%	9.2%	1	5.3%
Cheltenham	18,299	29.5	29.0	10.1%	20.3%	19.5%	22.5%	18.8%	8.7%	1	1.7%
Springfield	8,655	28.8	26.8	10.5%	22.0%	20.8%	20.4%	17.6%	8.6%	2	7.5%
Upper Dublin	12,036	29.1	28.3	11.1%	24.6%	18.2%	18.5%	18.6%	9.1%	1	2.8%
Whitemarsh	8,349	27.5	26.9	11.2%	24.4%	19.4%	20.5%	17.6%	7.0%	1	2.2%
Montgomery County	387,230	27.4	26.5	12.5%	25.7%	19.2%	17.7%	16.0%	8.9%	1	3.4%

Source: American Community Survey



Average Travel Time in Minutes by Municipality



Public Transit

Smart transportation principles also encourage frequent and reliable transit service with stops located in close proximity to the source of rider demand. Transit stops should have well maintained all-weather surfaces with direct access to a sidewalk to support transit ridership. Springfield is fortunate to have access to three regional rail lines and direct service to six regional bus routes. All are operated by the Southeastern Pennsylvania Transportation Authority (SEPTA). Figure 10.8.

Regional Rail

The Lansdale/Doylestown regional rail line runs along the northern border of the township and directly serves the township via the Oreland Station. It connects with Philadelphia, Glenside, Fort Washington, Ambler, Lansdale, and Doylestown, Buck County, and links with other connecting rail and bus lines. Oreland Station and the North Hills Station in Abington Township both provide ample parking for commuters. The Chestnut Hill East and Chestnut Hill West rail lines are located just outside of the township linking Chestnut Hill with Center City Philadelphia. Ridership data in Figure 10.7 shows the number of passengers boarding trains at Oreland Station on weekdays and weekends.

Figure 10.7

Oreland Station Ridership

Oreland Station	Passengers Boarding Trains*
Weekday	257
Saturday	96
Sunday	44

Source: SEPTA: 2009 Regional Rail Census; *Includes all passengers boarding inbound and outbound.



Oreland Train: Lansdale/Doylestown Regional Rail



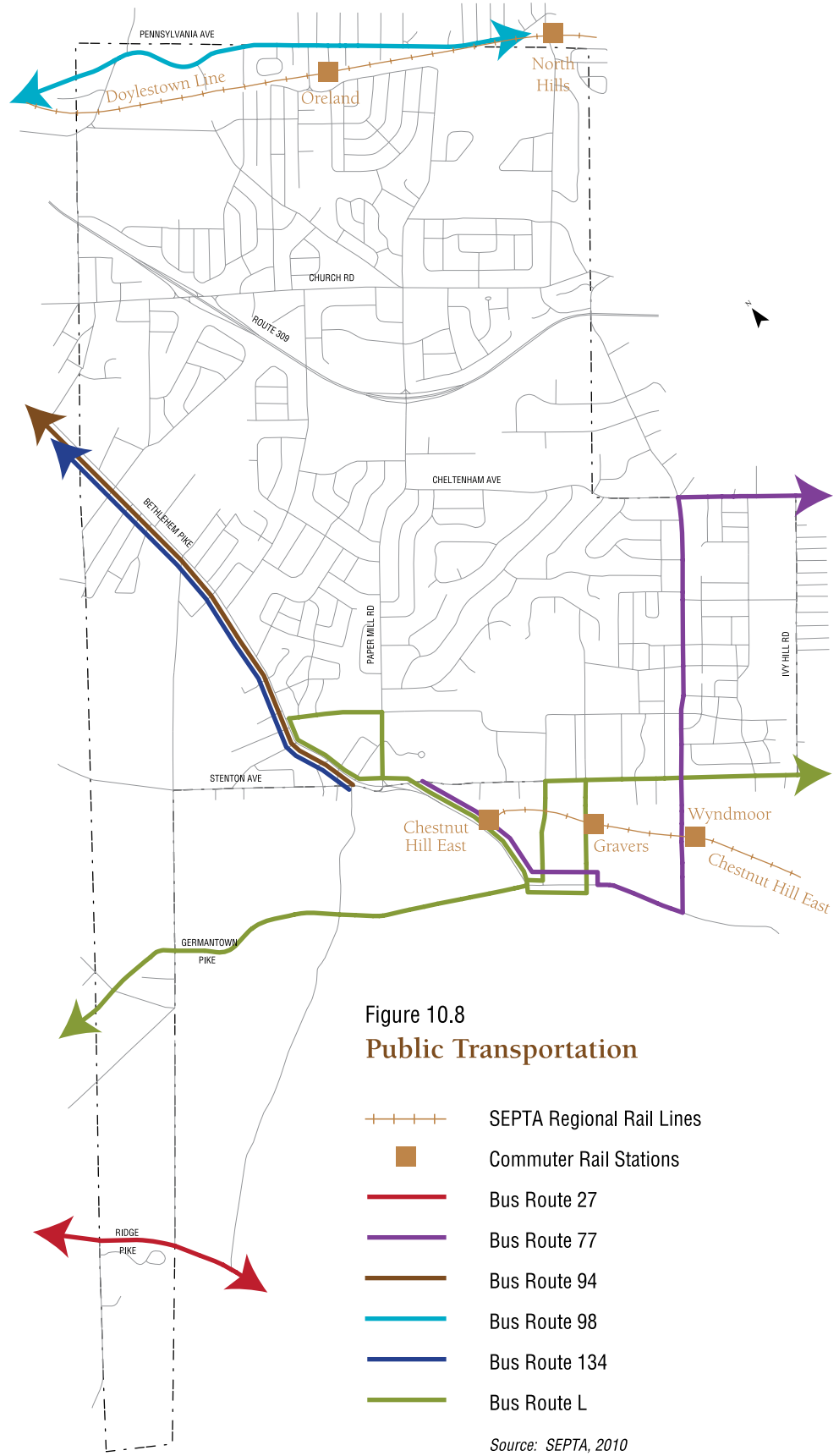


Figure 10.8
Public Transportation

- +—+—+— SEPTA Regional Rail Lines
- Commuter Rail Stations
- Bus Route 27
- Bus Route 77
- Bus Route 94
- Bus Route 98
- Bus Route 134
- Bus Route L

Source: SEPTA, 2010



Bus Routes

The 94 bus route runs between Chestnut Hill in Philadelphia and the Montgomery Mall. It serves Springfield Township's main commercial area along Bethlehem Pike and links major destination points such as Fort Washington, Ambler, Montgomery County Community College in Whitpain Township, Merck Pharmaceuticals in West Point and Lansdale Borough.

Figure 10.9

Bus Route 94

Bus Route 94	Weekday Boarding	Weekday Leaving
Southbound	30	16
Northbound	24	47
Subtotal	54	63
Total NB & SB*	117	

Source: SEPTA; *Includes Springfield Township transit stops only.

The 97 bus route runs from Chestnut Hill West Regional Rail Station, through Whitemarsh, past the Spring Mill Corporate Center, along Fayette Street Business District in Conshohocken, the Metroplex Center in Plymouth Township and terminates at the Norristown Transportation Center.

Figure 10.10

Bus Route 97

Bus Route 97	Weekday Boarding	Weekday Leaving
Eastbound	1	1
Westbound	1	12
Subtotal	2	13
Total EB & WB*	15	

Source: SEPTA; *Includes Springfield Township transit stops only.

The 98 bus route runs from the Willow Grove area of Upper Moreland Township and terminates at the Norristown Transportation Center. Among the key destinations it reaches are the North Hills, Oreland, Fort Washington, Ambler Region Rail Stations, Plymouth Meeting office center and mall, and Sentry Park Office Center in Blue Bell.

Figure 10.11

Bus Route 98

Bus Route 98	Weekday Boarding	Weekday Leaving
Eastbound	21	17
Westbound	9	15
Subtotal	30	32
Total EB & WB*	62	

Source: SEPTA; *Includes Springfield Township transit stops only.



The “L” bus route runs 24 hours a day between the Olney Transportation Center in Philadelphia and Plymouth Meeting Mall, serving the Chestnut Hill area of Philadelphia and two large industrial/office parks in Plymouth Township (Meetinghouse Business Center and Plymouth Meeting Executive Campus). In Springfield it serves the Wyndmoor neighborhood (via Stenton Avenue), Erdenheim (via Montgomery Avenue and Paper Mill Road), and the panhandle area (via Germantown Pike).

Figure 10.12

Bus Route L

Bus Route L	Weekday - Summer AM		Weekday - Summer PM		Weekday - Fall AM		Weekday - Fall PM		Saturday		Sunday	
	Boarding	Leaving	Boarding	Leaving	Boarding	Leaving	Boarding	Leaving	Boarding	Leaving	Boarding	Leaving
Southbound	67	4	164	34	74	10	172	32	160	39	108	12
Northbound	11	125	14	147	14	144	19	162	25	185	15	137
Subtotal	78	129	178	181	88	154	191	194	185	224	123	149
Total NB & SB*	566				627				409		272	

Source: SEPTA: Samples collected by automated passenger counter June 27, July 15, August 7, and November 22, 2010; *Includes Springfield Township transit stops only.

The 77 bus route runs between Northeast Philadelphia (from Roosevelt Boulevard) and Chestnut Hill. The route travels along Township Line Road between Cheltenham and Abington Townships and links the Jenkintown and Glenside regional rail stations and Glenside business district with Springfield’s industrial district in Wyndmoor along Ivy Hill Road.

Figure 10.13

Bus Route 77

Bus Route 77	Weekday Boarding	Weekday Leaving	Saturday Boarding	Saturday Leaving	Sunday Boarding	Sunday Leaving
Eastbound	25	14	4	3	4	5
Westbound	15	16	2	8	2	6
Subtotal	40	30	6	11	6	11
Total NB & SB*	70		17		17	

Source: SEPTA: Samples collected by automated passenger counter September 27, 2008, November 17, 21, 2010; *Includes Springfield Township transit stops only.

The 27 bus route travels from Center City Philadelphia to the Plymouth Meeting Mall passing through Springfield Township’s panhandle along Ridge Pike.

Figure 10.14

Bus Route 27

Bus Route 27	Weekday Boarding	Weekday Leaving	Saturday Boarding	Saturday Leaving	Sunday Boarding	Sunday Leaving
Eastbound	34	6	36	4	25	1
Westbound	5	90	9	59	0	36
Subtotal	39	96	45	63	25	37
Total NB & SB*	135		108		62	

Source: SEPTA: Samples collected by automated passenger counter November 18, December 4, 5, 2010; *Includes Springfield Township transit stops only.



The 134 bus route runs between the Chestnut Hill West train station and the Montgomery Mall along the Bethlehem Pike corridor through Erdenheim, Flourtown and Fort Washington, Spring House, and Lower Gwynedd.

Figure 10.15

Bus Route 134

Bus Route 134	Weekday Boarding	Weekday Leaving
Southbound	2	1
Northbound	4	12
Subtotal	6	13
Total NB & SB*	19	

Source: SEPTA: 2011 Samples collected by automated passenger counter; *Includes Springfield Township transit stops only.

Parking Facilities

Existing On- and Off-Street Surface Parking

Allowing for off-site parking is a flexible standard that could benefit the township. Nearby uses could be allowed to count some of the parking lot spaces toward their required parking, thereby reducing the amount needed on site. A well located and designed lot can encourage walking between sites instead of driving, helping to reduce traffic congestion. Development

of one or more municipal lots could be appropriate as a way to support commercial areas. Ideally, a municipal lot would serve a relatively small, concentrated commercial area that has on-site parking constraints and a good pedestrian scale, such as is found in Wyndmoor.



