



Limerick Township Comprehensive Plan

Montgomery County, Pennsylvania
March, 2009



Limerick Comprehensive Plan

March 26, 2009

Prepared for:

**Limerick Township, Montgomery County
Pennsylvania**

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1 Introduction

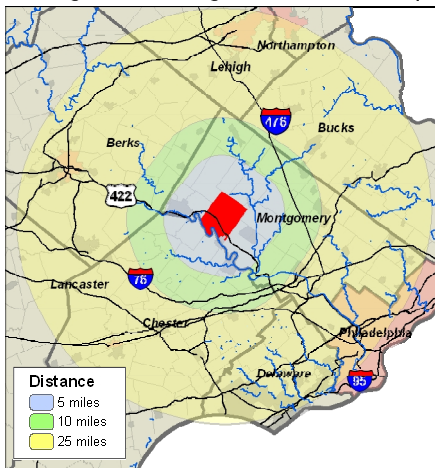


1. Introduction

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Introduction

Figure 1.1: Regional Context Map



1.1 Regional Context

Limerick is a Second Class Township located along the eastern side of the Schuylkill River in Montgomery County, Pennsylvania and within the Philadelphia Metropolitan Statistical Area. With over 22 square miles, the township is the second largest of the county's 62 municipalities and was 22nd most populous with 13,500 people in 2000. Center City Philadelphia is roughly 45 minutes to the east of the township and King of Prussia, a major employment and retail center, is a 25 minute drive to the east. Access to both centers is greatly enhanced by U.S. Route 422, which runs through Limerick and is a major reason for the township's active real estate market. Nearby communities include Royersford Borough, Upper Providence, Lower Pottsgrove, Upper Frederick and Perkiomen Townships. Chester County is across the Schuylkill River, as are East Coventry and East Vincent Townships. Perhaps the most distinct landmark in the township is the cooling towers for the Limerick nuclear energy plant. The opening of the Philadelphia Premium Outlets in 2007 created another significant landmark and a potential trend for future growth.

1.2 Why Plan?

The need for planning in Limerick is clear as the township adjusts to the recent surge of residential development, manages the current boom of retail growth, and prepares for the needs of its growing community. The township must consider where future growth should be directed, where conservation should be a priority, and develop a specific plan to make the needed regulatory changes and capital improvements. This Comprehensive plan hopes to achieve these objectives and recommends a course of actions to help the township achieve its growth goals.



A fire hydrant adjacent to a cornfield on Ridge Pike signifies the pending development of another farm.

1. Introduction

Limerick Township has an agrarian history that still exists in its farmland, rolling hillsides, forested lands, and connections to the Schuylkill River. Residents value this bucolic scenery and the high quality of life in Limerick created by many recreational opportunities, quality schools, affordable housing, and traditional village centers. Recent changes, including new housing developments, loss of old farmsteads, and increased roadway congestion, are challenging township officials and residents to rethink how they want the township to grow over the next 20 years.

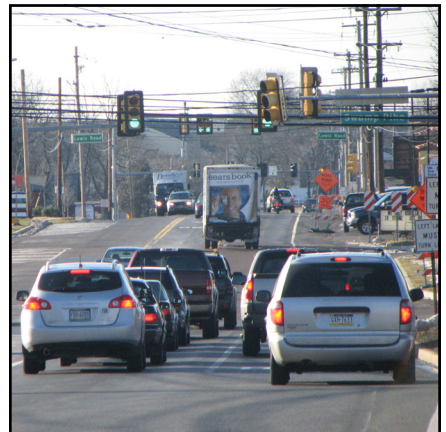
The township's rural heritage will continue to be transformed as subdivisions and commercial centers replace open spaces. Other more subtle but equally important changes will also be felt including a shifting community identity, impacts on environmental resources, and rises in the cost of living. As these changes occur the values and desires of township residents are evolving.

The township's previous comprehensive plan was completed in 1995 when the township had about half the number of residents that it currently has. The township also recently adopted its Open Space Plan Update (2006), which provides fairly current information about the open space facilities available to residents and provides guidance on open space and greenway improvements.

This plan update focuses on the changing values of Limerick's growing community and the articulation of those values into growth management and community goals for the next two decades and beyond. Some of the strongest values voiced during the preparation of this plan were related to the preservation and enhancement of water quality, forest habitat, and other natural resources that are integral to the healthy growth of the Township. Residents are also concerned about maintaining adequate tax revenues, reducing traffic congestion, and enhancing the township's village centers. This plan provides a vision that reflects these values, documents current conditions, and provides goals, recommendations, and an action plan for managing growth while enhancing the community.

1.3 Legal Authority

Article III of the Pennsylvania Municipalities Planning Code (MPC)



Limerick's character ranges depending on where you are in the township from rural farmlands (top) to residential subdivisions (middle) to commercial areas on major arterials (bottom).

provides local governments authority to prepare and adopt comprehensive plans. However, the legal authority for comprehensive plans is often limited in the MPC. Section 303. (c) for example states: “Notwithstanding any other provision of this act, no action by the governing body of a municipality shall be invalid nor shall the same be subject to challenge or appeal on the basis that such action is inconsistent with, or fails to comply with, the provision of a comprehensive plan.” In other words, Limerick is authorized to prepare and adopt this comprehensive plan, but development that does not conform to the plan cannot be challenged with legal authority.

The MPC does benefit municipalities that carefully develop comprehensive plans and zoning ordinances by dictating that state agencies must consider local land use in relation to state permitting and funding for infrastructure and facilities. To obtain state consideration, comprehensive plans and ordinances must be *generally consistent* with each other. If the consistency requirement is met, the MPC mandates that state agencies “shall consider and may rely upon comprehensive plans and zoning ordinances when reviewing applications for the funding or permitting of infrastructure or facilities.” (47MPC, 53 P.S §§ 10619.2 and 11105.)

For the Comprehensive Plan to be authoritative in its objectives to guide future growth, it must be closely tied to Limerick’s zoning and land development ordinances, municipal action, and state, county and local infrastructure improvements plans. Recommendations for changes to land use standards must be supported by coordinated changes to land use laws.



The contrast between rural and sub-urban landscapes can be seen throughout Limerick

1.4 Community Guidance

The findings and recommendations presented in the Limerick Comprehensive Plan were developed by a dedicated group of 10 township residents who met 10 times over the course of the planning process including during four public meetings. Their efforts were, in turn, guided by the comments from public meetings and countless conversations with neighbors and fellow community members. Their role in developing this plan cannot be underestimated nor can the importance of their role in implementing its recommendations.

1. Introduction

Meeting topics are summarized in the sidebar on the right. (Meeting materials are included in appendices.) This group will continue to be instrumental in the implementation of this plan.

1.5 Plan Implementation

An important way to ensure the implementation of this plan is by making it accessible. This has been done by separating the plan sections, particularly the Implementation Action Plan, which will serve as a guiding tool to achieve plan recommendations. Although the background information (Planning Context) and goals and objectives form the basis for the recommendations, they do not need to be revisited to implement the recommendations. The Growth Management Recommendations provide clear guidance on individual actions, while the Implementation Action Plan coordinates the recommendations by priority, responsibility, cost, and funding. Both of these sections should be referenced often by elected officials, the Planning Commission, and citizens as they consider revisions to ordinances and the Official Map.

The Implementation Action Plan should be used as a stand-alone document by the township manager, board of supervisors, and others to prioritize changes to ordinances, the Official Map, and for capital improvements.

Meetings Summary

Jan 29	Committee Meeting #1	Kick off and brainstorming
Feb 19	Public Meeting #1	Goal setting
Mar 18	Committee Meeting #2	Goals and Objectives
Apr 25	Met with Montgomery County Planning Commission staff	
May 6	Committee Meeting #3	Finalize goals & objections
May 20	Committee Meeting # 4	Existing conditions analysis
Jun 10	Public Meeting # 2	Existing Conditions
July 1	Committee Meeting #5	Draft recommendations
Sep 9	Public Meeting #3	Review Draft Plan
Oct 7	Committee Meeting #5	Finalize plan changes
Nov 11	Public Meeting # 4	Present Final Plan



An open field in the northern section of township.

2 Planning Context



2. Planning Context

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Planning Context

Growth is inevitable and desirable, but destruction of community character is not. The question is not whether your part of the world is going to change. The question is how.

- Edward T. McMahon, Senior Resident Fellow of the Urban Land Institute

In planning for future growth, it is critical to understand demographic and socio-economic trends and the natural and manmade features that have shaped and will continue to shape Limerick. Growth has been heavily influenced by the township's location within the expanding Philadelphia metropolitan area, proximity to the Schuylkill River, and access to transportation infrastructure (canals, railroads, and currently major roadways). Equally influential are the township's environmental attributes, such as agricultural soils that support farming, and its forests, streams, and topography. This section of the Comprehensive Plan examines Limerick's natural and manmade characteristics, the character of the population, and provides the context for the recommendations made in later sections of this plan.

2.1 Historic Overview and Regional Influences

Limerick was organized as a government in 1726 while Pennsylvania was still a British colony. The village of Limerick, at Ridge and Swamp Creek Pikes, emerged in the mid-half of the eighteenth century, but never grew to more than a few dozen homes and businesses. Linfield, the township's other traditional center, was founded as a river-crossing community in the eighteenth century. Located along the historic Pennsylvania Railroad with its own station for a time, Linfield grew to be the township's largest village in the mid-nineteenth century. Royersford Borough, originally part of the township, formed its own government in 1879. Outside of these small villages, the majority of the township has traditionally been rural with numerous farms.

In recent years, the township has largely been shaped by trends and developments from outside the township's limits including regional growth and infrastructure improvements. Montgomery County is one



A portion of the 1883 Railroad Map of Pennsylvania shows the Linfield Station.

2. Planning Context

of Pennsylvania's wealthiest and fastest growing counties, and Limerick's location roughly in the center of the county has made rapid development somewhat inevitable. The opening of US Route 422 in the mid 1980s provided fast and convenient access to Limerick and is the major reason the population more than doubled in the 1990s. Growth was further bolstered by the Limerick Township Municipal Authority, which has continued to support new development and expand its service area.

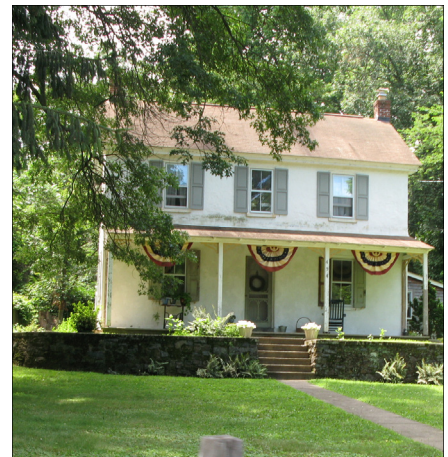
Route 422 acts as a huge growth generator with over 50,000 annual daily trips on average. The roadway's three interchanges within the township have become the focus of intense growth and traffic congestion. Beyond the interchanges, residential growth has brought the demand for new services and the expanded development and redevelopment of Ridge Pike into a series of strip centers. While the Village of Limerick is rapidly changing as Ridge Pike develops, Linfield Village and other areas along the Schuylkill River have received little development attention due in part to their older infrastructure, including "rural" roads that limit traffic volumes and access.

Another important factor affecting Limerick's growth is the Limerick Nuclear Generating Station. While the facility provides local jobs and its operation and safety records are good, the towers carry a negative association that causes some businesses and potential residents to not want to live in the township. As the township grows, it must manage the perceived safety concerns associated with the generation station.

Understanding the history, economy, community, environment, and other core features of Limerick is critical to planning for the township's future. The remainder of this section examines demographic, social, economic, land use, infrastructure, environmental, and other information and identifies significant trends and characteristics that are important to the formation of plan recommendations.



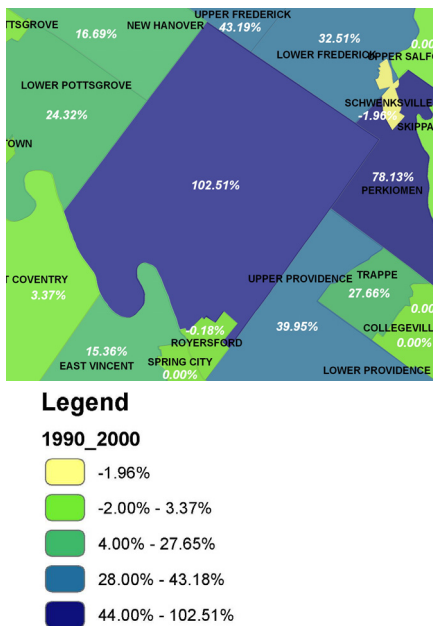
Originally named Limerick Station Linfield Village grew up around the local Railroad Station.



Single family dwelling typical of the Linfield Village area.

Limerick's population and housing growth out paced most of its neighboring municipalities and the rest of the region.

Figure 2.1 Population Growth
1990 - 2000



The phenomenal population growth that Limerick experienced in the past decades has had a direct impact on the township's landscape. Residential subdivisions are common where farms once existed.

2.2 Population, Employment and Housing

The most current data available from the US Census, the Delaware Valley Regional Planning Commission (DVRPC), Montgomery County, and other sources is used in this analysis. In a number of places, the most available data is from the decennial census, which was recorded in 2000 and is eight years old at the writing of this plan. In these eight years, significant changes have occurred in Limerick, which cannot be shown in the numbers. Where possible recent trends are discussed qualitatively and through anecdotes.

Population

Until 1980, Limerick was relatively in line with Montgomery County growth trends. In the 1980s its population grew dramatically (26% compared to 5 percent). In the 1990s, Limerick's population doubled and its growth rate was roughly ten times the county's rate. Limerick was the sixth fastest growing municipality in the Delaware Valley in the 1990s and ranked eighth in the gain of most new residents.

Table 2.1 Population Growth 1930 - 2000

Year	Limerick Township			Montgomery County		
	Population	Change	Percent Change	Population	Change	Percent Change
1930	2,656	-	-	265,804	-	-
1940	2,769	113	4.3%	289,247	23,443	8.8%
1950	3,290	521	18.8%	353,068	63,821	22.1%
1960	5,110	1,820	55.3%	516,682	163,614	46.3%
1970	5,556	446	8.7%	624,080	107,398	20.8%
1980	5,298	-258	-4.6%	643,377	19,297	3.1%
1990	6,691	1,393	26.3%	678,111	34,734	5.4%
2000	13,534	6,843	102.3%	750,097	71,986	10.6%
1930-2000	-	11,604	436.9%	-	484,293	182.2%

Source: U.S. Census Bureau

The pace of growth has continued in the first few years of the 21st century with an estimated 3,055 new residents as of 2007, making a total population of 16,797. Projections show this rate of growth continuing over the next several decades with an additional 7,000 residents by 2035 for a total of 24,000 people. While population counts are not performed by the township, township officials feel that the projections described in Table 2.2 are already being exceeded.

2. Planning Context

The “Per Capita Tax “ assesses \$10 for each Limerick resident over 18 years of age. In 2007, it was assessed on 12,680 individuals. In 2000, 28.2 percent of the population was under 18 years of age. If this percentage holds true in 2007, then 4,980 people under 18 currently live in Limerick or 17,660 total. This is just below the forecasted 2010 population of 17,944. It appears the actual population is out pacing forecasts.