The Pedestrian Environment

Neighborhood layout and street design affects the walkability of a community including street patterns, road width, block length, vehicular speed, and whether sidewalks are present. Neighborhoods with interconnected streets that have well maintained sidewalks on both sides of the street, smaller street widths, lower speed limits, and intersections with crosswalks are more pedestrian-friendly than auto-dependent, isolated neighborhoods without sidewalks or areas with streets carrying high volumes of traffic.

Springfield's development pattern contains neighborhoods that are interconnected and pedestrian-friendly and those that are cut off from important township destinations such as schools, parks, shopping and transit by busy roads without adequate pedestrian facilities.

Sidewalks are an important part of a community's transportation network because they provide an alternative means of access to key activity centers. Sidewalks should be at least four feet wide and located along both sides of the street wherever possible. Border areas along sidewalks that contain street trees provide a sense of scale, visual interest and shade for pedestrians. Pedestrian circulation can be improved by filling in the gaps of the existing sidewalk network. For these reasons, the township has established a priority sidewalk network. The most critical extensions for improving this network are identified in Figure 10.16. In many cases, a complete sidewalk along just one side of the road will be sufficient to serve residents' needs.

Bicycle Mobility

Another important but often overlooked means of transportation is bicycling. Although some think that bicycling is solely a recreational activity, many people bike to work or to run errands. Bicycle planning has the most impact on vehicle trips of fewer than three miles. National surveys show that about half of all local trips under three miles however, are made by car. If all residents were able to shift even a small portion of their short vehicle trips to walking or biking, the community would realize a benefit through reduced traffic congestion, improvement in public health through regular physical exercise, improved access to goods and services, and a reduction of vehicle emissions.

The Federal Highway Administration (FHWA) formulates guidelines for accommodating all types of bicyclists under a variety of road conditions. The three categories of bicyclist are:

- **Group A:** Advanced, experienced riders who can operate under most traffic conditions.
- **Group B:** Basic, casual adults or teens that are confident of their ability to operate in traffic.
- **Group C:** Child or preteen riders who use the roadway under adult supervision.

The FHWA recommends four basic types of road improvements to accommodate



bicyclists on public roads including designated bike lanes, paved shoulders, wide curb lanes and shared lanes.

Creating space for bicycles along all roadways should be considered. While a separate parallel off-road bicycle path is the most desirable method to increase a bicyclist's sense of safety, it is necessary to accommodate bicycles on the roadway surface in developed communities. On-road, one-way, designated bicycle lanes of at least four feet in width should be considered where ever possible.



Off-road parallel multiuse trail on Northwestern Avenue near the Morris Arboretum

On roadways without a curb, bicycle lanes should be located between the travel lanes and shoulders. A width of five feet or greater is preferable when a shoulder is not present. Where substantial truck traffic is present or where vehicle speeds exceed 35 miles per hour, additional widths up to eight feet are desirable. On roadways that are too narrow to accommodate a designated bike lane or that lack a paved shoulder, a "Sharrow," or share-the-road symbol, may be placed in the road surface in areas with limited road widths. These symbols are being used more widely to warn motorists of possible presence of bicyclists.



"Sharrows" are being used more widely in urban areas and warn motorists of possible presence of bicyclists.



Springfield Township

MONTGOMERY COUNTY, PENNSYLVANIA

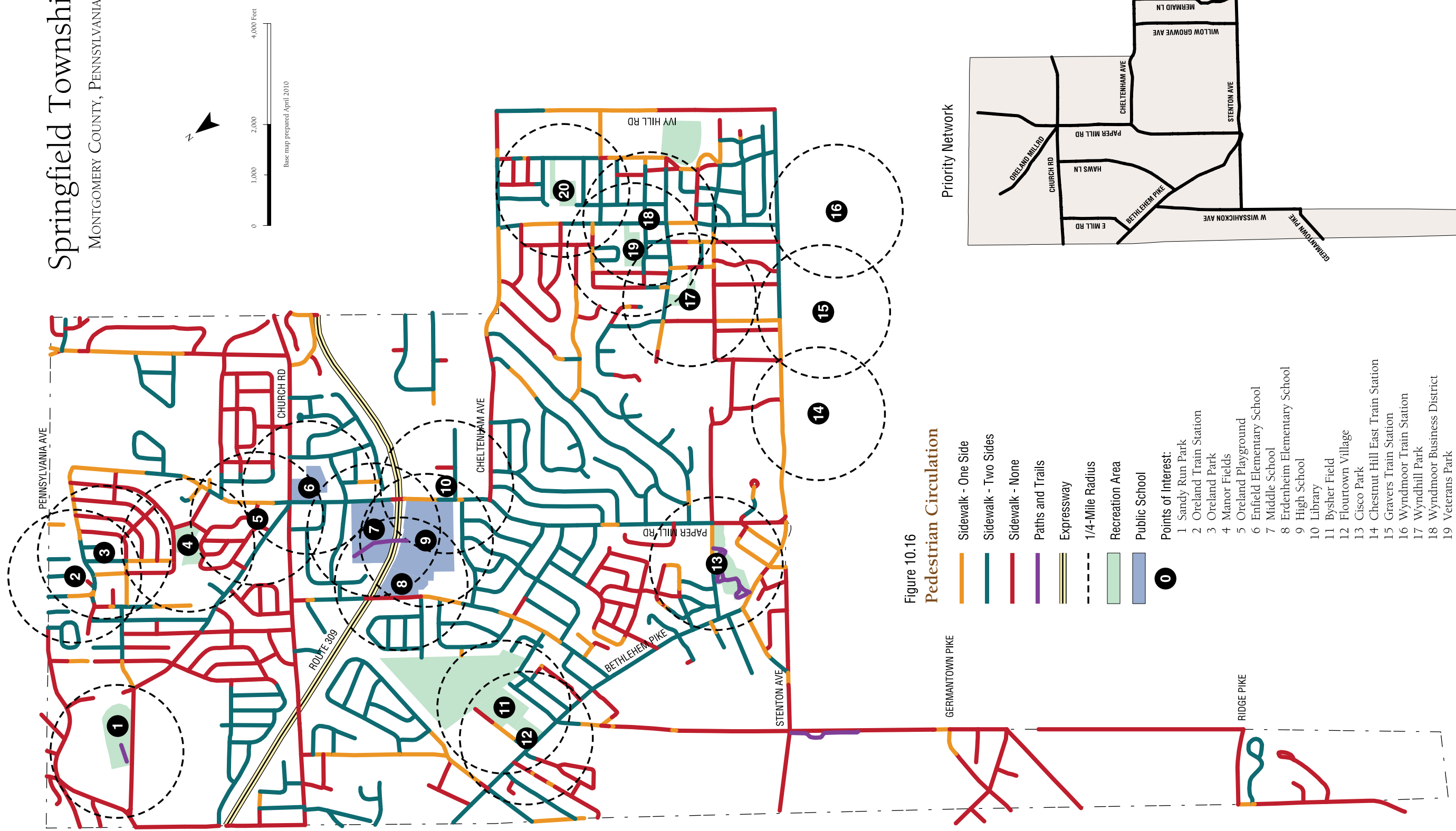


Figure 10.16

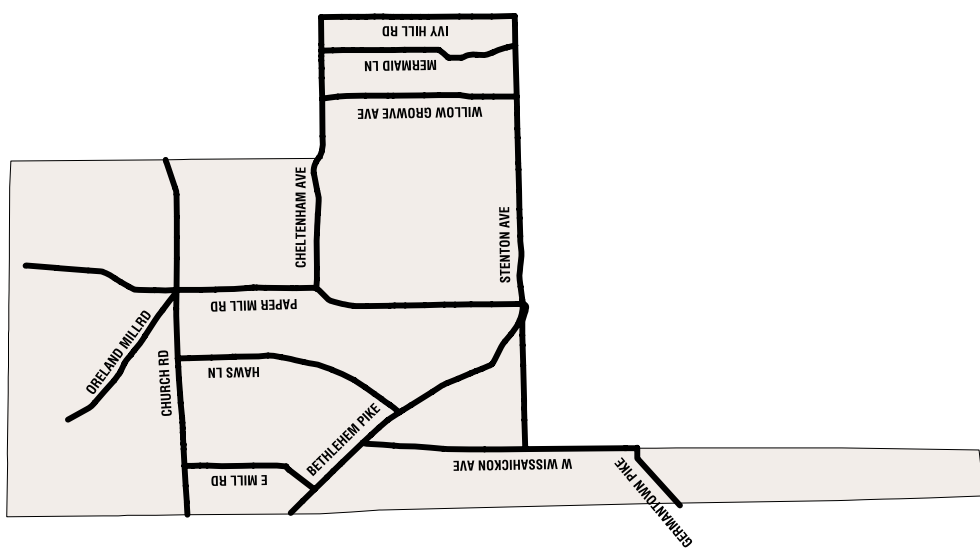
Pedestrian Circulation

- Sidewalk - One Side
- Sidewalk - Two Sides
- Sidewalk - None
- Paths and Trails
- Expressway
- 1/4-Mile Radius
- Recreation Area
- Public School

0 Points of Interest:

- 1 Sandy Run Park
- 2 Oreland Train Station
- 3 Oreland Park
- 4 Manor Fields
- 5 Oreland Playground
- 6 Enfield Elementary School
- 7 Middle School
- 8 Erdenheim Elementary School
- 9 High School
- 10 Library
- 11 Bysher Field
- 12 Flourtown Village
- 13 Cisco Park
- 14 Chestnut Hill East Train Station
- 15 Gravers Train Station
- 16 Wyndmoor Train Station
- 17 Wyndhill Park
- 18 Wyndmoor Business District
- 19 Veterans Park
- 20 Laurel Beech Park

Priority Network



← cut line



PennDOT has adopted FHWA guidelines as recommended and Montgomery County’s Bicycle Mobility Plan endorses these standards as well. The plan identifies 15 potential destinations including major employers, commercial areas, public and private schools, parks and transit hubs as well as key bicycling corridors within Springfield Township, including:

- Bethlehem Pike
- Stenton Avenue
- Cheltenham Avenue
- Camp Hill Road
- East Mill Road
- Haws Lane
- Haws Avenue
- Ivy Hill Road
- Paper Mill Road
- Pennsylvania Avenue
- Thomas Road
- West Mill Road
- Willow Grove Avenue

Successful bicycle and pedestrian planning in the US and other countries have demonstrated that effective initiatives involve more than roadway improvements. To thoroughly address all impediments to bicycling, the “Four Es” must be considered.

1. **Engineering** and Planning deals with roadway design and construction that makes the road bikeable and also provides secure bicycle parking facilities at destinations and accommodates bikes on transit.
2. **Encouragement** and promotion of bicycling as a means of transportation.
3. **Education** deals with teaching the proper bicycling skills and key safety issues for bicyclists and motorists.
4. **Enforcement** involves enforcing traffic laws to ensure safe roads for all users.

Trails

Development of trails is among the goals identified in the 2008 Springfield Parks and Recreation Connections Plan and the 2005 Springfield Township Open Space Plan. In addition to its value as a recreation amenity, a trail can be a valuable pedestrian and bicycling link for access between neighborhoods, parks, and activity centers such as shopping and schools.

The Green Ribbon Preserve is a combination of public, private institutional lands, and trail access easements that follow the meandering path of the Wissahickon Creek. It





Pedestrian bridge and walking trail in Cisco Park



Where standard sidewalks are missing, a trail spur can provide connectivity between neighborhoods and activity centers and public transit.

follows the stream from its source in Montgomery Township to its confluence with the Schuylkill River in Philadelphia. Created through the efforts of the Fairmount Park Commission, the Wissahickon Valley Watershed Association, Pennsylvania Department of Natural Resources (DCNR), the county, and local municipalities, the preserve helps to protect large portions of the stream. The Green Ribbon Preserve Trail, also known as the Wissahickon Trail is multiuse trail from Fort Washington State Park to Forbidden Drive in Fairmount Park traveling along Northwestern Avenue in front of the Morris Arboretum. Portions of the multiuse section include some existing sidewalks. Beyond Fort Washington State Park the trail remains a walking path that protects the environmentally sensitive nature of the Wissahickon Valley.