Table 2.2 Population Projection to 2035

	2000 Census	2005 Estimate	2010 Forecast	2015 Forecast	2020 Forecast	2025 Forecast	2030 Forecast	2035 Forecast	Absolute change 2005-2035	Percent change 2005-2035
East Coventry	4,565	5,696	6,196	6,625	7,035	7,427	7,800	8,061	2,365	42%
East Vincent	5,493	6,444	6,920	7,496	8,047	8,573	9,074	9,425	2,981	46%
Limerick	13,535	16,506	17,944	19,304	20,590	21,802	22,946	24,000	7,494	45%
Lower Frederick	4,795	4,914	5,218	5,506	5,778	6,035	6,277	6,500	1,586	32%
Lower Pottsgrove	11,213	12,119	12,672	13,195	13,689	14,155	14,595	15,000	2,881	24%
New Hanover	7,365	9,000	10,672	12,253	13,749	15,158	16,488	17,713	8,713	97%
Perkiomen	7,095	8,342	8,633	8,909	9,169	9,414	9,646	9,859	1,517	18%
Royersford	4,245	4,356	4,483	4,603	4,717	4,824	4,925	5,018	662	15%
Schwenksville	1,395	1,369	1,397	1,424	1,450	1,474	1,497	1,518	149	11%
Trappe	3,210	3,443	3,509	3,572	3,631	3,686	3,739	3,787	344	10%
Upper Frederick	3,140	3,698	3,945	4,178	4,399	4,607	4,803	4,983	1,285	35%
Upper Providence	15,395	18,391	19,772	21,077	22,313	23,476	24,574	25,587	7,196	39%
Montgomery County	748,978	780,544	802,340	822,952	842,452	860,816	878,158	894,136	113,592	15%
Chester County	433,512	473,880	505,095	531,971	557,623	582,047	605,271	622,498	148,618	31%

Source: 1 DVRPC, Regional Data Bulletin No. 86, Municipal, County, and Regional Population Estimates, 2000- 2006 (July, 2007)

Employment

The number of Limerick residents in the workforce increased slightly from 56.0 percent of the population in 1990 to 58.6 percent of the

Table 2.3 Employment Growth 1990 –2000

	Limerick Township			Montgomery County		
	Employed	Unemployed	Total	Employed	Unemployed	Total
1990	3,640	108	3,748	358,563	11,635	370,198
2000	7,782	155	7,937	384,688	17,965	402,653
Absolute change 1990-2000	4,142	47	4,189	26,125	6,330	32,455
Percent Change 1990-2000	113.8%	43.5%	111.8%	7.3%	54.54%	8.8%

Source: U.S. Census Bureau

Table 2.4 Limerick's Journey to Work 2000 Census

Destination	Number	Percent
Limerick Twp.	1,029	13.4%
Upper Merion Twp.	710	9.3%
Tredyffrin Twp. Chs. Co.	474	6.2%
E. Whiteland Twp.	352	4.6%
Upper Providence Twp. .	348	4.5%
Pottstown Bor.	286	3.7%
Philadelphia City .	266	3.5%
Lower Providence Twp. .	223	2.9%
Whitpain Twp.	187	2.4%
Plymouth Twp.	157	2.1%
Royersford Bor.	152	2.0%
Collegeville Bor.	133	1.7%
Radnor Twp. Del. Co.	126	1.6%
East Norriton Twp.	125	1.6%
West Norriton Twp.	123	1.6%
Lower Merion Twp.	122	1.6%
Lower Pottsgrove Twp.	120	1.6%
Phoenixville Chester Co.	118	1.5%
Skippack Twp.	111	1.5%
Trappe Bor.	109	1.4%
All Other locations	2,403	31.31
Grand Total	7,674	100.0%

Source: U.S. Census Bureau

population in 2000. County wide, 53.8 percent of the population was in the workforce in 2000. The higher percentage in Limerick is likely the result of a younger population and possibly families where both parents work. An increase in non-family households (discussed below) may have also increased the number of people in the workforce. Of all the Limerick residents in the workforce, roughly 13% worked within the township in 2000, as seen in Table 2.4.

Jobs in Limerick

The Delaware Valley Regional Planning Commission (DVRPC) projects that job growth will increase by 5,000 jobs, or 78 percent by 2035. This is a significant increase especially in comparison to the surrounding municipalities. Only Upper Providence is projected to gain more jobs, which corresponds to anticipated growth in retail, service, and pharmaceutical employment. The next largest job growth projection is 1,200 jobs in Upper Hanover.

The DVRPC's projections tend to be fairly accurate, but unfortunately they do not provide details for the types of jobs that Limerick can expect to attract. Whether the majority of the new jobs fall into the service, management, or other sectors will greatly impact the township economy and commuting patterns as well as shopping, recreational, and community needs.

Table 2.5 Employment Projections to 2035

	2000 Census	2005 Estimate	2015 Forecast	2025 Forecast	2035 Forecast	Absolute change 2005-2035	Percent change 2005-2035
East Coventry	724	802	845	883	917	115	14%
East Vincent	1,467	1,634	1,905	2,146	2,359	725	44%
Limerick	5,841	6,389	8,256	9,922	11,389	5,000	78%
Lower Frederick	464	479	591	691	779	300	63%
Lower Pottsgrove	4,184	4,362	4,661	4,927	5,162	800	18%
New Hanover	1,324	1,495	1,943	2,343	2,695	1,200	80%
Perkiomen	1,804	1,981	2,130	2,263	2,381	400	20%
Royersford	1,483	1,526	1,545	1,562	1,577	51	3%
Schwenksville	697	632	643	654	663	31	5%
Trappe	1,756	1,840	1,879	1,913	1,943	103	6%
Upper Frederick	609	679	705	728	748	69	10%
Upper Providence	8,949	9,919	12,906	15,572	17,919	8,000	81%
Montgomery County	492,677	505,952	535,621	562,117	585,430	79,478	16%
Chester County	238,641	253,628	285,352	313,815	337,093	83,465	33%

Source: U.S. Census Bureau

2. Planning Context

Population Characteristics

Limerick's population is typical of many suburban and exurban communities. Some factors are worth reviewing. The township's population is younger than the county's as a whole, suggesting more young families and a more productive workforce. Also the township has a greater percentage of high school graduates, but a smaller percentage of college graduates compared to the county as a whole. This appears to be changing rapidly, however. The number and percentage of residents with bachelor's degrees and graduate degrees increased in the township in the 1990s as seen in Table 2.7. Limerick is also becoming more wealthy compared to the county. In 1990, Limerick's median household income was \$3,400 less than the

Table 2.6 Population Characteristics 2000

Limerick Township Montgomery County		
2000 Population	13,534	750,097
Gender		
Males	49.7%	48.3%
Females	50.3%	51.7%
Age		
Median age	33.9	38.2
Under 19	28.2%	26.3%
20 to 44	44.2%	35.4%
45+	27.6%	38.3%
Race		
Non-white	5%	13.5%
Education		
High School Grad	91.5%	88.5%
Bachelors or higher	33.5%	38.7%

Source: U.S. Census Bureau

Table 2.7 Limerick Educational Attainment (Persons Over 25)

Level of Education	1990	2000	1990-2000 Change	Percent Change
Less than 9th grade	387	181	-206	-53.2%
9th to 12th grade, no diploma	668	603	-65	-9.7%
High school graduate	1,671	2,872	1,201	71.9%
Some college, no degree	634	1,813	1,179	186.0%
Associate degree	294	693	399	135.7%
Bachelor's degree	527	2,384	1,857	352.4%
Graduate or professional degree	292	3,563	3,271	1120.2%
Total	4,473	12,109	7,636	170.7%

Source: U.S. Census Bureau

Table 2.8 Median Household Income Changes

	Limerick Township	Montgomery County
	Income	Income
1989	\$40,330	\$43,720
1999	\$64,752	\$60,829
Percent Change 1989-1999	60.6%	39.1%

Source: U.S. Census Bureau

Table 2.9 Poverty Level

	Limerick Township		Montgomery County	
	Above Poverty Level	Below Poverty Level	Above Poverty Level	Below Poverty Level
1989	6,545	172	634,856	23,779
1999	13,239	254	696,667	32,215
Absolute change 1989-1999	6,694	82	61,811	8,436
Percent Change 1989-1999	102.3%	47.7%	9.7%	35.5%

Source: U.S. Census Bureau

Table 2.10 Total Housing Units

	Limerick Township	Montgomery County
1990	2,520	265,856
2000	5,442	297,434
Absolute Change	2,922	31,578
Percent Change	116.0%	11.9%

Source: U.S. Census Bureau

Table 2.11 Persons per Household

	Limerick Township	Montgomery County
1980	2.9	2.8
1990	2.8	2.6
2000	2.6	2.5

Source: U.S. Census Bureau

county's median. In 2000, it was roughly \$3,900 *more* than the county's median (Table 2.8).

Households

The characteristics of Limerick's households are changing in important ways as the township grows. The number of households is obviously growing, but like the county as a whole, households have decreased in size by about a third of a person between 1980 and 2000 (2.8 persons per household compared to 2.5 persons per household) as seen in Table 2.11. Poverty has increased at levels equal to the county, but the increase is relatively insignificant in comparison to overall township growth.

Unlike the county and the communities surrounding Limerick, the township's housing stock is becoming more diverse. The number of non-family households (with unrelated or unmarried people) increased 180 percent from 1990 to 2000 and represented 27 percent of households in the township in 2000 (Table 2.12). Owner-occupied homes grew at roughly the same rate as the population, but renter units increased from 351 units to 1,014, or 189 percent (Table 2.16). Further, median rents increased 93% from 1990 to 2000 compared to home prices, which increased 18 percent. Not surprisingly given the growth in rentals, the new homes built in recent years include a huge number of multifamily units. Well over half of the township's homes are less than 20 years old.

2. Planning Context

Table 2.12 Housing Occupancy

	Limerick Township			Montgomery County		
	Family	Non-Family	Total	Family	Non-Family	Total
Total Number	3,745	1,398	5,143	197,640	88,458	286,098
Percent	72.8%	27.2%	100.0%	69.1%	100.0%	32,215
Percent Change 1990-200	101.3%	180.2%	118.0%	9.2%	12.2%	35.5%

Source: U.S. Census Bureau

Table 2.13 Vacant Housing

	Limerick Township	Montgomery County
1990	2,359	254,995
2000	5,143	286,098
Absolute Change	2,784	31,103
Percent Change	118.0%	12.2%

Source: U.S. Census Bureau

Table 2.14 Housing Tenure

	Limerick Township	Montgomery County
1990	161	10,861
2000	299	11,336
Absolute Change	138	475
Percent Change	85.7%	4.4%
Vacancy Rate 2000	9.7%	6.9%

Source: U.S. Census Bureau

Table 2.15 Owner-Occupied Housing Units

	Limerick Township	Montgomery County
1990	2,008	184,317
2000	4,129	210,233
Absolute Change	2,121	25,916
Percent Change	105.6%	14.1%

Source: U.S. Census Bureau

Table 2.16 Renter-Occupied Housing Units

	Limerick Township	Montgomery County
1990	351	70,678
2000	1,014	75,885
Absolute Change	663	5,187
Percent Change	188.9%	7.3%
Percent Owner-Occupied 2000	75.9%	70.7%

Source: U.S. Census Bureau

Non-family households are outpacing population and family household growth.



Limerick has a variety of housing types including multifamily units, apartments, and single family detached homes.

2. Planning Context

As of 2000, 57% of all housing was less than ten years old.

Table 2.17 Housing Age

	Limerick Township		Montgomery County	
	Number	Percent	Number	Percent
1999-March 2000	700	12.9%	5,075	1.7%
1995-1998	1,505	27.7%	15,422	5.2%
1990-1994	910	16.7%	18,148	6.1%
1980-1998	614	11.3%	35,774	12.0%
1970-1979	206	3.8%	42,310	14.2%
1960-1969	362	6.7%	43,091	14.5%
1950-1959	377	6.9%	51,944	17.5%
1940-1949	221	4.1%	25,569	8.6%
1939 or Earlier	547	10.1%	60,101	20.2%
Total	5,442	100.0%	297,434	100.0%

Source: U.S. Census Bureau

The number of single-family attached units (twins or duplexes) grew by over 300% in the 1990s.

Table 2.18 Housing Types

Units in Structure	Limerick Township			Montgomery County		
	2000 Number	2000 Percent	1990-2000 Percent Change	2000 Number	2000 Percent	1990-2000 Percent Change
1 - Detached	3,116	57.3%	57.0%	166,543	56.0%	13.4%
1 - Attached	1,225	22.5%	312.5%	55,745	18.7%	19.6%
2	107	2.0%	67.2%	10,642	3.6%	13.7%
3 to 4	42	0.8%	50.0%	12,465	4.2%	19.9%
5 to 9	380	7.0%	1125.8%	9,641	3.2%	17.6%
10 to 19	361	6.6%	581.1%	11,613	3.9%	-19.4%
20 to 49	35	0.6%	N/A	8,380	2.8%	-8.7%
50 or More	39	0.7%	N/A	19,687	6.6%	25.5%
Mobile Home	137	2.5%	16.1%	2,627	0.9%	3.2%
Boat, RV, Van, etc.	0	0.0%	-100.0%	91	0.0%	-96.6%
Total	5,442	100.0%	N/A	297,434	100.0%	N/A

Source: U.S. Census Bureau

Table 2.19 Housing Value and Rent

	Limerick Township		Montgomery County	
	Median Housing Value	Median Monthly Rent	Median Housing Value	Median Monthly Rent
1990	\$ 131,800	\$ 519	\$ 142,400	\$ 593
2000	\$ 155,800	\$ 999	\$ 158,900	\$ 757
Percent Change 1990-2000	18.2%	92.5%	11.6%	27.7%

Source: U.S. Census Bureau

2. Planning Context

2.3 Land Use Trends

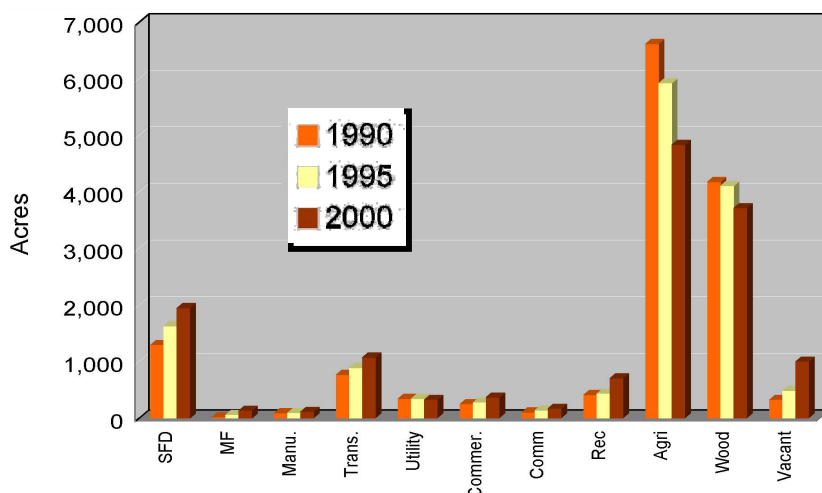
Limerick's landscape has changed significantly over the last couple of decades from a rural farming community to a suburban bedroom community. Areas that were traditionally farms, woodlands and open space were transformed into residential subdivisions and commercial development. Most residential growth is dispersed across the southern two-thirds of the township. Commercial uses are spreading along Limerick's arterial roadways. Ridge Pike in particular provides a significant amount of commercial land, as do the township's three interchanges on Route 422. The Philadelphia Premium Outlets, for example, which opened in 2007, boasts 150 outlet stores at the Sanatoga Interchange.

The transformation of the township's land is quantified by the DVRPC's land use coverage maps derived from aerial photography every five years (2000 is the most recent year available). The amount of land used for agricultural, residential, commercial, and other uses from 1990 to 2000 is described in this section. Montgomery County Board of Assessments data (2007) is used to provide current land use totals.

In the 1990s, there was a clear upward trend in land used for single family detached dwellings and a corresponding downward trend in wooded and agricultural lands (see Figure 2.2). It is also interesting to

Limerick is quickly losing its rural heritage as its farmlands and natural areas are converted into bedroom developments which serve employment centers in eastern Montgomery County and Philadelphia.