Wissahickon Green Ribbon Trail



Transportation Goals

The township benefits from its location near major transportation routes and transit facilities, allowing easy access to surrounding areas and employment centers. The township is pedestrian-oriented, with an extensive sidewalk network for access needs within the community. The goal is to maintain these advantages and to expand and improve upon them wherever possible.

Objectives

1. Increase resident access to all modes of transportation including walking, bicycling, and public transit by creating safe pedestrian and bicycle connections between existing/proposed parks, trail systems, institutional open space, commercial areas, neighborhoods and public transit stops.
2. In commercial districts, provide and enhance parking opportunities, locate parking to the side and rear of buildings, encourage shared parking, and update zoning code to facilitate this goal. Maintain on-street parking in and around the commercial districts. Improve access to parking through coordinated way finding signage.
3. Maintain and improve the existing pedestrian network and create new sidewalks or trail networks to enhance community walkability. Fill in gaps in the existing



sidewalk network. Explore ways to convert informal pedestrian paths to a public pedestrian network.

4. Encourage new development to be designed with pedestrians in mind, providing ADA accessibility, safe and inviting pedestrian connections internally to the development and to adjacent neighborhoods, schools, public transit and commercial areas. Add crosswalks to intersections near schools, parks, houses of worship, public buildings, and public transit stops. Use textured crosswalks and other traffic-calming measures on streets with high traffic volumes.
5. Install bicycle racks and other bike facilities at community destinations including train station, shopping centers, and municipal park and recreation facilities. Encourage bicycle parking facilities in all public and private parking lots and bicycle storage facilities in multi-family developments.
6. Continue to coordinate with PennDOT, DVRPC, Montgomery County and surrounding communities to improve the regional transportation network. Participate on PennDOT, DVRPC and County technical and steering committees during local project planning and development process.
7. Work with SEPTA, Upper Dublin Township, Whitemarsh Township, Philadelphia, and others to beautify transit stops and train station areas, improve commuter rail service, enhance parking opportunities, and promote transit oriented development. Enhance the appearance and functionality of the train stations with landscaping, pedestrian lighting, coordinated signage, and improved parking and circulation.
8. Maintain and enhance public and private parking lots with appropriate landscaping, lighting and signage.
9. Continue the program of road maintenance and reconstruction.
10. Improve lighting along streets where needed using energy efficient technologies.
11. Support an interconnected and “complete streets” network.





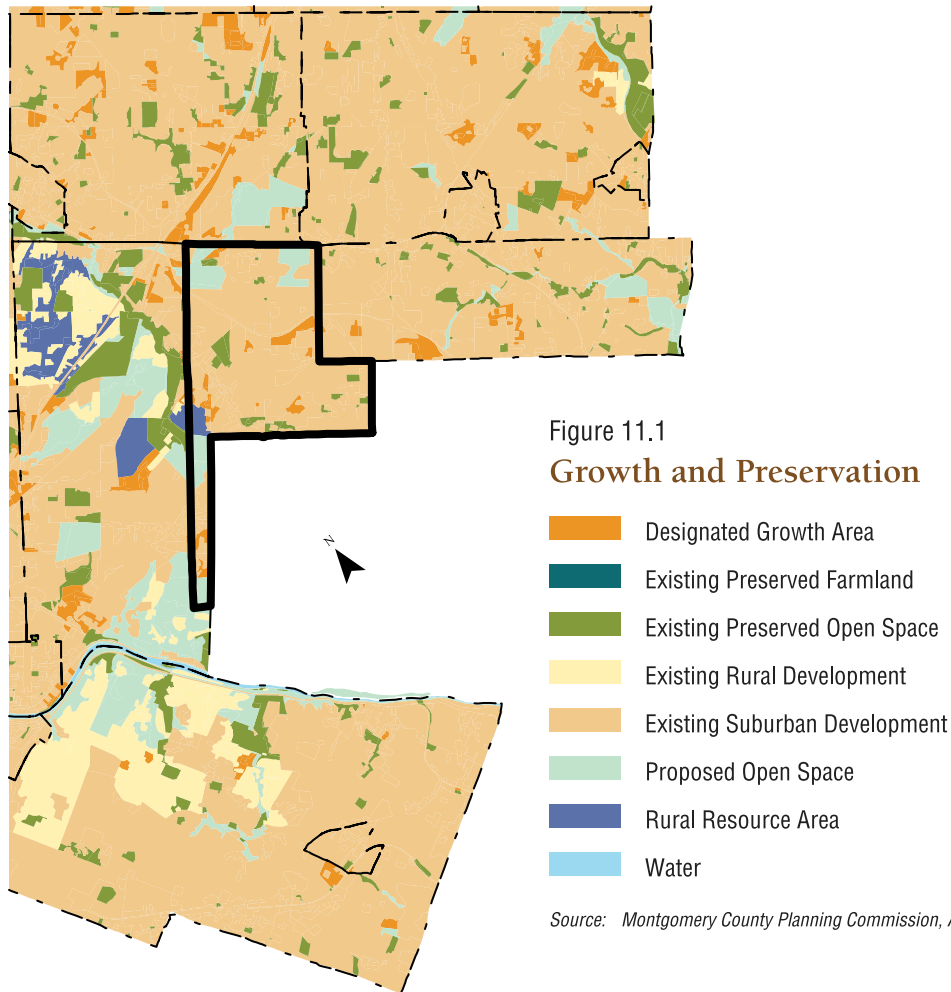


Chapter 11

Compatibility with Other Municipal and County Plans

Montgomery County

Adopted in 2005, with selected updates in 2010, Montgomery County’s Land Use Plan identifies Springfield Township as predominately “Suburban Development” with smaller areas of “Designated Growth” primarily in or adjacent to existing developed areas, and several areas of “Proposed Open Space,” meaning areas that have large tracts of private open space that are not permanently protected. Specifically the Growth Plan Map shows Springfield Township as depicted in Figure 11.1.



Source: Montgomery County Planning Commission, August 2011.



The county plan states that these existing suburban places with designated growth areas:

“... are undeveloped land where it would make the most sense for new development to go. These areas tend to be in close proximity to existing development and infrastructure. Greater infill development is encouraged in existing [suburban development] areas and more efficient development in designated growth areas so that less undeveloped land will need to be consumed.” (Page 45).

The plan also states that the importance of redevelopment and infill:

“... is important not just for the development pressure that it helps to remove from undeveloped land...infill can also be an integral part of revitalization of the county’s older towns...). The world has changed drastically in the last 30 years (since Springfield was essentially built out). Redevelopment can bolster a community’s efforts to adapt the needs and desires of a new marketplace.” (Page 48).

The plan indicates that areas with proposed open space:

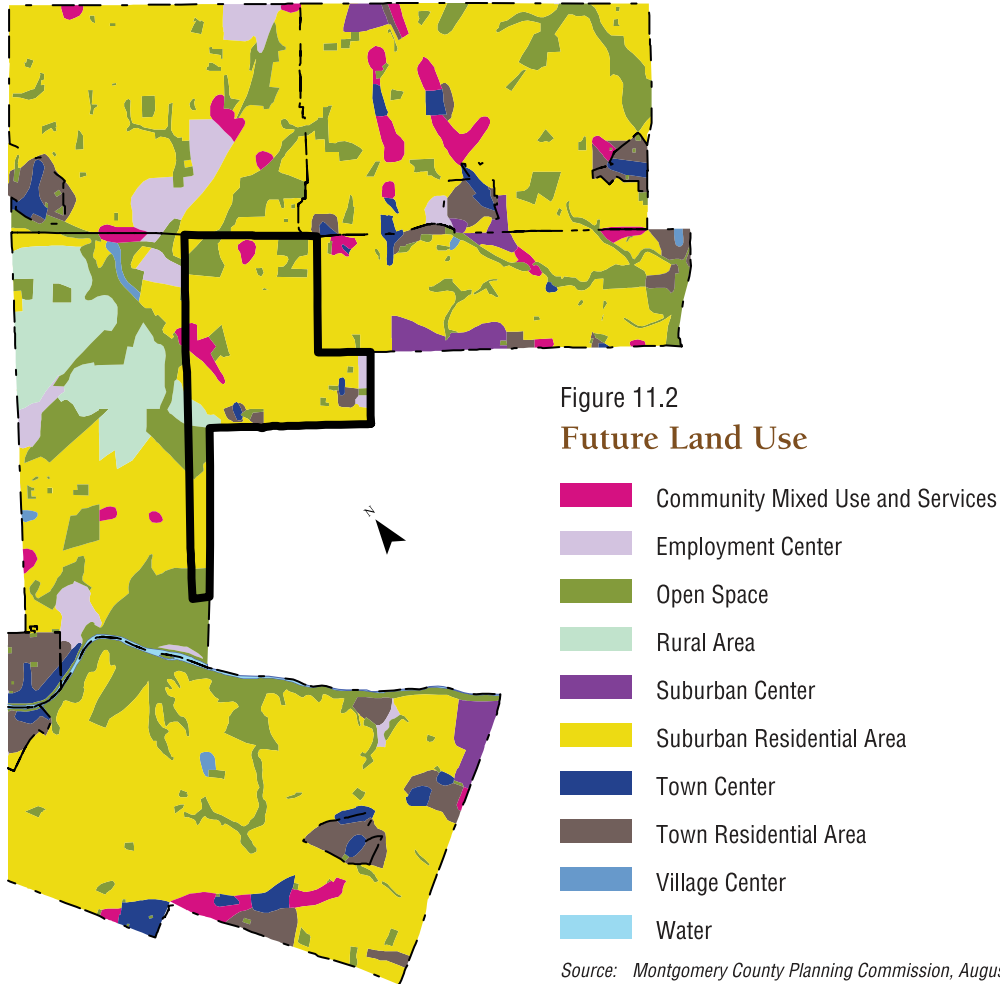
“...proposed open space contiguous to existing open space creates corridors. This is an important concept for the preservation as it provides a better environment for ecosystems and also helps to provide more effective buffers against the negative externalities caused by the built environment” such as flooding, poor water quality, noise, light and air pollution, congestion, etc.

Montgomery County’s Future Land Use Plan shows the future land use within Springfield Township as in Figure 11.2.

According to Figure 11.2, the future land use within Springfield Township is characterized by the following:

- **Suburban Residential Areas** “are oriented towards the automobile and often have extensive landscaping on individual properties. These areas will have a variety of housing types, with single-family detached homes being the most prominent type” (Page 164).
- **Town Residential Areas** “traditional residential areas that are oriented towards pedestrians more than automobiles. These areas will generally have a variety of housing types that are often mingled within blocks or small neighborhoods” (Page 162).
- **Employment Centers** “are concentrations of employment oriented land uses, such as offices and industrial parks; however, although the employment uses dominate the landscape of the centers, other supporting land uses also may occur, including smaller retail uses and higher density residential uses.”





- **Rural Areas** “primarily consist of open land with a traditional rural appearance that includes farms, small woodlands, some low density residential homes” (Page 166).
- **Open Space Areas** “ primarily consist of parks, environmentally sensitive land, and connecting land, with little...existing development” (Page 154).
- **Community Mixed Use and Service Areas** “are local community focal points that typically have significant retail or institutional elements with surrounding residential uses. These centers are located on major roads within the community and usually have a suburban character” (Page 154).
- **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. Older building began as residences, although many have been converted to other uses like offices and mixed use buildings.

In conclusion, both the County Growth and Preservation Plan and the Future Land Use Plan are compatible with the recommendations of this plan. The growth patterns



recommended by the County's Growth Plan identify the same areas within this plan where growth is expected and planned to occur. In addition, the county land use plan recommendations and land uses proposed within this plan will not create any new conflicts with existing uses.

Relation to Plans of Neighboring Municipalities

Whitemarsh

Whitemarsh Township shares Springfield's longest border of approximately 5.75 miles to the west. Whitemarsh contains many acres of public open space that is adjacent to Springfield Township, including portions of Fort Washington State Park with connections to the Green Ribbon Trail/Wissahickon Trail, Whitemarsh Valley Country Club, the Ace Golf Club and Erdenheim Farms. Springfield and Whitemarsh share a common interest in the issues and management of the Sandy Run Creek. The townships also share a common interest in challenges and resources found along Bethlehem Pike, a major arterial roadway that serves as a gateway between the two communities. Both have adopted the 2006 Flourtown-Erdenheim Vision Plan, a plan that seeks to create a pedestrian-friendly and more unified streetscape connecting a series of mixed-use "commercial villages."

Upper Dublin

Upper Dublin Township shares the northeast border with Springfield Township along the East Oreland and North Hills neighborhoods. The townships share access to the SEPTA's Regional Rail train station at Oreland. Upper Dublin adopted its Comprehensive Plan in November 2010.

Cheltenham

Cheltenham Township, lies to the east of Springfield Township, and shares a nearly 2-mile border along Cheltenham Avenue connecting several residential neighborhoods via Church Road and Route 309. Cheltenham adopted its current Comprehensive Plan in 2005. The plan identifies the Cresheim Trail as a potential open space corridor between the communities via the PECO utility corridor and the Laverock Neighborhood.

City of Philadelphia

Northwest Philadelphia adjoins Springfield Township to the south and east and includes the neighborhoods of Chestnut Hill, Mount Airy and West Oak Lane and Andorra. Roads that connect the two communities are Stenton Avenue, Ivy Hill Road, Northwestern Avenue, and Bethlehem Pike.

Fairmount Parks and Recreation System

The Fairmount Parks and Recreation system in Philadelphia incorporates over 9,000



acres of open space that includes trails, gardens, woodlands, rivers and streams, day camps, ball fields, golf courses, picnic areas, playgrounds, historic homes, and environmental, cultural and history centers.

Opportunities for Multimunicipal Cooperation

Springfield Township's role in the region and its relationships with adjoining communities is often coordinated at the staff level and political leaders through shared interests and concerns. Springfield is involved with multimunicipal planning and programs with several of its neighbors. Whether it is addressing regional stormwater management, connecting neighborhoods and open spaces through pedestrian and bicycle trails, or cost sharing on solid waste collection, recycling and composting, Springfield continues to explore areas of cooperation with municipalities and other regional organizations.







Chapter 12

Recommendations and Implementation

Implementation Plan

The recommendation and implementation plan can be used as a guide to help make land use and other decisions that are necessary to fulfill the current and future needs of the township residents and business community in a coordinated and thoughtful manner. Priorities do change from time to time and the priorities in this plan should be reviewed and adjusted periodically. Unforeseen events or new opportunities arise that may cause an action to be elevated to a higher priority. This action plan should be viewed as a dynamic tool that can help the township reasonably move forward over the next 10 years and beyond with vitality and purposefulness.

This action plan also provides a foundation for a work program that the township can use to achieve the vision and goals of the comprehensive plan. Some of the objectives of the plan can be achieved by utilizing existing staff time and township resources. Others will need to be planned, coordinated and funded in concurrence with other local, regional, state and federal stakeholders.

Figure 12.1
Implementation Actions, Priorities and Resources

LAND USE	
Action	Priority
1.1 Update the zoning and subdivision and land development ordinances to reflect the current and future needs of the township.	Highest
1.2 Provide for compatible infill development that respects the scale of existing neighborhoods and architectural history.	
1.3 Preserve conservation areas and strengthen the protection of natural resources.	
1.4 Support a sustainable community that respects the rights of property owners to reasonable use of land within the community's expressed goals.	High
1.5 Investigate opportunities for shared planning and improvement projects with adjacent municipalities.	
1.6 Coordinate long-range planning between large institutional uses and other large land owners in the township to encourage cooperation and to minimize potential conflicts with future land use.	Medium
1.7 Continue to provide for a variety of dwelling types that meet the needs of current and future residents of the township.	



COMMUNITY FACILITIES AND MUNICIPAL SERVICES	
Action	Priority
2.1 Provide for streets, utilities, stormwater management systems, solid waste management and other infrastructure at sufficient levels to meet the changing needs of township residents.	Highest
2.2 Establish/maintain annual Capital Improvement Plan to provide for maintenance and improvements of all community facilities.	
2.3 Implement the recommendations of the 2008 Springfield Township Park and Recreation Connections Plan (SPARC).	
2.4 Provide administration, code enforcement, emergency, police and other services at sufficient levels to meet the needs of the community.	High
2.5 Conduct periodic assessments of the municipal complex so that it continues to meet the needs and expectations of the residents and businesses.	
2.6 Plant and maintain trees along public right-of-ways and in township parks.	
2.7 Encourage the creation of new passive and active recreation facilities that support the health and welfare of the residents of all ages and abilities.	
2.8 Encourage development of appropriate types of recreation facilities on lands that may be developed and that are not targeted for permanent protection.	
2.9 Maintain and enhance existing parks and recreation facilities and programs.	Medium
2.10 Support the township's recreation programs and services.	

NATURAL RESOURCE PROTECTION	
Action	Priority
3.1 Create a natural resource inventory and assessment. Identify priorities and actions.	Highest
3.2 Ensure that the updated subdivision and land development ordinance standards exceed the current NPDES permit requirements.	
3.3 Plan for and implement a coordinated open space network including stream corridors, parks, and green infrastructure.	High
3.4 Develop a robust tree planting program.	
3.5 Develop strategies to preserve and protect open space (i.e. SRCL in the lower panhandle, acquisition of development rights).	
3.6 Educate and promote the benefits of a Riparian Corridor Ordinance.	
3.7 Participate in regional and watershed-based technical and steering committees.	Medium
3.8 Encourage voluntary water conservation and anti-pollution measures throughout the township.	

HISTORIC RESOURCE PROTECTION	
Action	Priority
4.1 Establish an updated inventory of historic resources.	Highest
4.2 Create a historic resource committee to oversee inventory and make policy recommendations to the township Board of Commissioners.	
4.3 Safeguard the township's historic and cultural heritage, as embodied and reflected in certain districts, places, buildings, landscapes, structures, works of art, and other objects.	High
4.4 Preserve the character and vitality of neighborhoods and promote economic development through rehabilitation of existing structures.	
4.5 Protect significant historic structures from decline and demolition through encouragement of adaptive reuse.	
4.6 Encourage the continuation of surveys and studies of the township's historical and architectural resources and the maintenance and updating of areas, districts, places, buildings, structures, works of art, and other objects which may be worthy of landmark designation.	
4.7 Educate and promote the use of preservation easements.	



HOUSING	
Action	Priority
5.1 Preserve the character and integrity of neighborhoods that give the township its distinctive character.	Highest
5.2 Permit a variety of housing options to allow existing residents to remain in the community as they age and encourage development of housing that allows for first-time homebuyers.	
5.3 Encourage environmentally responsible upgrades to properties that promote stormwater best management practices, water conservation devices, and use of renewable energy sources such as geothermal heating and cooling and solar powered electric service and hot water heating.	High
5.4 Encourage infill development and modifications to existing properties in commercial districts to accommodate affordable housing in the community.	
5.5 Encourage adaptive reuse of selected vacant commercial properties or buildings for residential uses.	
5.6 Enhance and beautify neighborhoods with improved streetscapes including sidewalks, lighting, and landscaping.	Medium
5.7 Create a systematic enforcement of property maintenance to help preserve neighborhood conformity and elevate property values.	

TRANSPORTATION	
Action	Priority
6.1 Increase resident access to all modes of transportation including walking, bicycling, and public transit by creating safe pedestrian and bicycle connections between existing/proposed parks, trail systems, institutional open space, commercial areas, neighborhoods and public transit stops.	Highest
6.2 In commercial districts, provide and enhance parking opportunities, locate parking to the side and rear of buildings, encourage shared parking, and update zoning code to facilitate this goal. Maintain on-street parking in and around the commercial districts. Improve access to parking through coordinated way finding signage.	
6.3 Maintain and improve the existing pedestrian network and create new sidewalks or trail networks to enhance community walkability. Fill in gaps in the existing sidewalk network. Explore ways to convert informal pedestrian paths to a public pedestrian network.	High
6.4 Encourage design with pedestrians in mind, providing ADA accessibility, safe and inviting pedestrian connections internally to the development and to adjacent neighborhoods, schools, public transit and commercial areas. Add crosswalks to intersections near schools, parks, houses of worship, public buildings, and public transit stops. Use textured crosswalks and other traffic-calming measures on streets with high traffic volumes.	
6.5 Install bicycle racks and other bike facilities at community destinations including train station, shopping centers, and municipal park and recreation facilities. Encourage bicycle parking facilities in all public and private parking lots and bicycle storage facilities in multi-family developments.	
6.6 Continue to coordinate with PennDOT, DVRPC, Montgomery County and surrounding communities to improve the regional transportation network. Participate on PennDOT, DVRPC and County technical and steering committees during local project planning and development process.	
6.7 Work with SEPTA, Upper Dublin Township, Whitmarsh Township, Philadelphia, and others to beautify transit stops and train station areas, improve commuter rail service, enhance parking opportunities, and promote transit oriented development. Enhance the appearance and functionality of the train stations with landscaping, pedestrian lighting, coordinated signage, and improved parking and circulation.	
6.8 Maintain and enhance public and private parking lots with appropriate landscaping, lighting and signage.	Medium
6.9 Continue the program of road maintenance and reconstruction.	
6.10 Improve lighting along streets where needed using energy efficient technologies.	
6.11 Support an interconnected and “complete streets” network.	