Table 2.20 Limerick Land Use 1990-2000



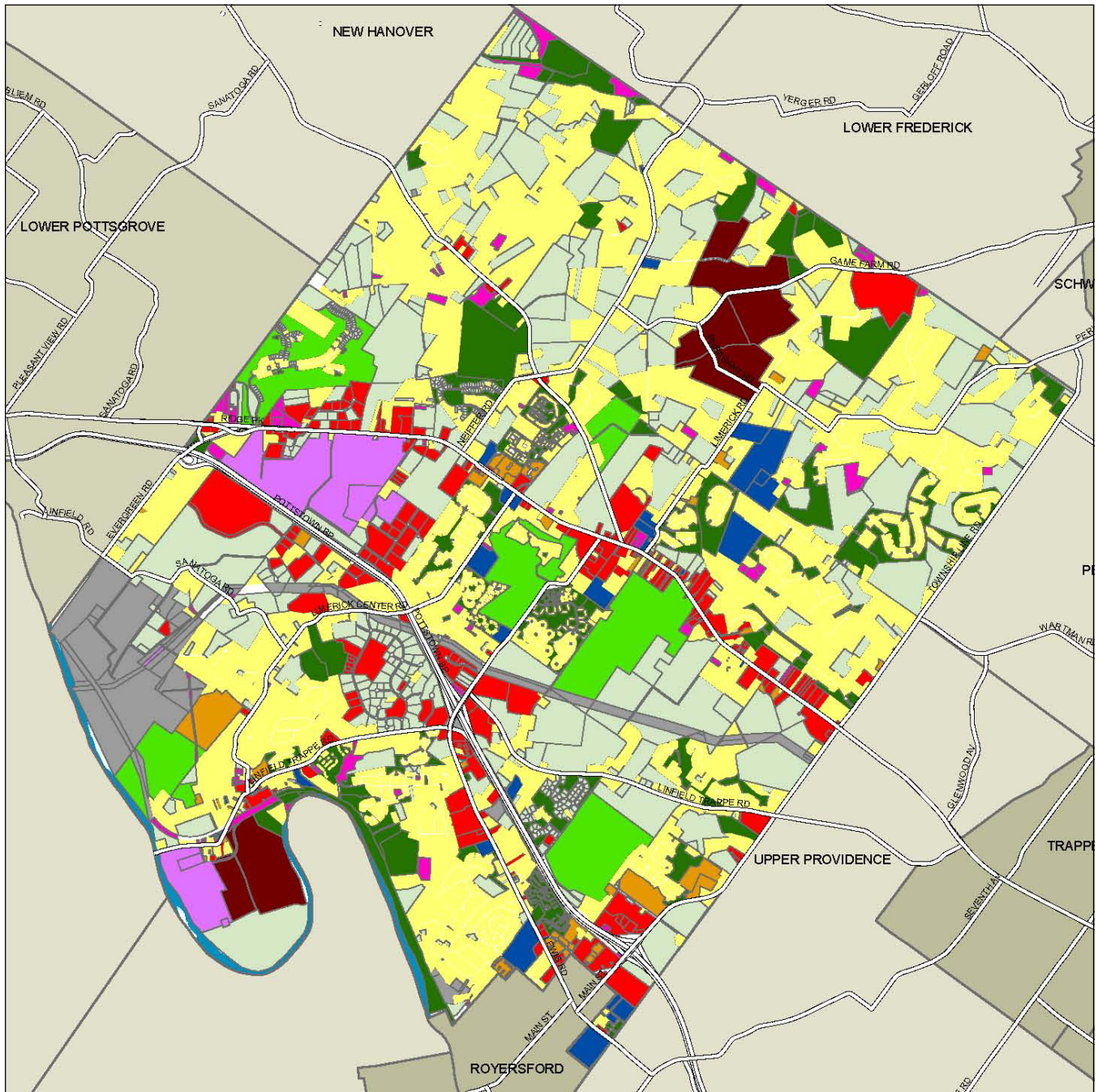
Source: Montgomery County

Table 2.21 Land Use Acreage 2007

Land Use	Acres	Percent
Commercial	1010.1	7.5%
Industrial	370.4	2.8%
Institutional	264.1	1.9%
Single Family	4668.4	34.1%
Multi Family	221.5	1.6%
Open Space	1209.4	8.5%
Recreation	789.9	5.7%
State Game Lands	438.9	3.3%
Undeveloped	3808.8	27.9%
Utility	689.9	5.1%
No Data	190.9	1.6%

Source: Montgomery County Board of Assessment Land Use Codes. See appendix for Specific Use categories.

Figure 2.2 Existing Land Use



Source: Land Use data provided from Montgomery County

Legend

- Commercial
- Industrial
- Institutional
- Recreation
- Open Space
- R-Multi Family
- R-Single Family
- State Game Lands
- Undeveloped
- Utility
- No Data

note that the amount of vacant land has *increased*, which may suggest that farming activities are decreasing in anticipation of development. There has been a notable increase in land used for transportation as new roads and parking lots are built. The somewhat modest increase in commercial lands may reflect reuse of older commercial areas. This will change with the next round of DVRPC land use mapping data, which will reflect the Premium Outlets at the Sanatoga Interchange and other recent commercial development.

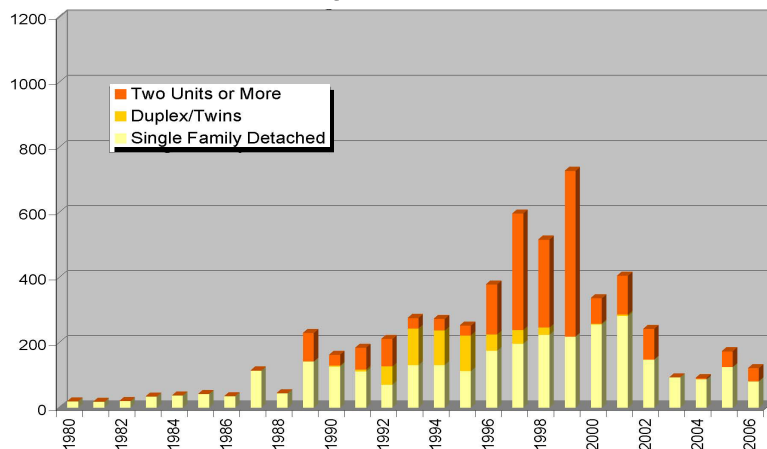
2. Planning Context

2.4 Residential Growth

Residential growth in Limerick occurred not only at a remarkable rate during the 1990s but with significant diversity. The township issued a total of 3,573 building permits during this period, six times as many as issued in the previous decade (592 permits). Over half of the (1,569) permits issued in the 1990s, were for dwellings with more than two units (multifamily units). Another 508 permits were for duplexes or twins. By comparison, of the 6,585 building permits issued in the 1990s in the 11 municipalities that surround Limerick, only 168 (2.6%) were for dwellings with more than two units, and four were for duplexes.

Residential growth in Limerick occurred not only at a remarkable rate during the 1990's but with significant diversity.

Table 2.22 Limerick Building Permits Issued 1980 -2006

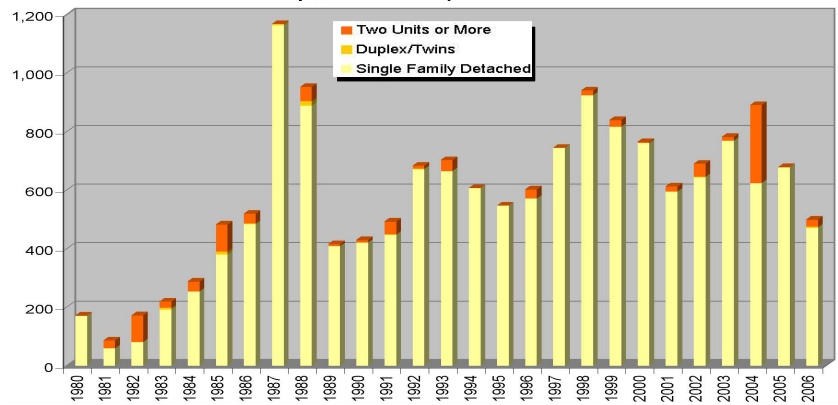


Source: Delaware Valley Regional Planning Commission

When these new permits are compared to land usage data provided by the DVRPC, some very interesting observations can be made. New single-family detached units consumed 652 acres from 1990 to 2000, during a time when 1,496 permits were issued (2.3 permits per acre). During the same time, multifamily units consumed 114 acres and 1,569 permits were issued (13.8 permits per acre). Although these densities are estimates they suggest the impact of detached units verses multifamily units on land consumption. Clearly multifamily units consume less land. The issuance of a building permit does not necessarily mean that a unit was built in the year that the permit was issued; however, it is likely the majority of the units were eventually built.

An estimated 1,784 acres of agricultural lands or 12% of the township were converted to other uses from 1990 to 2000 in Limerick.

Table 2.23 Adjacent Municipalities Permits Issued 1890-2006



Source: Delaware Valley Regional Planning Commission

Table 2.24 Temporarily and Permanently Farm Lands

Program	Ownership	Acres
Temporarily Protected Lands		
Act 319 Total	Private Ownership	3,098
Act 515 Total	Private Recreation	268
Act 319 Total	Public Ownership	142
Total Temporary Protection		3,508
Permanently Protected Lands		
Agricultural Security Areas (ASA)		441*
		*3% of the township

Source: Montgomery Tax Claim Bureau



The "Buy Fresh Buy Local" campaign is encouraging consumers to buy locally grown food and in an effort to save farm lands.

Agriculture

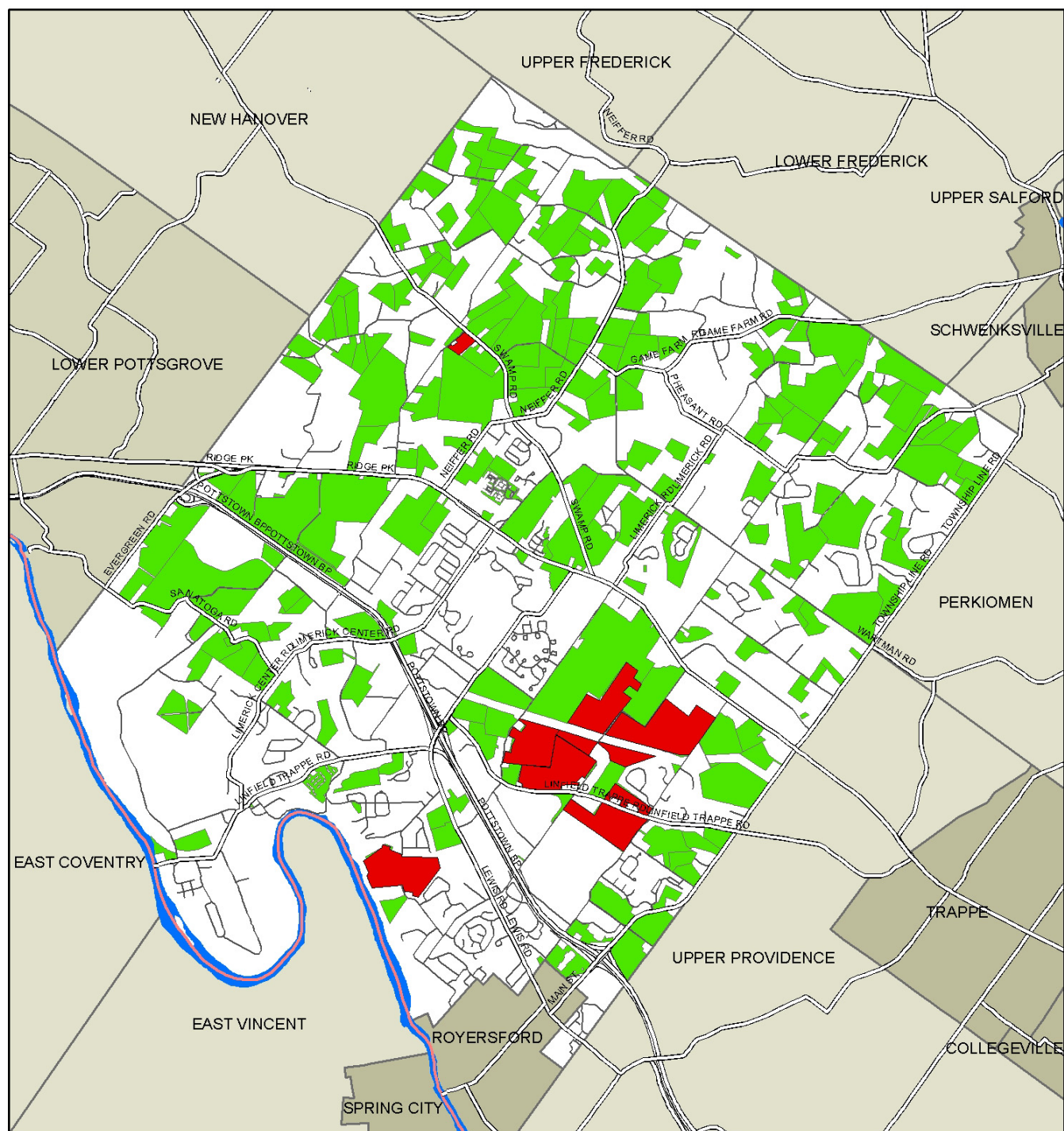
Farming faces a serious threat in the township. An estimated 1,784 acres of agricultural lands or 12% of the township were converted to other uses from 1990 to 2000 in Limerick. At this rate the 4,800 acres of agricultural lands estimated to remain in 2000 would be gone by 2030, if not preserved. To counter this threat, Limerick Township has created an Agriculture Security Area. Properties within the Agriculture Security Area are eligible to apply to the county for development rights sale.

Agriculture has been extremely important to Limerick historically and will play a crucial role in the township's future growth. There are growing demands in the Philadelphia area and around the country for locally grown farm products. This demand presents an opportunity for Limerick's farming infrastructure to be strengthened. If the Limerick farming community can capitalize on this trend, they can preserve an important part of the township's heritage, save valuable open space, increase the quality of life for township residents, and profit from their efforts. The sale of the development rights on their property can also provide fair compensation for the land.

Acts 319 and 515 are Pennsylvania preferential tax programs that allow property owners who maintain their land for agriculture or other open space to defer tax payments on the value of their land. These programs do not provide permanent protection. Agriculture Security Areas are easements owned by the Commonwealth or county, and township under the authority of the Agricultural Area Security Law. There are currently four farms listed.

2. Planning Context

Figure 2.3 Agricultural Preservation



Source: Montgomery Board of Assessments

- Permanent Agricultural Easements
- Temporarily Protected Lands

Act 515 enables Pennsylvania counties to covenant with landowners to preserve land in farm, forest, water supply or open space by taxing land according to its use value rather than the prevailing market value.
Act 319 is designed to preserve farmland, forest land and open space by taxing land according to its use value rather than the prevailing market value.

Retail Commercial

Retail development in this decade appears to be following the rapid growth of residential growth in the last decade. In 2005, roughly 3.3% of the township was commercial. This total includes the traditional retail shops that developed over the past several decades including corner stores and small scale strip developments located on Ridge Pike and other main roadways. These smaller scale developments are quickly being replaced with larger developments and big box uses. Retail development is growing rapidly around the route 422 interchanges. A 2008 retail inventory of the township revealed a current total of 1.3 million square feet of occupied commercial retail space among 255 retailers.

These smaller scale developments are quickly being replaced with larger developments and big box uses.



In the past decade retail development has grown dramatically along the major traffic corridors in Limerick.

Table 2.25 Limerick Retail Development

Type of Retail	Number of Stores	Percent of Stores
Community-serving goods and services	130	51.0%
Department stores	2	0.8%
Apparel	86	33.7%
Other specialty goods	22	8.6%
Home furnishings	13	5.1%
Other retail stores	2	0.8%
Total	255	100.0%

Source: Montgomery Tax Claim Bureau

It is important to note that the traditional centers of Limerick and Linfield have not benefited from this commercial growth. The village of Limerick has become diffuse as new development occurred. Visiting Limerick village for the first time, there is little sense of where its center is located. Linfield on the other hand, has not experienced any increased retail development largely due to poor access resulting from unimproved roadways. There is little new commercial development and the existing residential buildings suffer from the large amount of new residential product now available in and around the township.

2. Planning Context

Industrial

Limerick has very limited industrial lands. Less than 1% (112 acres) of the township is described as active manufacturing (industrial) by the DVRPC's 2000 land use data. This total has not changed significantly from 1990. The largest industrial use is arguably the nuclear power station operated by Exelon; however, this is a utility and not an industrial use per se. The roughly 200 acre Publicker site, or old Linfield Distillery, is vacant and could be reused industrially in the future. The site currently contains 14 200' x 200' "explosion proof" buildings that were built to store distilled alcohol. There is also a larger warehouse (roughly 600' x 300'); however, the majority of the site (roughly 150 acres) is wooded and undeveloped.

The Limerick Airport Business Center at Route 422 and Airport Road provides the township's largest amount of light industry.

Public/Semi-Public Uses

Public and semi-public lands include township, county, and state lands as well as lands that are held for community services such as private recreation, churches, schools, and homeowner association "open spaces." These lands make up an estimated 1,530 of the township's 14,500 acres. Their uses range from active recreation to cemeteries to state game lands. Generally, public lands enhance the quality of the life of township residents by providing open spaces and community facilities.

Public and Private Recreation Uses

Recreational lands are generally provided by the township and other public or semi-public owners via parks, playgrounds and golf course. (these are described in more detail in the Community Facilities section below).

Passive recreation opportunities are also provided by the township, particularly at Trinley Park, Montgomery County at Sunrise Mill Park, the National Land Trust at Stonehill Wildlife Preserve, and the State Game Lands which offers hunting, fishing, hiking, and bird watching. Recreation facilities are provided by clubs, such as golf clubs, the newly built Spring Valley YMCA, and to a lesser degree by home



The Limerick Airport Business Center provides for lighter industrial uses.

owner associations within residential developments.

Spring-Ford School District has a number of playgrounds, fields and other facilities, but these resources are targeted toward school-aged children and therefore classified as institutional.

Undeveloped Vacant Land

The 2000 DVRPC land use data describes just over 1,000 acres of vacant land in the township. This is an increase from 1990 (323 acres vacant) which may suggest that farmland is being left unimproved in anticipation of future development. Other undeveloped land from the 2000 data includes 3,700 acres of woodlands and 4,800 acres of agricultural lands. All together, vacant, wooded, and agricultural lands equaled 9,500 acres or about two-thirds of the township in 2000. Much of this land has been developed over the past eight years. It is also important to note that the build-out analysis provided later in the plan examines vacant land as described by county tax assessment data. The county data is more current, but does not provide for trends in land use.



Limerick is home to many golf courses.



Limerick Township is not fully developed; the Township still has vacant lands that present opportunities for preservation or new development.

2. Planning Context

2.5 Community Services and Facilities

Public Sanitary Sewage Services

Limerick's Sewer Service Area has steadily expanded through the approval of planning modules on a development-by-development basis instead of a concerted plan for expansion. Over two-thirds of the township is currently within the areas served by public sewage facilities and there is understandable concern from the community that the expansion of the sewer service area opens the door to new development.

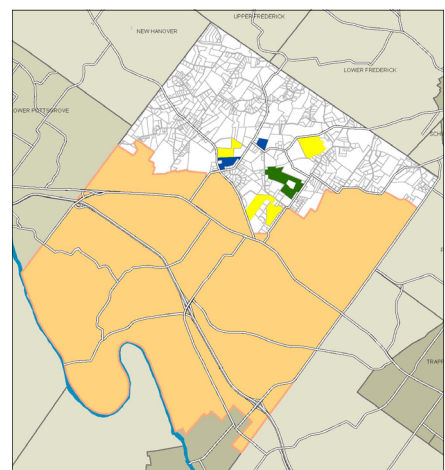
Unfortunately, Pennsylvania law does not provide for a strong connection between sewage facilities planning and comprehensive plans. Act 537, which authorizes municipalities to create sewage facilities plans, requires that sewage facilities plans be consistent with the local comprehensive plan. When a community experiences development pressure, such as with Limerick, the area served by sewage facilities is expanded as new developments are approved. The municipality comments on "planning modules"* for sewerage expansion (usually after zoning approval is given), but has little ability to stop the installation and use of new sewage facilities because they are permitted by the Department of Environmental Protection. The DEP may not rely on local planning efforts in granting approvals.

The township's sewage treatment facilities have sufficient capacity to accommodate planned and projected growth. In 2008, the expansion and upgrade of the King Road Plant was completed, giving it a rated capacity of 1.7 million gallons per day with the ability to readily expand by a capacity of 2.5 million gallons per day. The Possum Hollow treatment plant built on land owned by Exelon at Longview Road in Linfield opened in 2003. It has a rated capacity of 700,000 gallons per day and can easily be expanded. When the plant was opened, an expanded sewer collection system through the western Possum Hollow plant enabled Exelon to connect to the Township sewer system and abandon their own treatment plant. The Possum Hollow Plant was listed with an excess capacity of 592,000 gallons in 2005. While

* The Planning Module Application Mailer must be submitted for all new land development projects to the DEP. The application is used by the DEP to determine if sewage facilities planning is appropriate for a project.

Limerick's Sewer Service Area has steadily expanded through the approval of planning modules on a development-by-development basis instead of a concerted plan for expansion.

Figure 2.4 Public Sanitary Sewer Service



Source: Montgomery County

Legend

- Sewer Service
- Pending Development Parcels**
 - Institutional
 - Recreational
 - Residential

The pending development applications shown outside of the Sewer Service Area above can expand public sewer services without careful land planning.

private developers usually pay for the new sewerage infrastructure, in 2008 the township charged a \$4,826 one time capital contribution fee.

The Montgomery County Sewage Treatment Facilities Status Report states that there were three non-municipal sewage treatment facilities in the township in 2005: Limerick Trailer Park, Pierson and Stevenson, and Western Montgomery County Vocation Technology School. Homes that are not connected to the public sewerage system use on-lot facilities, which are usually seepage beds with and without sand mounds. There are a few sections of the township within the sewer service area that are still on-lot, but the majority of the on-lot systems are beyond the service area. If not properly maintained, on-lot systems run the risk of failing and Limerick Township is ultimately responsible for the provision of sewage facilities. The 1998 sewer feasibility study identified the Fruitville Area as an area with on-lot sewer problems. The feasibility study looked at ways to serve a portion of Fruitville Road south of Hartenstein Creek, and the businesses along Ridge Pike. The expansion was postponed to a later date due to other sewer expansion obligations.



Natural gas right of way in the northern section of Limerick.

Public Water Service

The Pennsylvania Public Utilities Commission has awarded all lands within the township as a franchise territory to PA American Water Company (RWE AG in Essen, Germany is the parent company of American Water). PA American provides public water service to many of the same areas as the township sewage facilities system with the exception of the Linfield area, Linfield Trappe Road, and Graterford Road. In addition, water storage facilities are located on Limerick Road and at the intersection of Ziegler Road and Swamp Pike, a booster pump is located along Royersford Road. The water comes from wells located in Upper Providence Township and the Schuylkill River. PA American operates a water treatment plant in Chester County across from Linfield. Unserved areas that do not have public water rely on water from on-lot pumps.

Other Utilities

A number of utility transmission lines transect the township and offer opportunities for accessory uses such as recreation pathways. Ex-

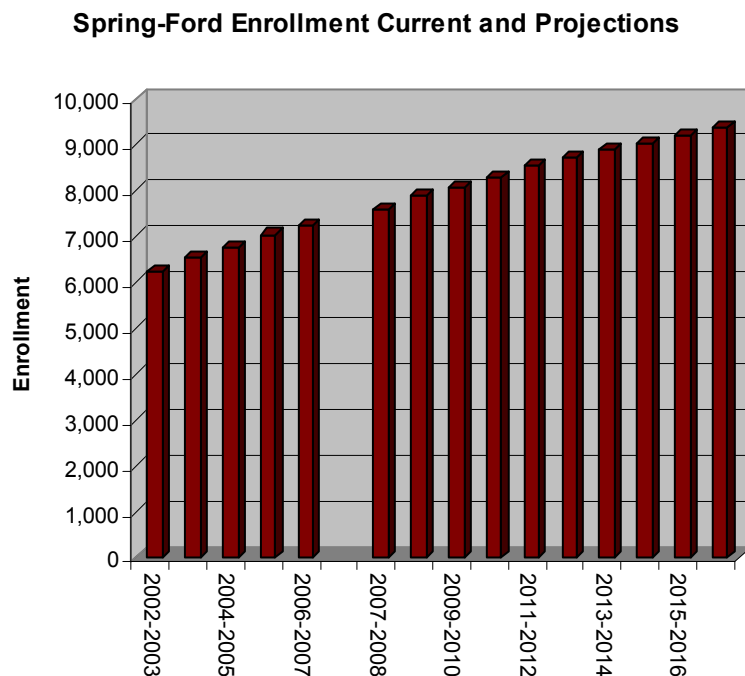
2. Planning Context

elon maintains a right-of-way that runs roughly north from the nuclear generation station to the intersection of Township Line Road and Ridge Pike. Also, there are three natural gas lines and a pipeline containing liquid petroleum located in the eastern portion of the township.

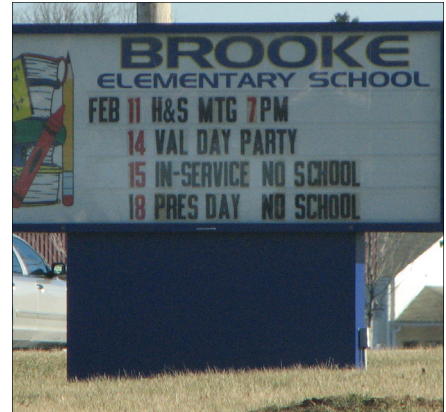
Education

Limerick Township is served by the Spring-Ford School District, which also serves the communities of Royersford Borough, Upper Providence Township, and Spring City Borough in Chester County. There are 11 schools in the district with 3 elementary schools in Limerick that provide K-4 education, Brooke Elementary, Evans Elementary, and Limerick Elementary. Middle schools are broken out by classes with separate facilities. The fifth and sixth grades are combined within a wing of the middle school flex building in Upper Providence Township. The seventh grade is located in the opposite wing of the same building. The eighth grade center is the former Royersford High School located on Washington Street in Royersford Borough. The ninth grade center is the old Spring Ford Area High School located on Lewis Road in both Limerick and Upper Providence Townships.

Table 2.26. Spring- Ford Enrollment



Source:: Pennsylvania Department of Education



Brooke Elementary is located in North Lewis Road and is home of the Brooke Buckaroos!



The Limerick Community Park is 56 acres and is located at Swamp Pike and Ziegler Road.



Thompson Pavilion is located at Trinley Park on the Schuylkill River.
Credit: Michelle Chrisman

The high school is located in Limerick and serves grades 10—12. The school district expects to reach the peak in enrollment at about 2016. The School District is currently planning a new multiple-building facility in Limerick off Swamp Pike that may house both middle and high schools, but the final plan and program for that space has not yet been determined.

Enrollment is increasing rapidly in the district. For the 2006-2007 school year there were just over 7,000 students enrolled in the district. By 2017, this number is expected to increase by more than 2,000 students to 9,375 according the Pennsylvania Department of Education. This is a significant increase when considering the infrastructure needed to educate these students. To put this in perspective, a new high school provides for roughly 2,000 students and costs tens of millions of dollars to build.

Library

The Royersford Free Public Library is Limerick's local library and is located at 200 South Fourth Avenue in Royersford. It is part of the Montgomery County-Norristown Public Library which offers three other branches. Also, the Bookmobile' visits the Limerick Township Building every two weeks. There has been some discussion of a new library to be built in Upper Providence Township, but no final plans have been released.

Recreation

Limerick has wonderful active and passive recreational facilities. The township maintains three parks and there are a number of private recreation facilities including the Spring Valley YMCA, and five golf courses. Each of these facilities are described below.

Limerick Community Park consists of approximately 56 acres and is located at Swamp Pike and Ziegler Road. It is home to the Manderach Memorial Playground. Limerick Community Park has two pavilions with electricity and picnic tables that will accommodate approximately 200 people. There is a nominal charge to reserve the pavilions. There are four baseball fields, two softball fields, four soccer fields, two sand volleyball courts, two basketball courts, restrooms, and a concession stand.

2. Planning Context

Veteran's Park is a 15.5- acre park located just behind the municipal building on Ridge Pike. The park contains a large pavilion with picnic tables and charcoal grills, a softball/soccer field, two tennis courts, and restroom facilities.

Linfield Landing is a six-acre park located on Trinley Road in Linfield. It offers a spectacular view of the Schuylkill River. It has a newly installed boat ramp and a small pavilion with picnic tables.

The YMCA offers numerous facilities and programmed recreational facilities included with an annual membership fee. Facilities include:

- Outdoor pool complex & water slides
- Two indoor pools with water slide
- 1/13-mile indoor elevated track
- State-of-the-art wellness center
- MAJIC youth fitness center
- Two double gymnasiums
- Whirlpool & sauna
- Child watch center
- Outdoor walking trail
- Cafe YMCA
- Traverse rock wall
- Enclosed spray pad
- Belay rock wall

Golf Courses

Limerick has five golf courses. The Limerick Golf Club is an 18-hole course on Lewis Road. The Turtle Creek Golf Course opened in 1997 and offers 18 holes. It is associated with the Waltz Golf Farm, a family-oriented facility offering two 18-hole miniature golf courses, a 9-hole par 3 course, a driving range, a batting cage, and a snack bar with 26 flavors of soft ice cream! Linfield National Golf Course is located on Church Road and also offers 18 holes. Springford Country Club is an 18-hole members-only club located in the southeastern part of the township. Raven Claw Golf Course is a membership course located on the border of Lower Pottsgrove Township.