COMMERCIAL DISTRICT REVITALIZATION AND ECONOMIC DEVELOPMENT

Action	Priority
7.1 Create a position for a main street manager/business development coordinator to expand upon the current township staff's efforts to work with the business community, governmental agencies, and the public to retain existing businesses and attract new businesses and services to add vitality to the existing commercial districts. In this role the coordinator will also promote Springfield Township as a great place to work, live and play and come up with strategies to implement the proposed Village Center Overlay District.	Highest
7.2 Create an attractive hub including public gathering spaces within each commercial district that is pedestrian and bicycle friendly. 7.3 Improve signage to make the districts more attractive and easier to navigate. 7.4 Add street trees and landscaping throughout the business districts. 7.5 Encourage and support storefront facades upgrades and seek funding opportunities to assist small businesses with façade and landscaping improvements. 7.6 Encourage the development of new restaurants along Bethlehem Pike to create vitality, enhance Springfield's image as a destination, and provide expanded services to the residents and visitors alike. 7.7 Encourage development of small shops and cafes close to the core area around the train station.	High
7.8 Promote the use of appropriate period lighting in locations that supports the historical character of the township. 7.9 Foster positive communications between local government and the business community. 7.10 Promote new business development and expansion in areas with existing transportation infrastructure. Promote and advance the success of the Flourtown Business Association.	Medium

ENERGY AND RESOURCE CONSERVATION

Action	Priority
8.1 Encourage land use, site and building design and practices that utilize energy conservation techniques. 8.2 Complete the pedestrian network throughout the township that links neighborhoods with commercial districts, schools, parks, and trails. 8.3 Encourage public transit use and create pedestrian and bicycle linkages to regional transportation nodes. 8.4 Continue to encourage, utilize and support the educational efforts of the Environmental Advisory Committee. 8.5 Increase the tree canopy of the township to reduce the effects of emissions and to promote cooling. Encourage land owners to replace mature trees lost to age, disease and damage with shade/canopy trees, rather than smaller ornamental species.	Highest
8.6 Target higher standards for energy efficiency (heating, cooling and lighting) in all township facilities and operations (fuel efficiency) to reduce energy consumption and determine if there are cost effective ways to lower that consumption.	High
8.7 Enhance township website to reduce resident's vehicle trips to township facilities for information, applications, forms, etc. 8.8 Promote energy conservation methods for heating, cooling and lighting, and encourage the utilization of energy audits for township residents and businesses. 8.9 Advocate for greater recycling and waste reducing practices in construction and demolition. 8.10 Continue to promote the responsible composting of all yard, food and other biodegradable waste. 8.11 Advocate for resident participation in the Montgomery County Household Hazardous Waste Collection Program.	Medium

SUSTAINABILITY

Action	Priority
9.1 Reduce stormwater runoff and flooding through regulation, property-owner incentives, public demonstration projects, education and outreach.	Highest
9.2 Preserve the viability and benefits of open and rural lands. 9.3 Expand biodiversity through public education, restoration and protection of natural waterways, habitats, and preserved open spaces.	High
9.4 Reduce solid waste and airborne products of combustion. 9.5 Support increased use of alternative modes of transportation and pedestrian circulation. 9.6 Reduce the consumption of non-renewable resources.	Medium



American Planning Associationwww.planning.org/policy/guides/adopted/sustainability.htm**Ben Franklin Technology Partners**www.benfranklin.org

BFTP makes direct investments in promising technology-oriented companies throughout the Commonwealth to fund critical commercialization activities and growth needs.

BFTP couples its financial commitment with a wide range of mentoring, business and technology development services. This includes business plan reviews, technology assessments, intellectual property counsel, marketing advice, operations and fundraising strategies, as well as the establishment, management and support of business incubators and accelerators.

BFTP seeds the formation of valuable business and technology networks as well as industry clusters that bring together talented people and innovative ideas.

Creative Montcowww.creativemontco.org**Delaware Valley Regional Planning Commission**www.dvrpc.gov**Department of Community and Economic Development**www.dced.state.pa.uswww.NewPA.com

Providing Technical, Financial and Educational Services to Pennsylvania's Local Governments.

Municipal Assistance Program (MAP)

Provides funding to assist local governments to plan for and efficiently implement a variety of services and improvements, and soundly manage development with an emphasis on intergovernmental approaches. Funding is available for three groups of activities: shared services, community planning and floodplain management.

Local Government Capital Project Loan Program

Low-interest loans to local government for equipment and facility needs.

Small Business First Program

Funding for small businesses, including, low-interest loan financing for land & building acquisition and construction, machinery and equipment purchases, and working capital.

Growing Greener II

Growing Greener II - Main Street and Downtown Redevelopment Grants to municipalities and nonprofits to help a community's downtown redevelopment effort, focusing on the improvement of downtown sites and buildings. The eligible projects may include approaches that assist in business development and/or public improvements in core communities.

H2O Flood Control

The Act provides single-year or multi-year grants to the Commonwealth, independent agencies, municipalities or municipal authorities for flood control projects.

Department of Conservation and Natural Resources (DCNR)www.dcnr.state.pa.gov**Department of Environmental Protection (DEP)**www.dep.state.pa.gov

Energy Star for buildings, businesses, and industry.

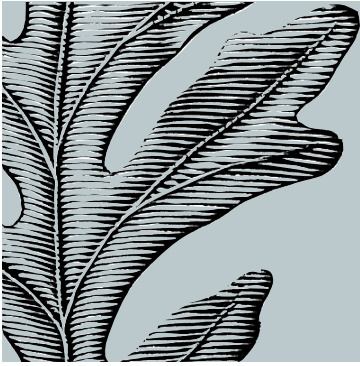
www.energystar.gov**Energy Works**www.energyworksnow.com**Environmental Protection Agency**www.epa.gov

The Green Communities website is your portal to tools and information on the best strategies, programs and policies to reduce your environmental footprint. A 5-step environmental planning framework leads you to a greener, sustainable future.



<p>Greater Valley Forge Transportation Management Association www.gvftma.com</p>
<p>Green Roofs for Healthy Cities www.greenroofs.org</p>
<p>Homebuilders Association www.nahbgreen.org</p>
<p>Homebuilders Association of Bucks and Montgomery Counties www.hbahomes.org</p>
<p>Montgomery County Association of Realtors http://www.mcarealtors.org/</p>
<p>Montgomery County Conservation District www.montgomeryconservation.org</p>
<p>Montgomery County Planning Commission www.planning.montcopa.org</p>
<p>Montgomery County Recycling Program/Waste Systems Authority of Eastern Montgomery County www2.montcopa.org www.wsaemc.org</p>
<p>Montgomery County Redevelopment Authority www.montcorda.org</p>
<p>Montgomery County Transportation Authority www.planning.montcopa.org Addresses transportation improvement issues, excluding mass transit.</p>
<p>Morris Arboretum http://www.business-services.upenn.edu/arboretum/education.shtml</p>
<p>Natural Resources Defense Council www.nrdc.org</p>
<p>PA Brownfields Assistance http://brownfields.pasitesearch.com</p>
<p>Pennsylvania Environmental Council www.pecpa.org</p>
<p>Penn Future – Citizens for Pennsylvania’s Future www.pennfuture.org</p>
<p>Pennsylvania Economic Development Association www.peda.org PEDA’s mission is to promote sound economic development policies, provide leading edge economic development education, and nurture an effective statewide economic development network to foster the economic health of the Commonwealth.</p>
<p>Pennsylvania Horticultural Society/Treevitalize www.phsonline.org</p>
<p>Small Business Development Center www.fox.temple.edu sbdc@temple.edu Temple University/Fox School of Business.</p>
<p>Springfield Township Historical Society http://www.springfieldhistory.org/</p>
<p>US Green Building Council www.new.usgbc.org</p>





Appendix A

SPRINGFIELD TOWNSHIP:

Emerging Trends & Critical Issues

Background

The purpose of a municipal comprehensive plan is to provide an overall future vision for Springfield Township along with proposing tools to implement that vision. The comprehensive plan becomes a guide for the community and its leaders in making land use policy decisions such as preparing zoning and land development ordinances, capital improvement plans, providing programs and services for residents and businesses, and reviewing subdivision and land development proposals. The comprehensive planning process begins by assessing existing conditions in the community, then establishes goals and objectives for how the Township should look and function in the future, and proposes actions to implement the proposed goals and objectives. Comprehensive plans identify and evaluate various land uses, demographic trends, transportation, housing, community facilities and services, and the relationship of the Township to the Delaware Valley region.

Springfield Township is updating its 1999 Comprehensive Plan. This process evaluates the various demographic and physical changes that have occurred in the Township and region since 1999, updates the vision, goals and objectives, and prepares an implementation strategy to be used in the next decade and beyond.

Emerging Trends and Critical Issues Questionnaire

The purpose of the Emerging Trends and Critical Issues Questionnaire is to provide a preliminary summary of land planning trends and issues that have been identified by the Springfield Township Planning Commission with assistance from the Montgomery County Planning Commission. The questionnaire was presented to the various Township boards, commissions, staff, and the community at large, to gain their input. This report will serve in the development of the plan's vision, goals and objectives, and implementation strategies for the Springfield Township Comprehensive Plan Update. A summary of the questionnaire response and public outreach is located beginning on page 20 of this report.

Township Character

Where individuals or families decide to live or to conduct business is often the result of choices we make based on cost, employment or school location, proximity to family, and easy access to social and entertainment venues. Decisions to locate tend to be based on the benefits and features that are associated with a community. Many of the values held by the Springfield Township community are reflected in and supported by the unique character of the town. People speak of the quality of life that Springfield Township offers: a small town feel; sense of community; pride in the area's history; respect for the environment; proximity to Philadelphia and the desire to exercise civic responsibility.



Vision Statement

Over the coming months and throughout the upcoming public outreach process, a shared community vision for Springfield Township will be crafted. As the planning process proceeds, input from residents, township organizations, the business community and other stakeholders will be sought.

The next page has preliminary vision statements offered for your consideration.

Springfield Township is a community that seeks to create, maintain and improve the quality of life for its residents.

Springfield strives to:

- Protect the character of existing homes and neighborhoods;
- Protect our natural resources;
- Increase access to the Township parks, open space and recreational amenities;
- Allow for reasonable and adaptive reuse of historical dwellings, buildings and landmarks;
- Improve public infrastructure systems, including stormwater management facilities;
- Support the revitalization of the Township's commercial districts to encourage more pedestrian activity while limiting unnecessary vehicle traffic;
- Value sustainable growth in locations in the Township with easy access to public transit;
- Support responsible development and redevelopment opportunities that generate revenue that support the various programs and operations of the municipality.



Emerging Trend: Sustainability

Energy conservation, alternative energy, conserving natural resources, growing or buying food locally, geographic purchasing, reduce/reuse/recycle, and composting leaf, yard and garden waste are all terms we are learning about in our schools, in the workplace, in the community, and being written about in the mainstream media. As part of a global community, the Township’s natural resources are getting more constrained and the cost of doing “business as usual” is rising. At the local level, the Township has been saving resources in the form of time, money and fuel with its successful recycling and yard waste composting program. With the proposed PECO rate hikes in 2011, the cost of electricity is rising as is the price of natural gas, gasoline, and home heating oil. These energy price increases will create a greater burden on residents, local businesses and the Township operations.

Issues Questions

1. *Should the Township do more to promote energy conservation, alternative energy technologies, and other sustainable practices through the land development approval process and more generally throughout the community?*

2. *Should the Township encourage sustainable practices and upgrades to existing properties and buildings such as reuse of stormwater, solar energy or geothermal heating and cooling technology?*

3. *Should the Township create incentives for residents and businesses to convert existing systems to “green” technologies?*



4. *Should the Township create incentives in zoning and subdivision and land development ordinances for sustainable design practices in new development?*



Emerging Trend: Community Facilities and Services

There are numerous public services and facilities which must be provided and maintained by local government to meet the daily health, safety, convenience, and cultural needs of the community. Community facilities refer to the variety of public uses and services that may be provided to residents of a community, such as emergency services, schools, and police protection. In addition solid waste disposal, sewer and water service, government office facilities, and libraries are also provided. The Township must strive to enhance the efficient utilization of existing facilities and services, and replace or rehabilitate obsolete facilities.

Issues Question

1. *Most of the Township facilities are more than 50 years old. Would the Township benefit from preparing a long-term capital improvement master plan?*

Township Complex – Physical Plant

The Township's complex consists of four buildings that house the administrative offices and meeting rooms, police department, public works facilities, parks and recreation office, and library. It is centrally located in the Township making it convenient for residents needing services and assistance. Due to growing demands on the physical plant of the complex, specifically, the public works facility, the library program, and the need for larger community meeting space, the Township is exploring the feasibility of updating the facilities to meet these needs.



The Free Library of Springfield, founded in 1966, is considered by the residents to be “a community center for lifetime learning.” Centrally located in the Township complex on Paper Mill Road, it provides free access to 60,000 books and other education materials, including reference materials, children’s services and internet access. The library participates in Montgomery County Library and Information Consortium (MCLINC), a consortium of libraries that provides online access to the Montgomery County library collections and online databases from the library, home or office. Supported by a cadre of volunteers, 6 full-time and 20 part-time staff manage to provide a high level of services and programs to the residents. The library houses volumes well beyond its design capacity of 43,000. Despite the extraordinary development of the Internet and technology, library usage and circulation have been increasing at the same time that the state has reduced its support for libraries. Further expansion is limited by space constraints while requests for programs and services are growing.