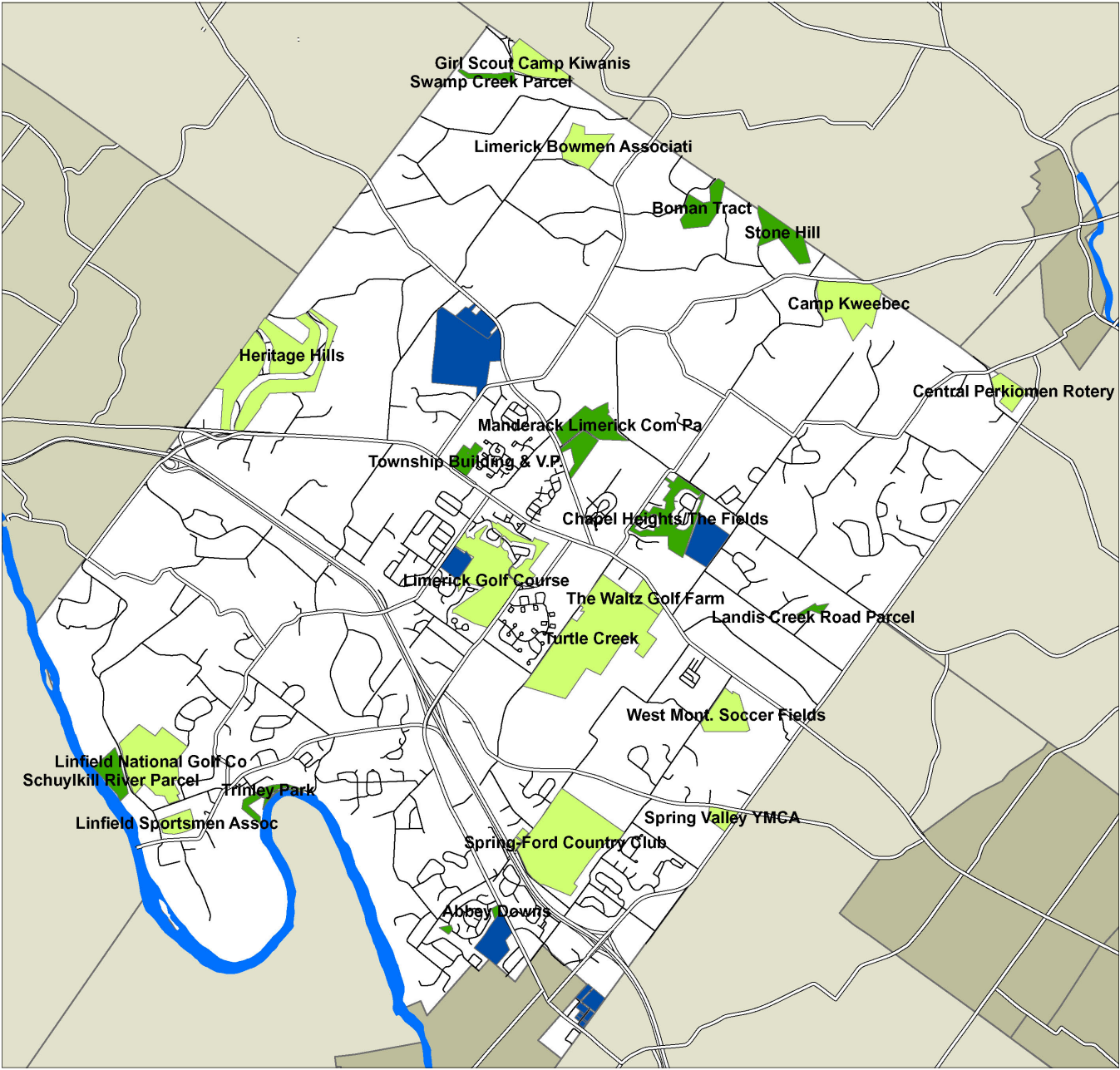


The Spring Valley YMCA at Township Line and Linfield-Trappe Roads provides numerous recreation programs



The Waltz Golf Farm, above, is one of Limerick's five golf courses.

Figure 2.5 Recreation Facilities



Source: Limerick Township 2006 Open Space Plan

Legend

- Private Recreation
- Limerick Parks
- Spring-Ford School District

Private Soccer

The West-Mont United Soccer Association is a private soccer club that caters to boys and girls from ages 5 to 13. The club, which is located on Royersford Road, is currently in the process of renovating its clubhouse to better meet the needs of the families of Limerick.

2. Planning Context

Solid Waste Collection

Municipal waste collection services are provided to businesses and homeowners directly by several private waste vendors that operate in the area. The township mandates recycling through an ordinance and collects grant funds for the recycling performance in the township under Section 904 of the Municipal Waste Planning Recycle and Waste Reduction Act of 1988.

Fire, Police, and Emergency Management Services

Limerick has two voluntary fire departments that serve the community. The Limerick Fire Company (Montgomery County Station No. 54) has two pump trucks, a ladder truck, and chief's vehicle. The Linfield Fire Company (Montgomery County Station No. 51) operates two engines, one air and light utility truck, one 2,500 gallon tanker truck, a field/brush unit, and one traffic unit for traffic police. Both companies are funded through the township's fire tax.

The Limerick Police Department consists of 17 officers, two civilians and a canine. It is broken down into four patrol platoons that are supervised by two corporals and has one of the few K-9 and Bicycle Units in the area.

Ambulance is provided by a number of private services, and the Pottstown Memorial Medical Center and Phoenixville Hospital provide emergency health services to the township. Trappe Ambulance Service is housed in the Limerick Fire Company, the Friendship Ambulance and Rescue is located in Royersford, Goodwill Ambulance is in Pottstown, and the Lower Frederick Regional Ambulance Corp. is in Spring Mount.



The Limerick Fire Company is located on Ridge Pike.

2.6 Natural Features

Geology

Aquifer Characteristics

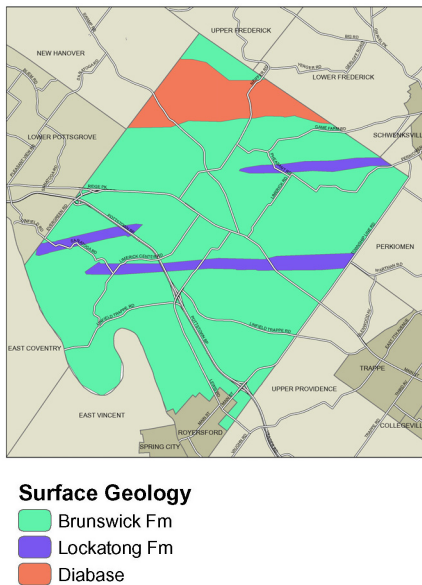
Limerick Township is underlain by three geologic formations, each with distinct characteristics affecting potential groundwater productivity. Figure 2.6 shows the geographic extent of the formations as mapped by the Pennsylvania Geologic Survey and as described in the *Groundwater Resources of Montgomery County*.

More than 90 percent of the Township is underlain by the Brunswick Formation, a reddish brown shale and sandstone. Faults and fractures in the shale and sandstone beds serve as groundwater storage areas, as the numerous spaces between the broken and crushed rock permit far more storage capacity than the narrow seams between beds of denser rock formations. Generally, the Brunswick Formation is a moderately productive source of groundwater, particularly with deeper well drilling. The average well yield ranges from 20 to 60 gallons per minute, with yields of over 100 gallons per minute possible in wells over 200 feet in depth.

The 1988 *Limerick Township Groundwater Issues* report notes that “most of the Township has heavy, poorly-drained clay soils over an impervious shale bedrock, seriously limiting the intrusion of water.” The source used by the report is a 1982 publication, *Special Groundwater Study*, by the Delaware River Basin Commission, which estimates the approximate population density for a sustained groundwater recharge withdrawal balance. The study estimates that approximately two acres of recharge area are required for every residence with normal groundwater withdrawal of about 300 gallons per day.

It is essential that a groundwater balance be achieved. Non-residential land uses typically requires a greater proportion of impervious cover than do residential uses, as their parking areas and building sizes are far greater and consequently cause more runoff and less infiltration. Exacerbating the problem are central sewage systems that discharge water into local streams and in effect export wa-

Figure 2.6 Surface Geology



Source: Montgomery County



Mine run in the northern area of Limerick.

2. Planning Context

ter from the local basin. Where on-lot seepage beds and to a lesser degree land application of wastewater (spray irrigation) is possible for central sewage systems, the groundwater budget could be better balanced.

Without planning for groundwater, the Township will ultimately face seriously depleted groundwater resources, the failure of existing wells, and the necessity to build a larger central water system.

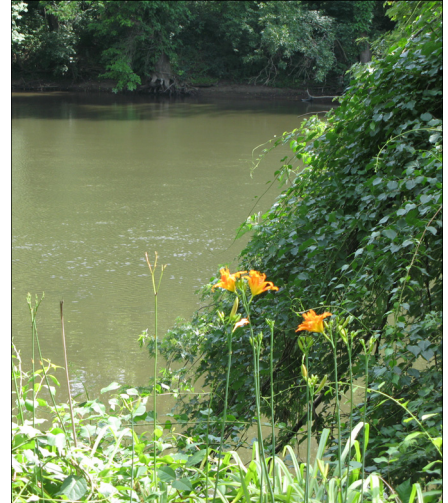
The other two major underlying geologic formations in Limerick are far less reliable as sources of groundwater than the Brunswick Formation. Interbedded with the Brunswick formation and running east to west through the Township, from the intersection of Schwenksville and Heffner Roads to the Exelon Facility, are two beds of the Lockatong Formation. The two parallel, 500-foot wide bands of the formation are offset by a fault beneath Brooke Evans Creek.

The Lockatong Formation is a very dense shale and mudstone called argillite. Fractures and seams within the beds are very narrow and infrequent, permitting far less groundwater storage than the Brunswick Formation. Diabase, a medium to coarse grained igneous rock, underlies the ridges and higher elevations of the northern corner of the Township, north of the village of Fruitville and south of Swamp Creek. This rock is very hard and resists fracturing, resulting in few water-holding voids and seams. Not only is diabase a poor source of groundwater, but it frequently supports a thin soil layer, making excavation difficult for the construction of buildings, roads and underground infrastructure, including seepage beds.

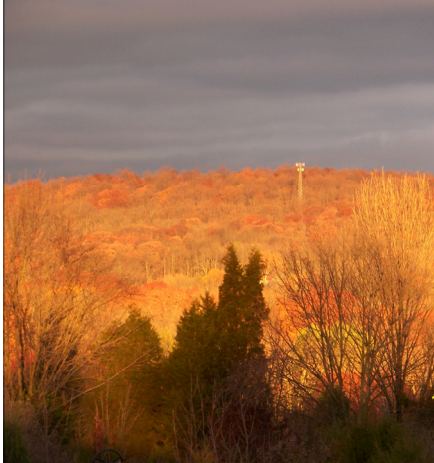
Major Rock Outcroppings

Areas with rock outcrops are associated with bluffs and steep valley walls along the Schuylkill. The outcrops are both scenic and environmentally critical due to their proximity to and immediate drainage into surface waters. These outcrops should be protected in the same way that wetlands and floodplains are protected.

Other rock outcrops are found in the northern portion of the township, generally in the areas underlain by diabase. The outcrops are generally individual boulders on the wooded, hilly lands.



Day lilies on the banks of the Schuylkill River.



StoneHill Preserve.
Credit: Michele Chrisman

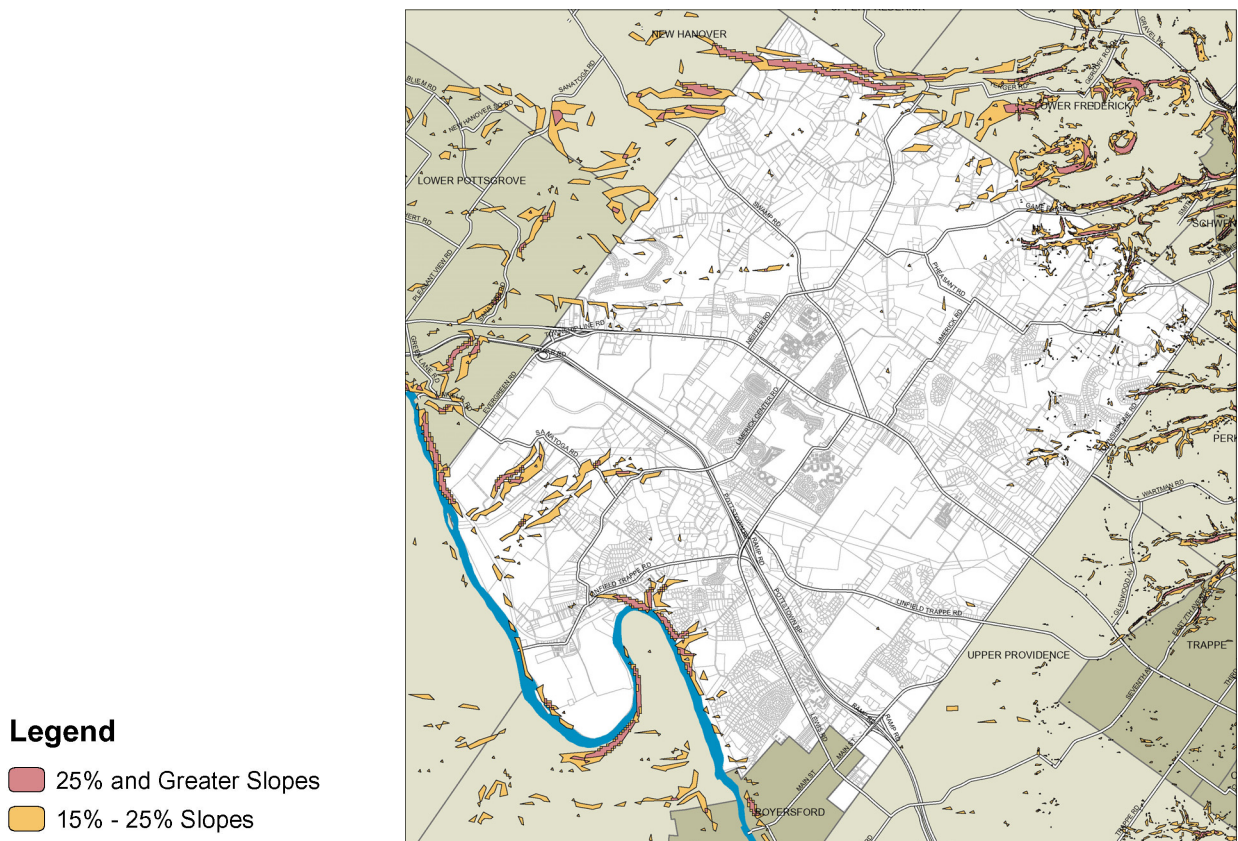
Topography

Steep Slopes

The Steep Slopes map (Figure 2.7) shows lands that have greater than 25 percent slope (very steep), between 15 percent and 20 percent (steep), and less than 15 percent (not regulated). It is estimated that approximately 80 percent of the Township has slopes under 5 percent. Which is reflected in farmland and gently rolling terrain. Less than 5 percent of township land exceeds 15 percent.

Slopes in the 15 to 25 percent category are associated almost exclusively with Limerick's streams and rivers. Adjoining the stream's floodplain or in a few cases running almost perpendicular to the stream, these steep areas appear to be underlain by resistant bed-rock that has been slowly channeled by the erosive action of water. Most of the sloping land overlooking the Schuylkill is steeper than 25 percent.

Figure 2.7 Steep Slopes



Source: Montgomery County

2. Planning Context

Other areas with slopes between 15 and 25 percent can be found on the hillsides of the diabase ridges in the northern corner of the township. These areas are relatively small and isolated, as these hills generally possess slopes of between 10 and 15 percent. In the hilly area north of Mingo Church there are small areas with slopes that range between 15 and 25 percent.

Areas with slopes greater than 25 percent are somewhat less extensive than areas with slopes of 15 to 25 percent, but are usually found in the same locations, along the floodplains of streams and along the Schuylkill River. The most extensive areas of slopes greater than 25 percent border Swamp Creek in the north and lie along the Schuylkill River and its tributaries approximately a half mile upstream from their confluence. Slopes greater than 25 percent cover only a small portion of the township, but their significance as both a scenic resource and an environmental resource cannot be understated.

Steep slopes are vulnerable to erosion when their vegetative cover is removed. Grading, construction, and even ordinary cultivation can cause massive soil losses in a single heavy rainfall. The accelerated erosion caused by human activities can cause damage to adjoining sites, but it is particularly damaging to streams and waterways. The transport of sediment in streams not only causes turbidity that may threaten aquatic life, but also leads to the deposition of sediment that certainly damages aquatic biodiversity and habitat. Not only are biotic resources endangered by sedimentation, but so are the structural capabilities of streams. Sedimentation can reduce the volume of water a stream can carry and thereby cause additional flooding downstream.

Major Watersheds

The southern and western two-thirds of the township drain directly into the Schuylkill River by way of the Hartenstine Creek, Possum Hollow Run, Brooke Evans Creek, Mingo Run, and other smaller unnamed tributaries. The northern and eastern third of Limerick drains into the Perkiomen Creek by way of Swamp Creek, Mine Run, Landis Creek, and Lodal Creek. These streams run approximately west to east and have a trellis-like drainage pattern typical of lands underlain by shale bedrock.



Steep slopes are especially susceptible to erosion and should be protected. The site above is adjacent to Limerick in neighboring Upper Providence Township.

Prime Agricultural Soils



A small field of corn in the northern part of the township



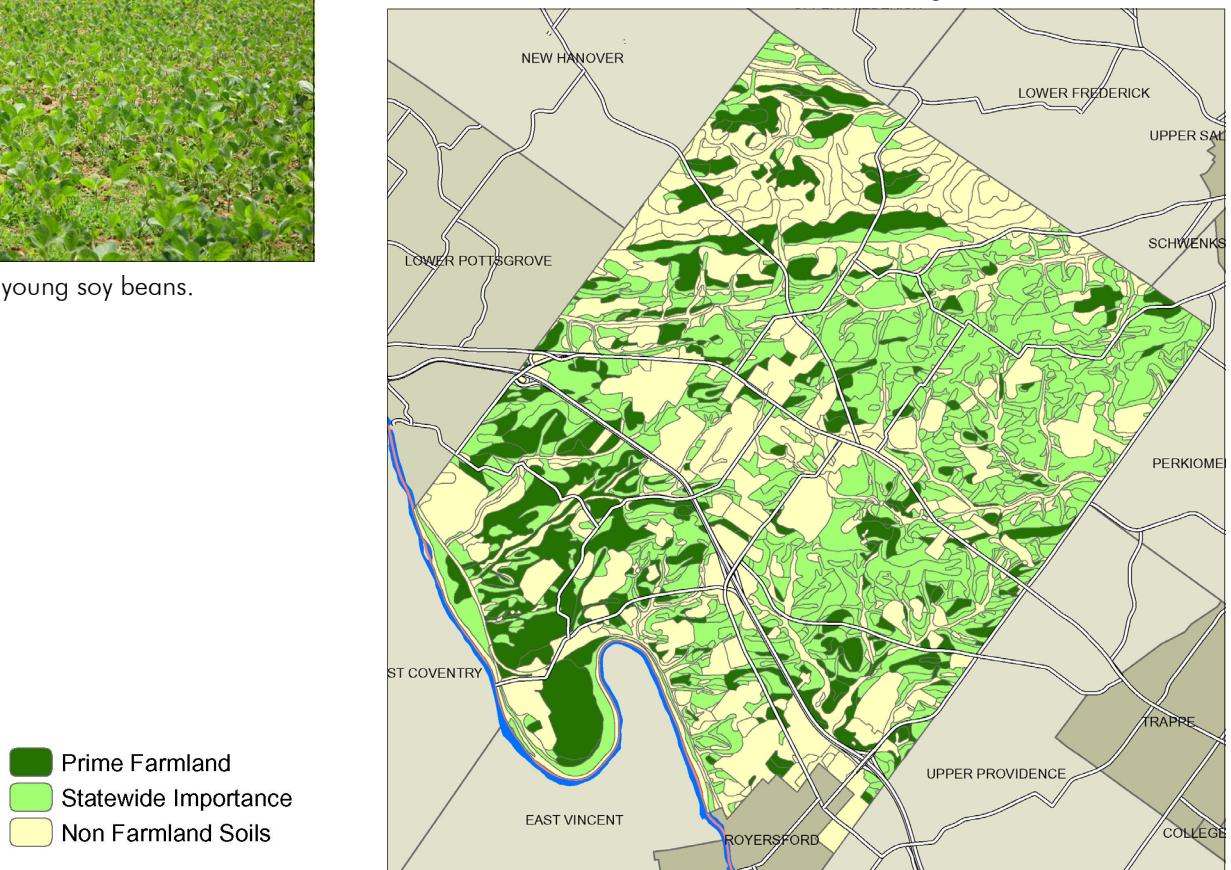
A crop of young soy beans.

As shown in Figure 2.8, prime agricultural soils are widely distributed and cover approximately 10 percent of Limerick Township. These soils are deep, relatively fertile, and relatively well drained. Prime agricultural soils are generally found on flatter ground, and are more tolerant of a variety of crops and tillage practices. These soils present the best opportunities for the production of food and fiber crops.

Agriculture remains an important land use in some parts of the township, adding value to the economy as well as cultural identity. The residents enjoy the scenic contribution of their neighboring farms. The availability of fresh fruit and vegetables is increasingly popular and in demand by township residents.

Soils that are well suited to agriculture are also well suited to residential development, particularly the on-site disposal of wastewater. This overlap has been a consistent cause of incremental dismemberment of farm economies throughout rural America. As suburban develop-

Figure 2.8 Prime Farmland



Source:: Montgomery County

2. Planning Context

ment reaches the outskirts of a farming area, land values rise to levels well above the intrinsic value of the earth for farming. This encourages sales by farmers to developers, and high property taxes based on the potential development value.

Hydric Soils

Hydric soils are unsuitable for development and for most agricultural uses. Their high water table prevents the percolation of wastewater from drain fields, and they may cause wet basements. Groundwater is susceptible to contamination from wastewater disposal on these soils. The high water table makes them unsuitable for cultivation, and the Natural Resource Conservation Service recommends their use as pasture or wildlife areas only.



Farms often compete with other uses for productive agricultural soils.

Figure 2.9 Hydric Soils



Source: Montgomery County

Legend

- Major Hydric
- Minor Hydric

Surface Waters



Schuylkill River



Hartenstine Creek

Small ponds, shown in Figure 2.10, exist throughout the township. Most are less than an acre or two in size, and serve multiple functions: fish and waterfowl habitat, water sources for livestock and agricultural irrigation, fire protection, and active and passive recreation. Privately owned and constructed, most ponds originally served agricultural and fire protection purposes. As agriculture becomes less dependent on livestock production, these ponds will become less utilitarian and more suited to wildlife breeding and feeding areas and for human recreation. Ponds located at the top of the drainage network, or at the headwater, provide habitat to declining populations of reptiles and amphibians, as well as to migratory wildfowl. Ponds in the stream channel also provide habitat to amphibians, reptiles, fish and wildfowl, but are more susceptible to siltation.

The Schuylkill River is the most significant water resource in Limerick. A Pennsylvania Scenic River, the Schuylkill forms a 5.5-mile southwestern boundary between Limerick Township and Chester County. The waters of the Schuylkill are withdrawn and returned to the river channel many times on their way to the Delaware River and Delaware Bay. Agriculture and industry withdraw water for irrigation and processing. The Limerick Nuclear Generating Station depends on water from the Schuylkill River, as well as the Delaware River, for cooling related to electrical generation.

Recreation is becoming an increasingly important use on the Schuylkill. Much of the river runs along historically important destinations, such as historic Philadelphia, Pennsylvania Dutch Country, and the Valley Forge Battlegrounds. The Schuylkill River Heritage Area is devoted to preserving one of America's most significant cultural and industrial regions. The Heritage Area covers parts of Schuylkill, Berks, Chester, Montgomery, and Philadelphia Counties.

Headwaters and Springs

Springs and seeps, when not impounded, provide cold, relatively clean water to the surface drainage system. Beginning as small, low volume streams, headwater streams are particularly susceptible to water quality degradation resulting from new construction and existing

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development. Runoff from impervious surfaces and disturbed surfaces can negatively impact the water quality as well as the structure of a stream channel that provides habitat to native fishes and their invertebrate food source.

Wetlands

Wetlands identified on the National Wetlands Inventory are shown in Figure 2.10. They are located largely in the floodplains of streams or in drainage swales throughout the township. The largest wetlands, located in the Schuylkill floodplain, cover approximately 10 acres. Other large wetlands of almost 5-acres are scattered throughout the township. The floodplain of Swamp Creek, the upper reaches of the Possum Hollow Run watershed, and the floodplain of Landis Creek are characterized by numerous, largely wooded wetland areas. A unique, wooded 4-acre wetland is located at the upper elevation of a drainage divide west of Fruitville Road and Swamp Pike.

Wetlands provide a variety of important wildlife habitat and hydrologic functions. They serve as recharge areas for groundwater and filtration areas for surface water. Perhaps the most important contribution wetlands make to our environment is as habitat for fish, reptiles, amphibians, birds and mammals. Their role as nursery, food source, shelter, refuge, and hibernation sites is particularly critical to two threatened groups of vertebrates, amphibians and migrating waterfowl.

100 -Year Floodplains

Almost all lengths of perennial streams in Limerick are bordered by floodplains, the areas that are subject to overflow during storms or rapid snow melt. The 100-year floodplain is the area that will be inundated during the greatest storm that is likely to occur over a 100-year period. There is no limit to the number of times these storms can occur in any decade, year, or season. The 100-year floodplain is a regulatory line derived by government definition and is not readily apparent on the ground. It forms the basis for federal flood insurance programs and the township's floodplain ordinance. The floodplains of smaller streams and creeks average a couple hundred feet in width.

Figure 2.10 Surface Water



- Legend**
- Streams
 - Wetlands
 - Watersheds
 - Floodplains

Source: Montgomery County

The importance of protecting floodplains cannot be overstated. Issues of public health and safety, as well as the protection of property in the floodplain, are identified in the Zoning Ordinance. Floodplains should remain in an open, natural condition to protect surface waters from potential pollution and to enhance the groundwater recharge capability of pervious alluvial soils. Development within or the altera-

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tion of the floodway (the area of the floodplain where floodwaters achieve potentially damaging velocity) can cause additional flooding, an increase in volume or rate of flow, and the deposition of sediment on adjoining lands. Additionally, FEMA flood insurance regulations require that the township regulate the development of flood-prone lands as a prerequisite for property insurance.

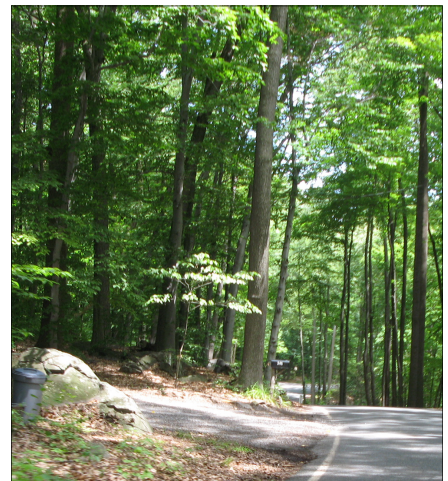
Vegetation and Wildlife

Woodlands are perhaps the most significant natural feature of Limerick Township due to their distribution and their association with other important natural features such as stream valleys, hills, and the Schuylkill River. Woodlands have immeasurable scenic and wildlife values as well as economic value as a source of lumber.

Woodlands are important ecologically. They enhance the infiltration of rainfall into the water table, add oxygen to and remove carbon dioxide from the atmosphere, moderate the extremes of summer temperatures, and provide important habitat for wildlife. They contribute to the health of streams by decreasing silt-laden runoff and moderating temperature extremes. In the suburban landscape, woodlands provide visual buffering and diffuse noise. In rural and agricultural areas, woodlands act as windscreens and provide cover and food for wildlife.

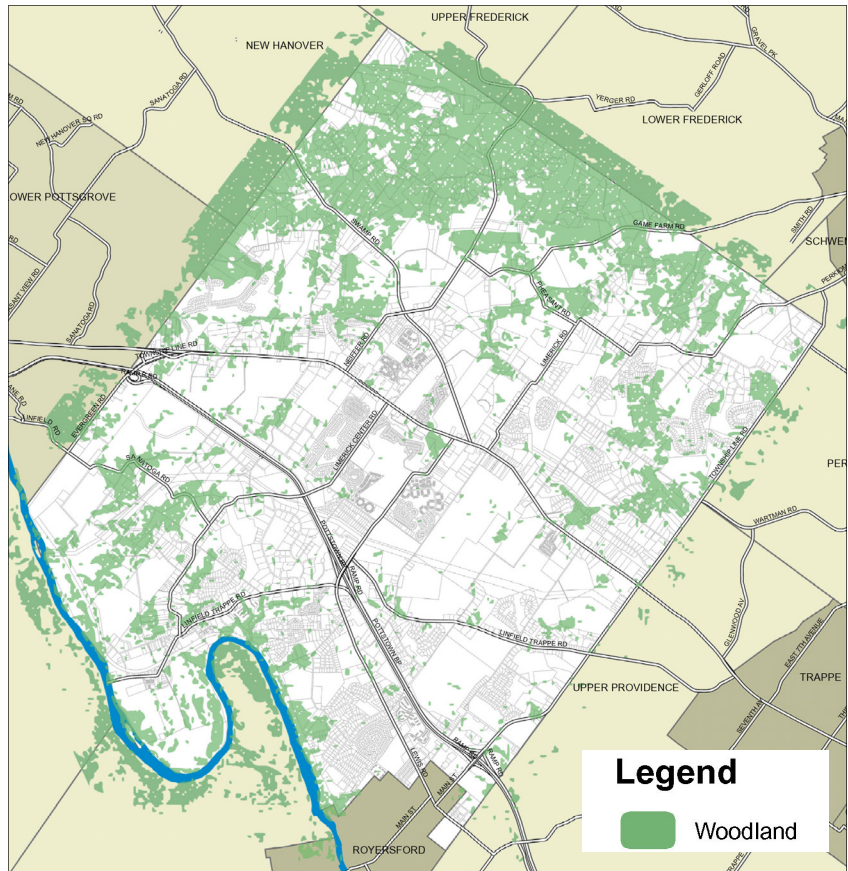
Woodlands are probably most appreciated in Limerick Township for their scenic properties and their value as wildlife habitat. They support a varied and abundant population of songbirds and raptors. Not only are bird populations enhanced by woodlands, but so are mammals, including white-tailed deer; raccoon; opossum; red and gray fox; red, gray and flying squirrel; rabbit; muskrat; and skunk. Diverse, well stratified woodlands also support invertebrate populations that form the basis of many food chains.

Noticeably large trees, either alone in fields or lawns or in surrounding woodlands, are important as cultural and scenic resources. The stature and dominance of massive oaks, sycamores, tulip poplars and maples are of value to a community in reinforcing a sense of place. They represent our connection to the past and our linkage with the natural world.



Woodlands are extensive throughout the northern end of the township.

Figure 2.11 Woodlands



Source: Montgomery County

Montgomery County Natural Areas Inventory Update Conservation Landscape

The Montgomery County Natural Areas Inventory Update Conservation Landscape report provides scientific information and support related to the conservation of important ecological resources. This information is collected to help guide land use planning to ensure the maximum conservation of the natural ecology. Development applicants are required to check for natural heritage sites but the specific location of the resources are not provided.



Banks of the Schuylkill River.

Limerick Township is home to many diverse species of plants and animals. Development often puts these species at risk, and it is important to take proper measures to protect them. Data has been collected on these valuable species. There are three district conservation landscapes identified within the municipal boundary of Limerick. These are the Stone Hill Conservation Landscape, the Swamp Creek Conservation Landscape, and the Upper Schuylkill River Conserva-

2. Planning Context

tion Landscape. Within these conservation landscapes, core areas have been delineated. Select habitat information is provided for each landscape area below.

Swamp Creek Conservation Landscape

Swamp Creek is located between the Zeiglersville area of Lower Frederick and the Gilbertsville area in Douglass Township. The area covers the northwest corner of Limerick Township. Within Limerick Township, Sunrise Mill Park and Camp Joy have been identified as core areas having local significance. Roughly 27percent of the conservation area is covered by forest and most of the stream length features natural vegetation.

Sunrise Mill Park

Primarily owned by the county, Sunrise Mill Park is located on both sides of Swamp Creek Road along Neiffer Road. Limerick Township owns approximately 8.5 acres on the western end of the park. Sunrise Mill Park is primarily composed of native plant species, which account for 77percent of the plant species found within the park. Steep slopes are characterized as dry hemlock-oak forest whereas less steep slopes are red oak mixed hardwood forest. The habitat in the park is significant due to its complex stream, floodplain, and upland habitat. Sunrise Mill Park is the only publicly owned land within the Swamp Creek Conservation Landscape.