Issues Questions

1. *Springfield remains committed to providing adequate library services to meet the needs of the community. Given the space constraints of the existing facilities how should Springfield continue to sustain and grow its popular library program?*

2. *Some communities have elected to house their library within or adjacent to other community facilities, such as administration or recreation facilities, in order to provide expanded hours and services, while sharing overhead costs and responsibilities among existing program staff. Is this something the Township should consider or are there alternative locations or satellite facilities that would better serve the community?*

3. *Springfield remains committed to providing adequate services to the residents and a safe physical plant for public works employees. Given the space constraints of the existing facilities how can Springfield to continue to sustain the existing level of services and provide secure and safe facilities for employees?*



Public Safety

Issues Question

1. Does the Township's physical characteristics (roadways, accessways, traffic control, visibility, lighting), communications, and regulations adequately support the needs of the emergency services providers?

Parks and Recreation

Springfield Township's 2008 Parks and Recreation Plan is the current Board of Commissioner's adopted 10-year plan/policy for the programming, operations and maintenance of the parks by the recreation department. Springfield Township has 118.6 acres of parkland located at 10 sites throughout the municipality. 8 of these locations are open for public use. The Flourtown Country Club is a Township owned property that is leased to a private management group who operate the facility as a private club. Residents are given priority over non-residents for both golf and swimming memberships, and receive reduced membership fees. Sandy Run Park is currently an unimproved property that the Township plans to develop into a full-access park. Phase I improvements should be complete by the end of 2011.

SUMMARY OF THE PLAN'S KEY FINDINGS:

The key findings that emerged from the 2008 parks and recreation planning process are organized around seven goals. The goals represent the long-term conditions toward which the Township will strive.

- Goal 1: Provide parkland that is sufficient in acreage, location, suitability, and configuration to serve the citizens of Springfield Township.
- Goal 2: Ensure that recreation facilities offer safety, accessibility, variety, appearance, availability, beauty, and function to meet the needs of the community.
- Goal 3: Interconnect the neighborhoods of the community and the region.
- Goal 4: Manage the parks and recreation system in a professional manner that conveys the greatest possible benefit to the public.
- Goal 5: Build upon the existing programs and services to create recreation opportunities that enrich the quality of life for people who live, work, and visit here.
- Goal 6: Invest in parks and recreation to sustain and enhance the health, safety and welfare of the community.
- Goal 7: Increase public awareness and stewardship regarding parks, recreation greenways, trails and natural resources conservation in Springfield Township.



Issues Question

1. *What should be the Township's priorities and next steps for implementing the Park and Recreation Plan?*

Emerging Trend: Stormwater Management

Springfield Township was developed and built-out in a period when stormwater was not considered in the land development process for individual properties. Stormwater drainage is handled at the municipal level through a stormwater conveyance system that includes pipes, culverts, inlets, outfalls, and above- and below-ground stormwater basins. The Township has taken steps to improve stormwater management systems and anticipates continued progress in this area. The Township's stormwater management milestones over the last decade include various legislative efforts, construction projects, regular creek maintenance/inspections, studies, watershed partnership projects, and public outreach and education. Springfield Township:

- Created a community-wide stormwater management study to examine alternatives for how stormwater could be managed in the future;
- Has in place floodplain protection and other ordinances that regulate the location and intensity of new construction, and allows for a temporary reduction in parking facilities required to meet zoning requirements;
- Participates in the National Pollutant Discharge Elimination System – Municipal Separate Storm Sewer System (NPDES MS-4) program, which has six (6) elements: public education, public participation, illicit discharge detection and elimination, construction site run-off controls, post construction storm water management (including best management practices), pollution prevention and good housekeeping for municipal operation and maintenance;
- Created an Environmental Advisory Committee (EAC) to advise the Township in how to best promote environmental education including stormwater management best management practices (BMPs);
- Township participates in regional watershed groups and studies.

Stormwater Infrastructure

Most of Springfield Township lands are privately held and not subject to land development plan review or current management standards. Most of the storm water runoff in the Township is from private land to private land and could be mitigated by improving storm water management on private land.



Issues Questions

1. *Given the limitation on the local government's ability to take actions on private lands, how can the Township encourage or incentivize more actions by individual land owners to become better stewards of the land and more responsibly manage stormwater?*

2. *What can the Township do to encourage changes in stormwater management on private land that is not subject to development review?*

Alternative Approaches to Stormwater Management

In Philadelphia, the Philadelphia Water Department (PWD) is responsible for managing the stormwater system and for improvements to water quality in the Schuylkill and Delaware Watersheds mandated by the Clean Water Act. PWD has come up with a creative way to share the cost of improvements to their stormwater management network. PWD has implemented a program that estimates the amount of impervious coverage and calculates the impact of stormwater runoff for each property in the city. This calculation in turn is figured into the fee structure for providing water and sewerage to PWD customers.

Issues Questions

1. *While the PDW approach may not be feasible for townships that do not have centralized control over water and sewerage systems, are there other creative ways to address stormwater management and water quality that would benefit the property owners in Springfield?*

2. *Some communities have realized that one of the less costly and "greener" solutions to reduce storm water volume, intensity, and pollution is by planting large canopy trees. Infiltration rates decreased from 12.4 inches per hour to 4.4 inches per hour in one study where the site was changed from woodland to suburban lawn (Kays, 1980). In urban and suburban settings a single deciduous tree*



can intercept 500 gallons of stormwater per year and a mature evergreen can intercept more than 4,000 gallons per year. Most of the best tree planting opportunities in the community are found on private land. The Township does not have a tree inventory or tree management plan. Should the Township take a more proactive role in preserving our existing tree cover by providing education, tree planting and management planning for property owners? What can be done to encourage tree planting on private lands?

Stormwater Impacts on the Watersheds

Most of Springfield Township is located in the Wissahickon Watershed. The Wissahickon Creek has been designated an impaired stream by the Pennsylvania Department of Environmental Protection. This means that it would support the fish and wildlife that would be expected to live in the Creek if it were not polluted. One problem that contributes to stream impairment is excessive sediment that comes from eroded stream banks due to excessive stormwater runoff volume and flow velocity. Excessive sedimentation also contributes to the filling in of formerly perennial streams that may contribute to localized flooding.

Issues Questions

1. *What should the Township do to help reduce excessive sedimentation and improve water quality in the local streams?*
2. *Should the Township pursue restoration of ephemeral streams that were formerly perennial streams?*

3. *How should the Township prioritize any proposed actions to improve the stormwater management infrastructure?*



Emerging Trend: Land Use and Zoning

Springfield Township is largely a fully built-out community. According to the 2010 Montgomery County Board of Assessment data, developed land accounts for 97% of total acreage. Nearly 60% of developed land is devoted to residential uses, whereas approximately 16% of developed land is open space and/or recreational uses. Large institutional uses make up another 15% of Township lands and also contain significant open space areas. Conversely, less than 5% of Township land is occupied by commercial, office or industrial uses. A summary of existing land use is shown on the table below:

Township Land Use

Land Use Summary	2010			
	Parcels	% of Total Parcels	Acres	% of Total Acres
Residential	6,736	91.0%	2,234	59.2%
Commercial/Office	286	3.9%	121	3.2%
Industrial	75	1.0%	64	1.7%
Institutional	100	1.4%	566	15.0%
Utilities	32	0.4%	64	1.7%
Combined Open Space	62	0.8%	623	16.5%
Undeveloped	112	1.5%	104	2.8%
Total	7,403	100%	3,776	100%

Source: Montgomery County Board of Assessment

The Comprehensive Plan update should consider changes to land use and zoning that will ensure that all future development will be consistent with the community's values and future vision. The community's values and vision may include maintaining traditional residential neighborhoods and neighborhood level commercial areas, protecting existing open spaces and recreation facilities, preserving a strong institutional presence in the Township, preserving the cultural and historical context of the community through adaptive reuse of existing buildings, while creating more pedestrian-friendly and accessible centers that promote a strong sense of community ownership and pride.

Issues Questions

Values

1. What are the community values that should be protected and encouraged? What should the future vision for the Township include?



2. *In a built-out community such as Springfield, the impact of land use planning is limited by the degree of development already in place. Some of the opportunities for sustaining or improving the quality of life in our community exist to a large extent on private land, in particular residential lots and to a lesser extent commercial and institutional property. Most of the property in the community will not be subject to public plan review for many years, if ever. Should implementation of code changes or overlay districts be considered to protect and preserve the existing community?*

3. *Should the Comprehensive Plan consider solutions to community challenges such as storm water management and pedestrian safety that can be addressed by voluntary efforts and coordinated changes in land management by private land owners? What are the options to encourage or support land use practices on private land that is not subject to subdivision or land development review?*

Traffic Impacts

1. *What can be done to reduce the impacts of busy commuter corridors on residential uses?*

Adaptive Reuse of Historic Homes and Buildings

1. *How can the Township encourage adaptive reuse of historic buildings and residences?*

Infill Development

1. *Most of the remaining unprotected open space parcels are zoned to allow more housing units that can create a burden on the school district, existing roadways and other Township*



infrastructure. Are there additional uses beyond housing that should be considered for the remaining undeveloped/underdeveloped parcels? What other types of development are desirable? Should alternative housing styles be considered to allow for residents to remain in the community after they wish to downsize from large homes?

2. Infill development in some neighborhoods such as Wyndmoor is often disruptive of natural resource benefits by decreasing the tree cover and potential for tree cover. Is overlay zoning to retain large lots or established tree cover a desirable tool in some neighborhoods?

Commercial District Redevelopment

1. What mix of uses creates vital and vibrant commercial centers? Does the existing zoning support such a mix?

2. Should the Township consider expanding residential uses into the existing commercial and industrially zoned areas?

Emerging Trend: Economic Development

Economic development, growth and diversity of businesses can have a huge impact on quality of life, community vitality, and community character. Continuing the Township's high quality of life with a diverse and thriving



local economy will take investment and effort that may include reuse, revitalization, and redevelopment of the underutilized or outdated commercial buildings and industrial/brownfield sites. A thriving local economy also requires the ability to attract and retain businesses by improving the business climate, having a well trained workforce, and easing the commute of workers so they can get to their jobs. Economic development is primarily driven by private sector practices. However; there are a range of government policies and actions that can influence private sector decisions.

Issues Questions

1. *What economic strategies are needed to maintain the quality and character of the community and also have a thriving local economy?*

2. *How can Springfield help with local job retention/job creation? How can businesses be retained? How can the Township encourage new business enterprises both large and small?*

3. *Should the Township create a plan to recruit new businesses that complement existing ones?*

4. *Should the Township create a plan to address storefront vacancies that impact local commercial districts?*

5. *What is the mix of uses that best address the retail and service needs of the community?*



6. *How can the Township build on the existing vibrant public spaces and encourage new ones that will attract more local spending?*

7. *Where do Springfield residents shop outside of the Township (Chestnut Hill, local malls, big box stores)?*

8. *How can the Township encourage more local spending via shopping, dining, and utilizing local service providers?*

Business Districts

The main commercial districts in Springfield Township are located along Bethlehem Pike in Erdenheim and Flourtown; in Oreland near the train station; and in Wyndmoor along Willow Grove Avenue and along Ivy Hill Road. The commercial districts in the Township have evolved over time into established smaller-scaled mixed-use districts, each with a somewhat different scale of development and level of commercial and retail intensity. These districts provide local goods and services and generate jobs and taxes for the community. As mixed-use areas mature, there is a need for continuous reinvestment and redevelopment if the area is to remain attractive, vibrant and productive.