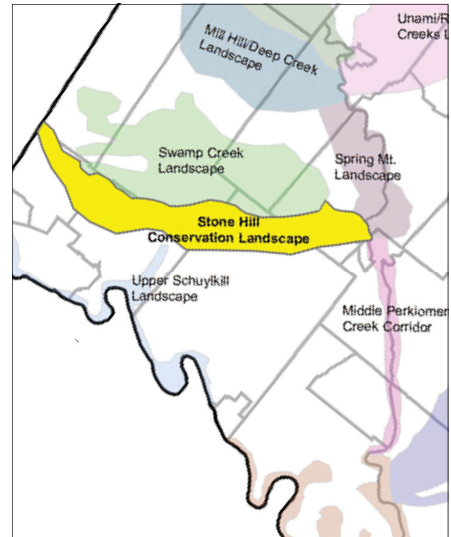
Camp Joy

Camp Joy is privately owned land located west of Sunrise Mill Park. The site comprises 60.7 acres of land primarily populated by native plants. Recent surveys have revealed that of 106 species 93 are native to Pennsylvania. The future composition of the forest depends on the deer population, which is responsible for suppressing oak regeneration on the site.

Stone Hill Conservation Landscape

The Stone Hill Conservation Landscape stretches from Delphi to the Montgomery County border south of Gilbertsville. It is composed of

Figure 2.12 Montgomery County Natural Areas Inventory Update Conservation Landscape



Source: Montgomery County

6,777 acres of land underlain mostly by diabase geology, which accounts for its extensive forest. The Stone Hill Conservation Landscape intersects Limerick along the northern municipal line. The natural inventory has identified three cores area within Limerick; the Stone Hill Greenway, the Stone Hill Wildlife Preserve, and the Eastern State Game Farm.

Stone Hill Greenway

Stone Hill Greenway is a joint project between Limerick and Frederick Townships. The tract comprised of 97 acres that provide a natural connection between the Eastern State Game Lands and the Valley Forge Audubon Society's Meng Preserve. The site consists of upland forest on diabase geology, with outcrops of diabase rock occurring at several high points.

Stone Hill Wildlife Preserve

The Stone Hill Preserve is a 13.4 -acre tract located between Gerloff Road and Laver Road. The land was preserved by the National Land Trust in 1993. The site supports 124 species of vascular plants, including successional black locust forest and red maple terrestrial forest in dry areas.

Eastern State Game Farm

The Eastern State Game Farm was established in 1929 for the purpose of raising ring-necked pheasants and quail. The site consists of 465 acres forested diabase slopes, cultivated fields, successional red maple forest and wetlands owned and managed by the Pennsylvania Game Commission.

Upper Schuylkill River Conservation Landscape

The Upper Schuylkill River Conservation Landscape is located along the Schuylkill River extending from Royersford to Berks County. The area encompasses 2,392 acres within West Pottsgrove, Lower Pottsgrove, and Limerick Townships. The Linfield Bluffs located in Limerick Township are identified as one of eight top priority sites within the county according to the 1995 Natural Areas Inventory. The area was considered a priority due to the presence of state endangered Mis-

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souri Rockcrest. According to the Montgomery National Area Inventory Update, no individual species of Missouri Rockcress was located on the site in 2006. The species was last seen in 1987. The Montgomery National Area Inventory Update list Linfield Bluffs as a critical feature.

Scenic Roads

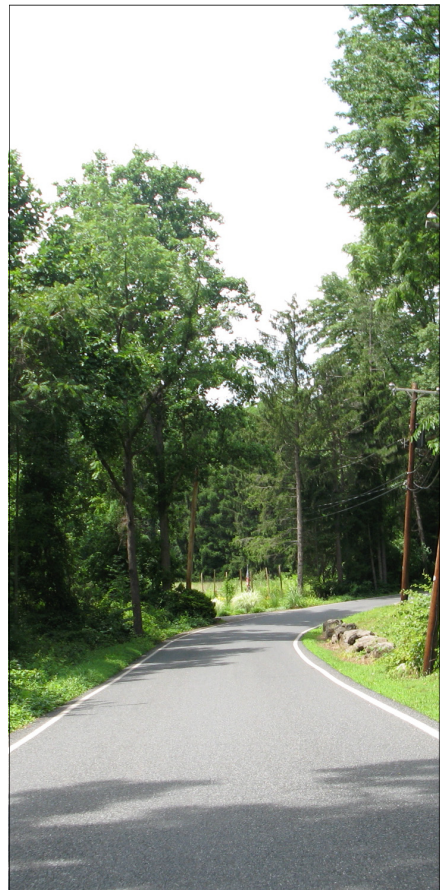
Portions of Limerick Township remain today as they have appeared for almost two centuries; a rural and agrarian landscape of family-owned farms and enterprises. Today's road network very closely follows the paths and lanes laid out in the eighteenth and nineteenth centuries to connect farms, churches, schools, mills, and tradesmen. A growing suburban population requiring commercial products and services has placed new demands on the road network and has caused dramatic changes to Limerick's agricultural landscape.

New residential and commercial development is widespread. Nevertheless, the rural environment is both visible and appreciated throughout the township. The visible landscape may be twentieth century suburban on one side of the road and nineteenth century agrarian on the other. Both the new and long time residents of the township desire to see the open, rural landscapes remain. These are the features that give Limerick its identity. Changes to visual character of the township are not necessarily considered to be desirable.

The Limerick Township Open Space Plan (2006) shows the lengths of roads considered to be the most scenic in Limerick. These roads total approximately 6.6 miles, and include portions of the following roads: Trinley Road, Souder Road, Country Club Road, Grebe Road, and Neiffer Road. The following roads are considered scenic along their entire length in Limerick Township: Keen Road, Kurtz Road, Steinmetz Road, Bragg Road, Gerloff Road and Meng Road. The designation of scenic roads was largely limited to roads that have remained overwhelmingly unchanged and undeveloped.



The view south on Limerick Road from Limerick Village.



Limerick has an extensive network of scenic wooded roads in the north of the township.

2.7 Protected Lands

As reported the 2006 Limerick Township Open Space Plan Update, there are numerous permanently and temporarily protected lands in the township. The information in that plan is still largely current as of the writing of this Comprehensive Plan and the descriptions of township's protected lands have been used in this report.

Permanently Protected Lands (1,918.31 Acres)

Permanently protected lands refer to properties that are established for open space in perpetuity by legal guarantee or other sites that are likely to remain in open space. Federal, state, county or municipal parklands are permanently protected lands. Home owner association parcels and properties with conservation or agriculture attached to their deeds are also classified as permanently protected.

State Lands (464.45 Acres)

State Game Lands #234 - Linfield Area

This 150-acre tract has over 2,000 feet of riverfront along a bend in the Schuylkill River near the township's Trinley Park. The property's open fields, hedgerows, and woodlands provide extensive natural habitat. The primary entrance is off Main Street, with parking and a trail leading inward. Both hunting and fishing are permitted.

State Game Lands - Schwenksville Area

These 482 acres of State Game Lands are in the northern sector of the township. Along Game Farm Road, Pheasant Road, and Highland Road are multiple access points that include signage and gated entrances to trails. Hunting and fishing are permitted in accordance with state regulations. The property's upland woodlands and open fields provide habitat for both game and non-game species. The Schwenksville area game lands were formerly the Eastern Game Farm. Until several years ago the area was used to raise ringed neck pheasants and quail. The game commission has since converted the area to game lands for hunting.



Birdhouse in a cornfield off of Faust Street.



Limerick has a number of farms that are protected from development through the county's agricultural securities program.

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Montgomery County Lands (79.10 acres)

Sunrise Mill

Sunrise Mill is a Montgomery County park and historical site with a former grist and sawmill that dates back to 1767. The entire site contains 200 acres that straddle the municipal boundaries of Limerick, Lower Frederick, and Upper Frederick Townships. Just over 79 acres are in Limerick Township. Swamp Creek meanders through the park and is available for fishing. The park also contains a cluster of buildings that dates to the mid-1800s.

Township Lands (337.96 acres)

Limerick Township owns an assortment of open space sites, including property acquired to preserve environmental features, open spaces dedicated within residential subdivisions, playground sites, and parks designed for organized sports. These township-owned lands are identified below.

Abbey Downs

The Abbey Downs residential development contains 3.84 acres of open space dedicated to Limerick Township. This acreage is divided into two separate parcels.

Bowmen Tract

The Bowmen tract is 29.57 acres of forested land adjacent to the State Game Lands in the Schwenksville area. Limerick acquired this site with Montgomery County Open Space funding assistance.

Chapel Heights

A total of 46.03 acres of wooded open space dedicated to Limerick Township surrounds the residential development of Chapel Heights.

Dinnocenti - Riverfront

These 6.58 acres of township land are situated along the Schuylkill River between the State Game Lands and Limerick's Trinley Park. Limerick received this site by gift.



A wild turkey in walking through someone's yard in the north of the township.



Limerick Bowmen claims to be the only archery club in Montgomery County.



Ball field at Limerick Community Park

Limerick Community Park

This 56.22-acre park is Limerick's central athletic complex. There are six baseball/softball fields, two outdoor volleyball courts, a large pavilion with picnic seating, picnic areas set up around a walking/jogging trail, and a large wooden play structure. Support amenities include two public restrooms, lighting, and abundant parking. There are park entrances from both Swamp Pike and Gratersford Road. Limerick acquired this site with the assistance of Montgomery County Open Space funds.



Stone Hill

Stone Hill Preserve

The Stone Hill Preserve is a woodland tract adjacent to the State Game Land in the Schwenksville area. The property is a passive recreation and environmental education area overseen cooperatively by Natural Lands Trust, the Audubon Society, Lower Frederick Township and Limerick Township. There is parking and wooded hiking trails.

Township Building and Veterans Park

Veterans Park is located directly behind the Limerick Township Building, which sits on a 15.5-acre parcel of land. The park includes a softball field, playground equipment, two tennis courts, a pavilion, and picnic areas. Parking is shared with the Limerick Township Building. The Township Building includes municipal offices, meeting rooms, and the Limerick Township Police Department.



Trinley Park

Trinley Park

Trinley Park is a 7.52-acre township park located along a scenic portion of the Schuylkill River. The property features a boat ramp, pavilion, picnic areas, and fishing.

Schuylkill River Parcel

Limerick owns 22.49 acres of largely forested land between Longview Road and the Schuylkill River adjacent to the Limerick Nuclear Power Plant. Hiking trails and fishing are available. The township acquired the site by negotiation.

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Swamp Creek Parcel

Limerick owns 8.71 acres along Swamp Creek between the western edge of Sunrise Mill and the Limerick Township and New Hanover Township municipal boundary. The site preserves additional open space along Swamp Creek and offers fishing opportunities. Limerick acquired this site by gift.

Landis Creek Parcel

This 4.47-acre tract preserves open space along Landis Creek and augments 13.35 adjacent acres owned by Montgomery County Lands Trust. Fishing is available onsite. Limerick acquired the site through the subdivision / land development process.

Kurylo Farm Parcel

This 82-acre farm was purchased in November 2007 by the Township. Montgomery County and corporate sponsors help to offset the acquisition cost of 2.5 million dollars. The site is located on North Limerick Road, near the community park.

Maria Lane Parcel

The parcel is located adjacent to the Bowman Tract and state game lands in the Schwenksville area. Originally four building lots, the 11.3-acre parcel was donated to the township in the spring of 2007.

Home Owner Association Lands (566.45 acres)

Some of the township-owned parcels identified above were dedicated to Limerick by developers, in accordance with municipal subdivision and land development regulations. In other cases, developers have met the township's open space requirements by dedicating permanent open space within their subdivisions for home owner associations to own and operate. Figure 2.13 depicts locations in Limerick where home owner associations have been established or proposed for establishment to oversee permanent common open space set aside in residential subdivisions. Also shown under the "Home Owner Association (HOA) Lands" category are sites marked with an asterisk (*).



Table 2.27 Permanently Protected land

Sites	Size
Total Permanently Protected Lands	1,918.31
State Lands	464.45
State Game Lands #234 - Linfield	150.00
State Game Lands - Schwenksville	314.45
County Lands	79.10
Sunrise Mill	79.10
Township Lands	337.96
Abbey Downs	3.84
Bowman Tract	29.57
Chapel Heights	46.03
Dinnocenti - Riverfront	6.58
Limerick Community Park	56.22
Stone Hill Preserve	43.73
Township Building and Veterans Park	15.50
Trinley Park	7.52
Schuylkill River Parcel	22.49
Swamp Creek Parcel	8.71
Landis Creek Parcel	4.47
Kurylo Farm Parcel	82 .00
Maria Lane Parcel	11.3
Home Owner Association Lands	566.45
Thirty-two separate HOAs provide open space lands. For a full listing, see the <i>Limerick Township Open Space Plan Update (2006)</i>	
Conservancy Lands	28.94
Montgomery County Land Trust	15.59
Natural Lands Trust	13.35
Permanent Agricultural Easements	441.41
Alderfer Property (Crop)	50.63
Astheimer Property (Beef/Hay)	67.25
Butts Property (Crop)	8.55
Reifsneider Property (Crop)	109.93
Reifsneider Property (Crop)	70.80
Reifsneider Property (Beef)	62.84
Weaver Property (Crop)	71.41

Source: Limerick Township 2006 Open Space Plan

Conservancy Owned Lands (28.94 Acres)

Land conservancies preserve two properties in Limerick. The Montgomery County Land Trust holds an easement on 15.59 acres off Gratersford Road near Landis Creek. Natural Lands Trust owns a 13.35-acre site situated between Gerloff Road and Laver Road. Both properties were acquired to preserve natural features on-site and prevent future development.

Permanent Agricultural Easements (441.41 Acres)

The accompanying map shows the seven farms in Limerick (a total of 436.79 acres) that are under agricultural easements. The owners of these farms sold their development rights to Montgomery County under the jointly funded State and County agricultural easement program. The restrictions on further development of these properties run with each property's deed and are binding on all subsequent owners. Owners of five additional farms totaling 176.77 acres have applied to Montgomery County to also have their development rights acquired. However, they are still on the waiting list due to the limited funding available. These five additional properties are not mapped because they are not yet preserved.

Temporarily Protected Lands (1,262.68 Acres)

Temporarily protected lands are properties that are currently in open space but may not be in the future due to a transfer of ownership or other circumstances. School lands devoted to recreation, golf courses, protective covenants, and private ballfields are examples of temporarily protected lands; they are open spaces for now but there is no guarantee they will remain permanently. Temporarily protected lands in Limerick are described below.

Protective Covenants (372.34 Acres)

Ravens Claw Golf Course (156.43 acres), Limerick Golf Course (117.92 acres), and Linfield National Golf Course (97.99 acres) are preserved by protective covenants attached to their deeds that prohibit further development.

2. Planning Context

Privately Owned Recreation Sites (577.88 Acres)

Private summer camps, golf courses, sportsmen associations, the YMCA, and sports fields strictly for the use of a specific athletic organization are examples of the numerous privately owned recreation sites in Limerick. These properties confer public benefits because they offer recreational opportunities and, in most cases, provide undeveloped open space in a developing municipality. However, neither Limerick Township nor any other public entity has control over how long these sites will remain in their current use. Figure 2.13 identifies the name and location of these sites.

Public School Lands (312.46 Acres)

Limerick Township, Royersford Borough, Spring City Borough, and Upper Providence Township together comprise the Spring-Ford School District. The following public school properties are in Limerick.

Brooke Elementary School

Brooke Elementary School is located on 29.84 acres and has various recreation facilities. There are three playground equipment areas, a softball field, a large multi-purpose field with soccer nets, and a multi-purpose cafeteria/gymnasium.

Greenstein Tract

This 105.31-acre site is between Swamp Pike and Smith Road. It is one of two properties in Limerick Township that the Spring-Ford School District acquired for possible future use but has not built on to date.

Limerick Elementary School

Limerick Elementary school is a 17.18-acre site on Limerick Center Road. Recreation facilities at the school include a softball field, a soccer field, four outdoor basketball nets, a playground, and an all-purpose gymnasium/cafeateria.