Vibrant commercial districts can also lead to more traffic congestion and delays in procuring those goods and services. There can also be pressure on the adjacent residential uses for rezoning. This raises the question of how the established mixed use areas of the Township are fairing, what impacts they have on the adjacent residential neighborhoods, and how these impacts might be mitigated through adaptive zoning or other means.

Flourtown-Erdenheim

Bethlehem Pike is a busy commuter corridor that needs a broader base of businesses that will attract local and regional customers. Springfield Township has invested time and money into assessing the needs of the Flourtown-Erdenheim business districts. The Township has taken several steps taken toward addressing the needs of the business district/corridor:

- Flourtown-Erdenheim Vision Plan adopted in 2006.



- Village Center Zoning – Drafted regulations to help implement the plan.
- Gateway Design – Creates roadway landmarks to identify entrances to the business district.
- Traffic analysis and traffic calming strategy prepared for the corridor with assistance from the Delaware Valley Regional Planning Commission (DVRPC).

There are some emerging trends that support the type of community development proposed in both of the Plans and the Village Center Zoning. With growing access to reliable Internet service more people are interested in working from home. Regional traffic congestion is increasing, which makes it more difficult for people to get to large concentrated office destinations. More people are interested in starting their own business or consulting firm and a location where they can live and work provides an easy place to start a small business. Springfield Township residents are aging, as is the County, and while older residents may need fewer retail goods, they often need convenient access to more services such as medical, financial and legal offices.

Issues Question

1. *Considering the steps that have been taken and the emerging trends, what are the next steps to implementing the Flourtown-Erdenheim Vision Plan?*

Oreland Train Station Area

The Oreland mixed-use commercial area grew around the Oreland Train Station. It contains a combination of light industry, small offices and retail establishments, personal service shops, and a residential community made up of single family homes, twins, duplexes, triplexes and small apartment complexes. This is a working example of a neighborhood level business district, however, to sustain its success some evaluation, visioning and strategies will be needed.

Issues Question

1. *What is working, what is not, and what strategies should the Township pursue to maintain the quality of life and economic vitality of the Oreland Train Station Area?*



Wyndmoor Business Districts

Willow Grove Avenue – The Wyndmoor mixed-use business district is located on both sides of Willow Grove Avenue between Flourtown Avenue and Beech Lane. Only a few blocks long and one block wide, it is made up of neighborhood-level retail, personal service shops and small offices surrounded by mostly single-family homes and places of worship.

Ivy Hill Road – The Ivy Hill business/industrial area is located along Ivy Hill Road and Mermaid Lane between Elm Street and Cheltenham Avenue. It is located along the border of Philadelphia between two adjacent residential neighborhoods. It contains light industry, storage facilities, retail, and offices.

Issues Questions

1. *Along Willow Grove Avenue, what is working, what is not working, and what strategies should the Township pursue to maintain the quality of life and economic vitality of the Wyndmoor businesses and make them attractive to a broader range of residents? Is there sufficient parking? Is signage adequate?*

2. *Along Ivy Hill Road, what is working, what is not working, and what strategies should the Township pursue to maintain the quality of life and economic vitality of the Wyndmoor businesses?*



Emerging Trend: Housing

Most of Springfield's housing was constructed prior to 1970. Nearly 63% of Township's housing was built between 1940 and 1969 and 20% was built before 1940. Approximately 58% of the housing units in Springfield are single-family detached, 10% are single-family attached (townhouse, duplex, triplex), and 14% are multifamily units (apartments). There is a perceived need for lower-maintenance housing for residents who are aging but want to stay in the community. There is also a need for residents to be able to accommodate their parents at home, due to the increasing costs of alternative care facilities outside the home.

Issues Questions

1. *How can the Township preserve the character and charm of existing homes and neighborhoods while*



meeting the needs of contemporary families and lifestyles?

2. *How can Springfield encourage a range of housing types and housing prices that will continue to meet the needs of the existing residents and allow aging residents to remain in the Township near family and friends?*

Emerging Trend: Historic Resources and Community Character

Historic buildings and sites are an important yet vulnerable community resource in Springfield Township. Historic resources add to the quality of life by providing a sense of place, civic pride and ownership of past and add to the community's educational, cultural, and social environment. Historic preservation can also make good economic sense when existing buildings can be re-used or adapted to new uses, retaining the physical heritage that helps to define the community. Springfield, like many communities, struggle with how to best protect these at-risk resources when the cost of restoration is high, properties are privately owned, and the priorities and criteria for preservation is not well established or accepted at the local level. Through partnering with individuals and organizations over the years, the Township has taken the following steps:

- Previous plans have identified a selected list of Springfield Township historical structures and sites, some of which are listed on or eligible for the National Register of Historic Places.
- The township acquired the Black Horse Inn through the land development process. Through a multiphase process, public, nonprofit, and private fund raising efforts were used to stabilize the structure, restore the exterior and then fit-out the interior of the historic inn for adaptive reuse by the Springfield Historical Society. There is ample space that could accommodate an additional tenant on the second floor.
- With support from the Pennsylvania Historic and Museum Commission (PHMC) and the Montgomery County Planning Commission (MCPC), the Township Planning Commission drafted an ordinance to create a Springfield Township heritage landmark list, the Springfield Township



Historical Commission, and establish criteria for recommending buildings and sites for a heritage landmark list designation.

Issues Question

1. *How can historically important buildings and properties and their histories be preserved? What are the next steps for the Township to pursue to that end?*

Emerging Trend: Natural Resources, Open Space and Environment

Natural Areas Inventory

According to the 2007 Natural Areas Inventory Update of Montgomery County (NAI), Springfield Township's lower panhandle is located in the Lower Schuylkill River Conservation Landscape (SRCL). The Springfield Township portion of the SRCL includes environmentally sensitive and unique natural features such as steep slopes, dense woodlands and wildlife. The valley of Manor Creek is a corridor extending from the uplands near Ridge Pike to the Schuylkill River. The mostly forested tract includes the headwaters of the Manor Creek. The 102-acre Shelly Ridge Girl Scout Reservation is the largest parcel of open space on the east side of the river in this landscape. The Shelly Ridge forests include several mature stands of red oak. Red oak, black oak and American beech are the dominant canopy tree species. Severe browsing by deer has eliminated most of the understory and shrub layer of the forest, although spicebush, white bane, jack-in-the-pulpit and yellow and blue violets remain.

The NAI provides general recommendations for the conservation of landscapes, including protection of large uninterrupted forested areas; protection of riparian corridors from headwater areas to the main stem of creeks; sustainable public and private land management practices, and public education, interpretation, and further study of the Lower Schuylkill River Conservation Landscape.

The 2005 Springfield Township Open Space Plan also identified this area of the Township as one of the highest priorities for protection.

Issues Question

1. *Should the Township pursue specific strategies for protecting SRCL in the lower panhandle area of the*



Township, including possible acquisition or the transfer of development rights?

Emerging Trend: Transportation

Transportation can have a large impact on the local economy and quality of life. Employers tend to locate near the best transportation facilities that serve their employees. Too much traffic congestion or infrequent trains or bus service and the lack of access to alternative transportation networks (walking, biking, public transit), reduces everyone's quality of life. As a nation we have become almost completely dependent on the car in the past 50 years. Most new development is driven by vehicular transportation, particularly access to highways.

Commuting to Work and School; and Pass-Through Commuting

Springfield Township was built-out at a time when the primary location for employment was the City of Philadelphia and several transportation options were available to commuters including; trains, trolleys and buses, and cars. The migration of many thousands of jobs from the city center to the far-flung suburbs and exurbs should be considered as a major change in commuter patterns. Portions of Springfield are in or near the service area of seven (7) of the County's eleven (11) major highway transportation corridors making it a convenient place to live and these major commuter corridors include:

- PA 73 – Between Northeast Philadelphia and Boyertown
- PA 611 – Between Philadelphia and Doylestown
- PA 63 – Between North Penn and Willow Grove
- I-476/PA 309 – Between Lehigh Valley and Plymouth Meeting
- US 202 – Between Doylestown and King Of Prussia
- I-76 – Between King of Prussia, Plymouth Meeting and Philadelphia
- I-276 – Between King of Prussia and Willow Grove

Most households today have multiple cars and drivers, each commuting to different destinations. In Springfield Township, traffic congestion peaks during the morning commute along principal arterial roads such as Church



Road, Ridge Pike, and Germantown Pike, minor arterial roads such as Bethlehem Pike, Willow Grove Avenue, and Pennsylvania Avenue, and at locations near public and private schools.

Issues Questions

1. *What can be done to improve traffic flow through the Township and protect the quality of life for residents in neighborhoods adjacent to major commuter corridors?*

2. *What traffic calming techniques (as opposed to enforcement techniques) should be explored on key blocks where speeding is perceived to be a problem?*

Support All Modes of Transportation

Roadways in the Township need to accommodate all modes of transportation, including pedestrians, bicyclists, public transit, and vehicles. Traveling between neighborhoods or to commercial centers on foot or by bicycle often requires traversing areas designed exclusively for vehicle traffic. This situation is exacerbated during inclement weather when snow blocks paths and forces pedestrians into the roadway. Better connections are needed between neighborhoods, business districts, schools and playgrounds. Sidewalks are missing or located intermittently in many neighborhoods such as Cheltenham Avenue, Church Road, Ivy Hill Road, and Wissahickon Avenue. Wider sidewalks or alternative pedestrian pathways that accommodate all types of users may be desirable. Creating border areas between existing busy streets and sidewalks may add a feeling of safety for pedestrians. More crosswalks are needed, especially in the business districts, near schools and churches, and at busy intersections.

Issues Question

1. *Should the Township create a plan for a safe pedestrian network of sidewalks and alternative pathways with crosswalks that connect neighborhoods, schools, parks, and commercial areas?*

Commuter Trains and Buses

Commuters that drive frequently complain that SEPTA trains and buses are inconvenient to where they



live or work, that the schedules are inconvenient and driving is their only option. Where public transit services are available, however, they are limited and may not be meeting the needs of the nondriving residents. Bus stops should be well marked and provide shelters, benches and other commuter amenities.

Issues Questions

1. *What can the Township do to encourage SEPTA to provide more frequent and convenient train and bus service and to run connections to intersecting train and bus lines?*

2. *What can be done to upgrade the local train stations and make them more accessible and appealing to commuters?*

Parking in the Township

Parking is limited or not easily identified along the business corridors. Parking lot regulations encourage shared parking, but many landowners are reluctant to implement shared parking.

Issues Question

1. *What can the Township do to encourage more shared parking in central locations in the business districts to promote walking between multiple destinations?*

Other Comments





Summary of Public Outreach

Background

The following summary documents the ETCI questionnaire responses and the public outreach process for the 2012 Springfield Township Comprehensive Plan Update.

The ETCI questionnaire includes background information and a series of questions organized around 9 categories: Sustainability; Community Facilities and Services; Stormwater Management; Land Use and Zoning; Economic Development; Housing; Historic Resources, Natural Resources and the Environment; and Transportation. A copy of the ETCI questionnaire is attached to this report.

Public Outreach Process

The Emerging Trends and Critical Issues were presented to the Springfield Township Board of Commissioners at their regular meeting on October 12, 2011. The Board of Commissioners authorized the ETCI questionnaire to be made available for public review and comment at the Springfield Township library and on the Township website. In addition, they authorized the Planning Commission to conduct a public open house for the purpose of sharing the ETCI and gathering feedback from the public.

Public Open House

On November 15, 2011, the Springfield Township Planning Commission hosted a public open house where the Emerging Trends and Critical Issues were presented through a poster session. Members of the Springfield Township Planning Commission, Township Staff and Community Planners from the Montgomery County Planning Commission were on hand to discuss with residents the 9 categories and 40 sub-categories of the ETCI. Residents were encouraged to fill out the questionnaire in writing or by accessing it on the Township website.

Attendees of the public open house also participated in an activity where they identified their priorities among the 40 sub-categories. The top 5 priorities selected by the open house participants were as follows:

- Stormwater Management – public stormwater management facilities.
- Land use and Zoning – commercial district revitalization.
- Stormwater Management – private land-owner incentive programs.
- Community Facilities – parks and recreation facilities.
- Economic Development – Flourtown-Erdenheim business district.

Questionnaire Methodology

The Emerging Trends and Critical Issues document contained 49 questions. There are several questions



that required a simple “yes” or “no” answer. Most of the questions however, were asked in an open-ended fashion. This was purposeful so that participants could provide a more detailed response. While this method of questioning does not necessarily provide quantitative data that can be tallied and measured statistically, it does permit the participants to provide a more in-depth response which can enhance the understanding of an issue or indicate where there may be a need for more information.

Questionnaire Responses

Below is a synopsis of the responses received from the questionnaire. They are organized in the same order in which the 9 categories appear in the ETCI document. One additional section was added at the end for miscellaneous comments.

Sustainability

There was general support for discussing “sustainability” throughout the comprehensive plan.

- Participants stated that a definition of sustainability and related terms would be needed and sustainability should be promoted through public education.
- They recommend that the Township consider sustainable choices and alternatives with all projects and purchases, utilizing grant opportunities and incentives from sources outside of Township whenever possible.
- The Township should consider adopting flexible standards in the Subdivision and Land Development Ordinance that encourages sustainable practices without preventing a reasonable amount of growth.
- Township staff (code enforcement, building inspectors, and engineer, etc) should be offered training so that they are well versed in sustainable options available to residents and businesses.
- Encourage local self-sufficiency practices such as: local food production and bio-waste composting;
- Elevate the value of trees and green spaces;
- Encourage a mix of uses and regulations that reduces resident’s dependency on cars;
- Increase opportunities for residents to walk and bicycle.

Community Facilities and Services

Township Complex

The participants acknowledged that the physical constraints and programmatic needs of all the township facilities, including the municipal complex need to be addressed in the comprehensive plan and that the range of issues be determined with a detailed analysis of each site. The Township acknowledges that concurrent to the comprehensive plan update, the township is already engaged in a process to explore possible solutions for updating the Township complex so a status update will be provided in the final comprehensive plan.



Library

- Any planning for the library should address emerging trends in library usage, such as an increase in the use of electronic resources as well as consideration for more informal spaces for community groups to meet, as the library has become the “defacto community center” for a variety of programs.
- Make the library more pedestrian/bicycle accessible from the neighborhoods by adding sidewalks, where they are missing, safe street crossings, and secure bike racks.

Public Safety

- Participants identified concerns about traffic and pedestrian safety but otherwise were unaware of any current problems/issues with emergency services, response times etc.

Parks and Recreation

In addition to the recommendations proposed in the 2008 Springfield Parks and Recreation Connections Plan (SPARC), the participants recommended:

- Utilization of organic methods and best practices as an alternative to use of pesticides/herbicides of township facilities.
- Greater use of native plants in the landscape.
- Explore the use of “greener” technology for Township vehicles and maintenance equipment when they need to be replaced.

Stormwater Management

Stormwater management is the area where the most comments were received. The comments are grouped into 3 categories: stormwater infrastructure; alternative approaches to stormwater management; and the impact of stormwater on watersheds.

Stormwater Infrastructure

- Find ways to partner with organizations and neighboring municipalities to improve regional stormwater management.
- Seek out state and other grants and programs for the design and construction of municipal stormwater management systems.

Alternative Approaches to Stormwater Management

- Create demonstration projects.
- Promote the Shade Tree Commission’s activities to elevate the role that trees play in stormwater management.
- Encourage planting of native trees and other vegetation, and discourage removal of healthy trees.
- Consider implementing a tree removal permit process.
- Create incentive programs for planting more trees.



Stormwater Impacts on Watersheds

- Study and prioritize actions and projects that address the critical issues for water quality such as reducing or eliminating the use of herbicides and pesticide in riparian areas and stabilizing stream banks to reduce sedimentation.
- Create demonstration projects that invest in ‘model’ best management projects on public land and seek grant funding to support them.
- Continue the public education process to promote the benefits of managing watersheds such as the benefits for wildlife habitats, improved aesthetics, and community enjoyment.

Land Use and Zoning

Participant’s comments on shared community values included:

- Small town atmosphere.
- Self-sufficiency.
- Personal responsibility.
- Non-discrimination.
- Valuing trees, streams, natural spaces.
- Concern for how the actions of today can effect future generations.

Future land use and development comments ranged from those strongly opposed to any new development until after the stormwater issues have been resolved to those who are content with the way things are. Some other recurring themes included:

- The township zoning codes should prevent overdevelopment and excessive impervious surfaces.
- Infill development should fit with the context of adjacent properties and the neighborhood as a whole.
- Consider known strategies for preserving remaining undeveloped land such as working with a land trust and direct purchase or lease of lands that connect contiguous open spaces.

Economic Development

Flourtown-Erdenheim Business District

- Create a Friday-night scene in the business district with some attractions and promotional incentives from local retailers and services. Other recommendations included:
- Recruitment of a good mix of stores and perhaps some art galleries or other destination venues that support night-time activities.
- Promoting more pedestrians and bicycles and less cars.
- Providing safe bicycle storage throughout the district.



Oreland Station Area Business District

- Respondents identified the post office, hardware store, bakery and pizza shop as businesses that are an asset to the district and recommended the addition of a coffee shop located within the train station, and more restaurant choices in general.
- Enhance the perception of safety in and around the train station.
- Making the train station area more attractive and welcoming.

Wyndmoor – Willow Grove Avenue Business District

- Respondents identified businesses that are an asset to the district including the hardware store, hair salon, professional services and the restaurant/bar.
- Adding more retail, a small-scaled independent grocer that residents could walk to, and more restaurants.
- There is a perceived mismatch between where there is parking and where it should be.
- Seasonal businesses create a kind of “dead zone” in the middle of the district during the off-season.
- The district could benefit from more unifying design elements along the right-of way.
- Create a vision-plan for the district.
- Create a friendlier atmosphere between the community and business community.

Housing

- Respondents commented that a variety of smaller housing options already exist within the Township but that some additional units for older adults could be permitted through the creation of in-law-suites in existing homes or some new higher-end multifamily condominiums.
- There is concern about possible over-development of smaller residential lots that may be out of scale and character with the neighborhood.
- Most respondents expressed an interest in maintaining the character of the community for the existing residents.
- Some commented about the enforcement of property maintenance and impact on housing values.

Historic Resources and Community Character

- Participants believe that people’s awareness and appreciation of the historic nature of the township encourages people to move to Springfield.
- If important historic homes and other buildings are neglected or demolished, they will be lost to history forever.



- Important buildings should be identified and their maintenance and preservation should be promoted.
- While some respondents would subscribe to a strict historic plan and code, others opined that efforts should be strictly voluntary on the part of the property owner.

Natural Resources, Open Space and the Environment

- There was support for the concept of preserving portions of the Township identified in the Natural Areas Inventory – Schuylkill River Conservation Landscape.
- Environmentally sensitive and natural features in the panhandle should be preserved in appropriate ways to create a continuous natural area as much as possible.
- The Township should explore state funds and public-private collaboration with organizations that would support a permanent easement.

Transportation

The following are a synopsis of numerous comments received by the participants about transportation:

- Traffic calming techniques such as digital speed sign monitors and strategically placed unmanned police vehicles, well signed and striped cross-walks could remind drivers of the presence of pedestrians and the posted speed limit.
- Slowing traffic down by reducing the number of lanes of traffic and adding more signals along Bethlehem Pike could force through-traffic back to Route 309.
- Birdwatchers, strollers, parents with baby strollers and toddlers, kids of all ages, joggers, bikers, folks going to visit with friends would benefit from safer and better connected sidewalks and alternative pathways. Trips to school and the library could be made without cars.
- To encourage new riders and more ridership generally among Township residents would require better coordination of schedules between connecting routes of existing service.
- Improve the feeling of safety around the Oreland Station with enhancements of lighting, signage, landscaping, and maintenance (paint and trash removal).
- Explore how existing or new businesses could have a façade that faced the train station.
- Access to the bridge at Oreland Station is very steep and difficult to traverse by the elderly and handicapped. Explore if the slope of the bridge could be improved.
- Create a business district parking master plan that looks to identify, sign, and stripe existing parking spaces as well as finding long-term opportunities for new and/or shared parking.



Miscellaneous Comments

Respondents had the opportunity to add comments at the end of the questionnaire. The major themes included:

- The need to find long-term solutions to stormwater and sewer issues.
- Making safe bicycle and pedestrian connections to schools, library, parks, and businesses can be a benefit to resident's health, relieving traffic congestion, improving safety, help businesses, and encouraging community interactions.
- Consider allocating more staff time to enhancing the economic development of the business districts.
- Preserving green spaces, existing tree cover and plant new trees is a priority.
- Some participants expressed concerns about declining property maintenance in some areas of the Township and the impact it could have on nearby property values and people's perceptions about the community.
- Consider devoting some space in the comprehensive plan for a discussion of technology and communications such as social media, public meetings, dispersal of information, the "public square," television, and bandwidth, due to the rapid advancements in each.
- Residents appreciated the opportunity to participate in the process.

Conclusion

The purpose of the Emerging Trends and Critical Issues Report is to provide a summary of land planning trends and issues that will help guide the development of the plan's vision, goals and objectives, and implementation strategies for the Springfield Township Comprehensive Plan Update.





Appendix B

Township Resolution

RESOLUTION NO. 1322

A RESOLUTION OFFICIALLY ADOPTING THE 2013 COMPREHENSIVE PLAN UPDATE OF SPRINGFIELD TOWNSHIP, MONTGOMERY COUNTY, PA.

WHEREAS, the Board of Commissioners of Springfield Township, Montgomery County, PA, has conducted duly advertised public meetings to discuss the 2013 Comprehensive Plan Update of Springfield Township; and

WHEREAS, the Board of Commissioners of Springfield Township has determined that it is in the best interest of the Township and its residents to adopt the 2013 Comprehensive Plan, which updates the Comprehensive Plans of 1998 and 1968; and


WHEREAS, the Pennsylvania Municipalities Planning Code authorizes and guides local planning by outlining the required elements of the Comprehensive Plan; and

WHEREAS, a Comprehensive Plan provides an overall vision for the community and serves as a guide for Township leaders as they make policy decisions, plan capital improvements and work within the Township Zoning Code, and the Subdivision and Land Development Ordinance.

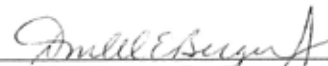
NOW, THEREFORE, BE IT RESOLVED that the Board of Commissioners of Springfield Township, Montgomery County, PA, hereby adopts the 2013 Comprehensive Plan entitled "Comprehensive Plan: Vision for 2025" in its entirety as the official Comprehensive Plan of Springfield Township.

UNANIMOUSLY ADOPTED this 12th day of February, 2014.

BOARD OF COMMISSIONERS OF
SPRINGFIELD TOWNSHIP

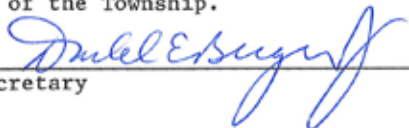
By: 
James E. Dailey, President

ATTEST:


Donald E. Berger, Jr., Secretary

THIS IS TO CERTIFY that the foregoing Resolution No. 1322 was unanimously adopted by the Springfield Township Board of Commissioners at a regularly scheduled business meeting held on February 12, 2014, and that same has been duly recorded in the official Minute Book of the Township.

(SEAL)


Secretary