Evans Elementary School

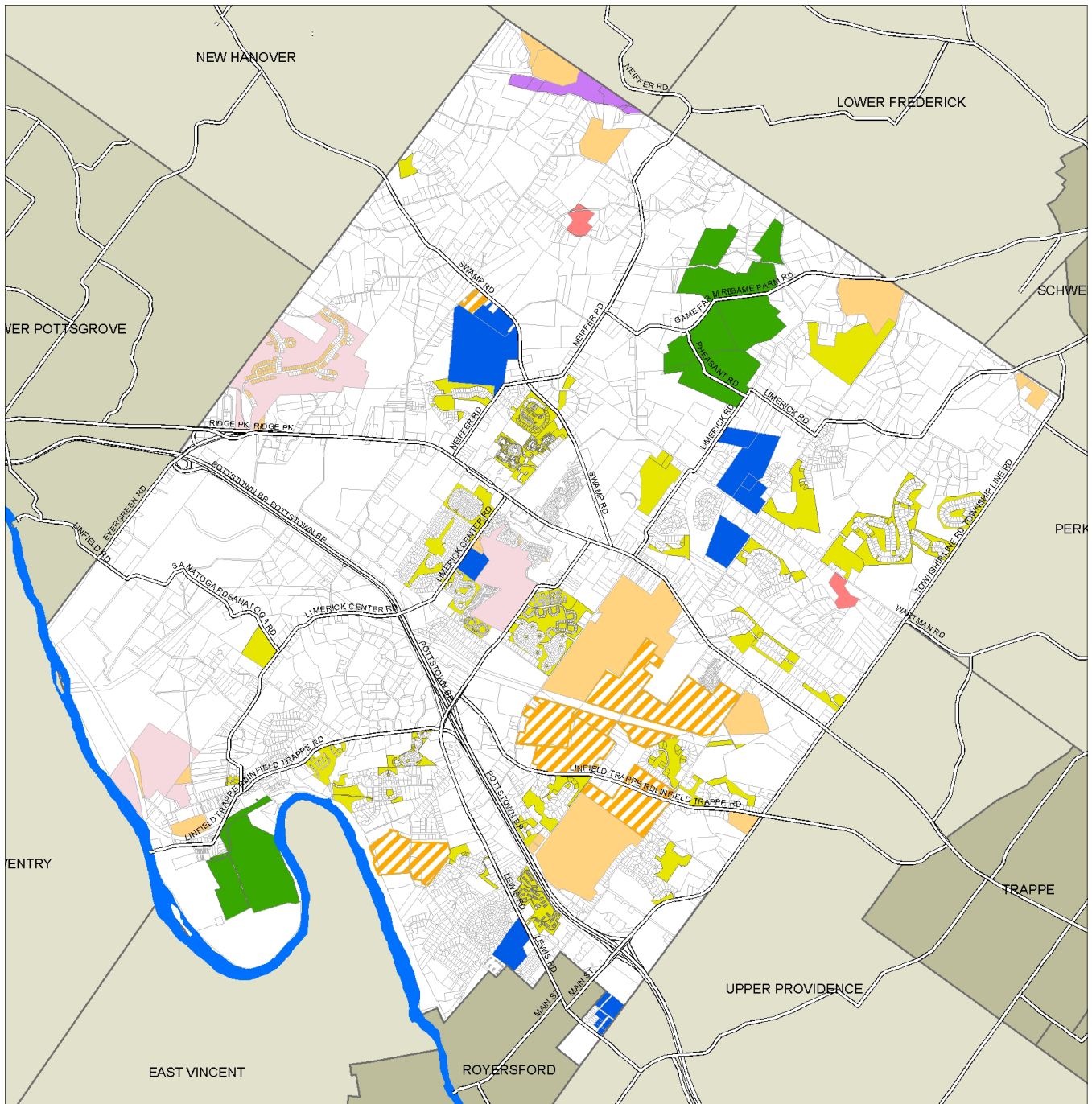
Evans Elementary school is a 31.5-acres site on Sunset Road between Graterford Road and Ridge Pike. The school, which occupies 89,000 square foot, opened in 2007.

Table 2.28 Temporarily Protected Land

Sites	Size
Total Temporarily Protected Lands	1,262.68
Privately Owned Recreation Sites	738.91
Camp Kiwanis	31.99
Camp Kweebec	66.87
Central Perkiomen Rotary	17.98
Limerick Bowmen Association	34.78
Linfield Sportsmen Association	15.91
Spring-Ford Country Club	157.82
Spring Valley YMCA	12.91
Turtle Creek Golf Course	190.34
Waltz Golf Farm	13.46
Raven's Claw	161.03
West-Mont Soccer Fields	35.82
Public School Lands	312.46
Brooke Elementary School	29.84
Greenstein Tract	105.31
Limerick Elementary School	17.18
Spring Ford High School	10.85
Spring Ford 8th & 9th Grade Center	37.48
Western Center for Technical Studies	80.29
Evans Elementary School	31.51
Protective Covenants	372.34
Ravens Claw Golf Course	156.43
Limerick Golf Course	117.92
Linfield National Golf Course	97.99

Source: Limerick Township 2006 Open Space Plan

Figure 2.13 Protected Land



Source: Limerick Township 2006 Open space Plan

Legend

Temporarily Protected Parcels

- Private/Semi-Private Rec & Open Space
- School District Land

Permanently Protected Parcels

- Protective Covenants
- State Game Commission Land
- Montgomery County
- Limerick Township Parks & Open Space
- Lands Trust Properties
- HOA Lands
- Permanent Agricultural Easement

Spring-Ford High School and Eight and Ninth Grade Center (# 72 - #73)

These adjacent Spring-Ford School District sites are located in the far southern corner of the township adjacent to Royersford Borough and Upper Providence Township. Recreation facilities include a football stadium and a baseball stadium, each with their own parking lots,

2. Planning Context

restrooms, concession stands, seating, and lighting. This school complex also features a baseball field, seven softball fields, a soccer field, two gyms (one in each building), ten tennis courts and multiple multi-use fields. Some of the outdoor facilities are on the portions of the tract in Royersford Borough and Upper Providence Township. 48.33 The total land located within Limerick is 48.33 acres.

Western Center for Technical Studies

This 66.80-acre site is on Graterford Road. The vocation/technical school is operated by the Spring-Ford, Upper Perkiomen Valley, and Pottsgrove School Districts. Recreation facilities are limited to an outdoor playground used by child care classes.

Evans Elementary School (Former Winnies Tract)

This 31.51-acre tract on Sunset Road was first dedicated to Limerick Township as part of a subdivision plan and then acquired by the Spring-Ford School District for possible future school use. It currently contains the Evans Elementary School.

Historic Resources

Historic Resources in Limerick Township were documented by the 1985 Montgomery County Historic Site Survey. This survey has not been updated since that time and a number of resources have been lost. The full list is provided in Table 2.29 and mapped in Figure 2.7.



Date marker on the Hartenstein Chapel

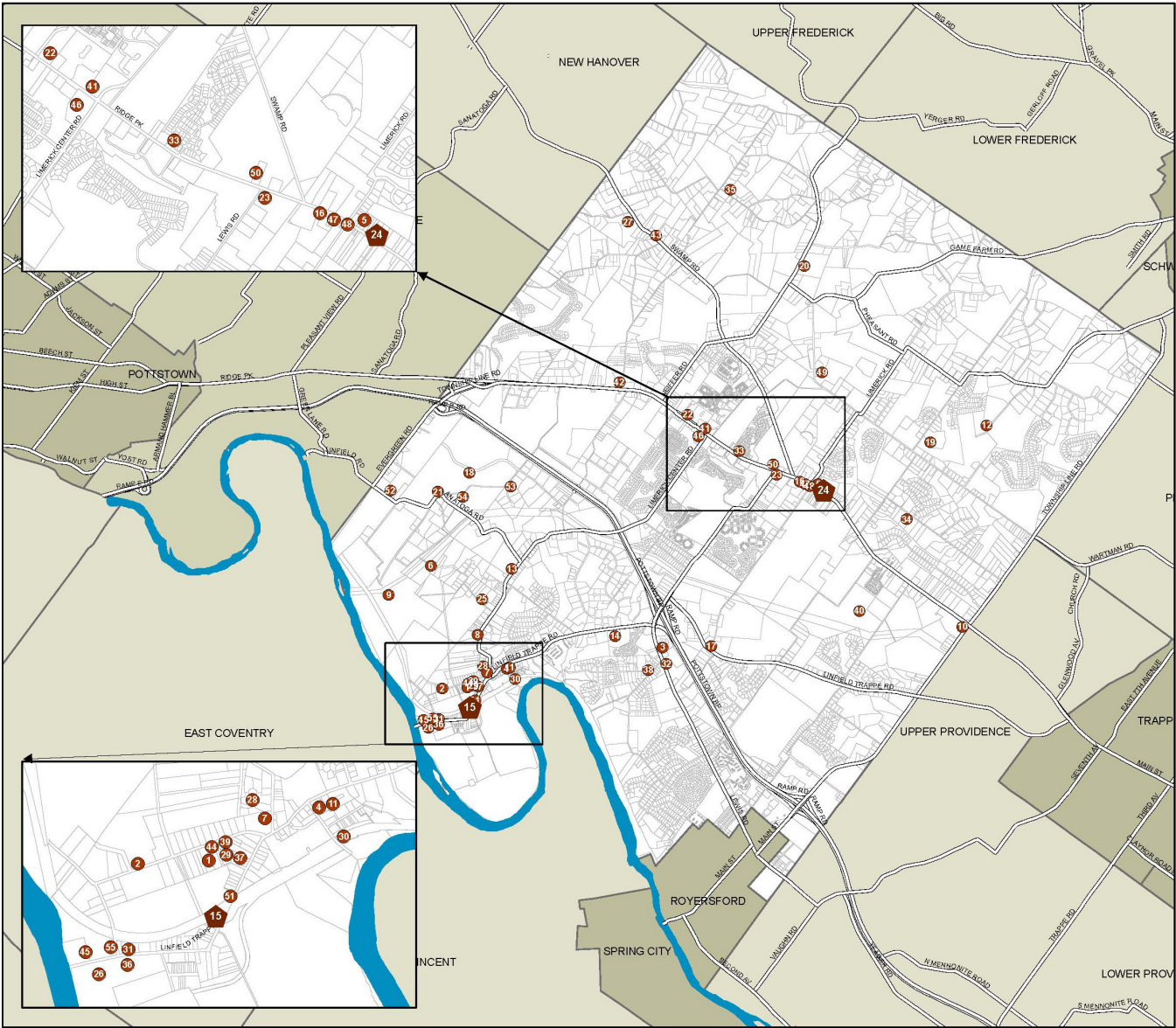
Table 2.29 Historic Resources

No.	Name and Location	Description
1.	Adam - Houses owned by William Adam Church Rd. near Chapel Rd.	Originally a pair of 2-story double houses constructed of wood c. 1870. One home has been demolished and one still remains.
2.	B & S - Houses owned by B & S Corporation Church Rd. near Longview Rd.	German style double door house built c. 1865. Constructed of wood with decorative Victorian lintels.
3.	Barlow's School 514 Lewis Rd. near Benner Rd.	1879 one-room schoolhouse. One of 13 such structures as of 1880.
4.	Bevington Residence and adjacent homes 45-56 Railroad St. at Linfield Rd.	All four houses were built c. 1850. Stucco over local stone with wood trim unify the structures along with the 2 ½-story 3-register configuration.

No.	Name and Location	Description
5.	Bower Residence 368 W. Ridge Pike near Limerick Rd.	1860 3-story frame house with symmetrical gable roof and shed-roofed porch supported by lathe-turned posts.
6.	Brant, George Farm Keen Rd. near Longview Rd.	Early 19th century farm complex including a stone house, stone and frame barn and a garage addition. Georgian Vernacular styling, 1810.
7.	Brownback House 186 Main St. (Linfield Rd.) at Chapel Rd.	1897 large Queen Anne structure constructed predominantly of randomly coarse rubble.
8.	Chanko & Pollarine Farmhouse 528 Limerick Center Rd. near Brownback Rd.	White-washed rubble five-register farmhouse built in 1803.
9.	Copenhaver Residence 57 Longview Rd.	Double house built c. 1875 Vernacular / Victorian done in stucco over stone with wood trim.
10.	Custer J. and C. House West Ridge Pike at Township Line Rd.	Brick Vernacular Georgian house built in 1845, early example of rubble to brick transition. (Demolished)
11.	DeCarlo Residence #153 Trinley Mill Rd.	2 1/2-story Second Empire masonry constructed home. Built c. 1870.
12.	Derr, Frank House School Rd. near Limerick Rd.	2 1/2-story rubble and stucco house built in 1875.
13.	Evans Farmhouse and Barn #406 Limerick Center Rd. near Sanatoga Rd.	2 1/2-story stucco over rubble stone house and 3-story frame barn. A school appears to have been run on or near this site in the 1850's.
14.	Evans House 523 W. Linfield Trappe Rd. near Reed Rd.	2 1/2-story rubble house built in 1812 by settlers from Limerick, Ireland.
15.	Evans Residence Main St. (Linfield Rd.) at Reading Railroad	1763 structure is acknowledged locally for the September 19, 1777 visit of George Washington. Listed on National Historical Register
16.	Fritts, Peter House 393 W. Ridge Pike near Limerick Rd.	Brick structure with stone sills and lintels built in 1850.
17.	Garrett Brownback Estate Main St. (Linfield Rd.) at Center and Church rds.	2 1/2-story Queen Anne mansion is the community's most lavish in terms of scale and detail.
18.	Gilpin, Washington Estate Possum Hollow Rd. near Sanatoga Rd.	Original house built c. 1820 with an addition c. 1885. The 1880's era additions suggest the work of a major architect, possibly from Philadelphia. Also includes a masonry and frame barn.
19.	Hallman, Alfred Farm Sunset Rd. near Gratersford Rd.	Complex includes farmhouse and barn. Constructed in approximately 1820.
20.	Herstein's Meeting House 350 Neiffer Rd. near Highland Rd.	Built c. 1803, rubble and stucco meeting house served German immigrant and German-descended settlers.
21.	Hood Mansion Sanatoga Rd. near Possum Hollow Rd.	Complex around house includes a wood and stone barn, a smokehouse, a wagon shed, and a pair of matching outhouses. House built c. 1834.
22.	Horning, W. B. Store #628 W. Ridge Pike near Neiffer Rd.	Built c. 1860 eclectic style and unusual composition is typical to Limerick's 19th century commercial architecture.
23.	Hunsberger, T. House 545 Ridge Pike near Lewis Rd.	1827 masonry 2 1/2-story house listed on the National Historical Registry
24.	Interrante Residence and adjacent homes 342-354 Ridge Pike near Limerick Rd.	Four structures of varied materials built between c. 1840 and c. 1880 show the mid-Victorian styles used in the town from Green Revival to the Second Empire style.
25.	Kendal Farm 28 Brownback Rd. near Limerick Center Rd.	c. 1810 Georgian-style farmhouse constructed of stucco covered stone with wood trim.
26.	Kinsey Distilling Corporation Main St. near Longview Rd.	Complex of industrial buildings consisting of several one and two-story brick structures including power plant, distillery and garage building, built in 1892.
27.	Laver, Jacob A. House 509 Swamp Pike near Kurtz Rd.	2 1/2-story stone farmhouse erected around 1820 on the site of an earlier blacksmith's shop.

2. Planning Context

No.	Name and Location	Description
28.	Limerick State School Limerick Center Rd. near Boratten St.	Site of the former Limerick Station School. It is likely that the current carriage house is a remodeling of the original schoolhouse built in 1910.
29.	Limerick Station Union Chapel Church Rd. at Chapel Rd.	The original structure was erected in 1878 with two expansions between 1923 and 1969. The Gothic Revival styling was maintained.
30.	Linfield Hotel 36 Railroad St. at Mill Rd.	Built in 1865, the hotel and its expansions near the turn of the century, documents the response to rail transportation taking development away from turn-pike cross roads.
31.	Linfield - House owned by Industrial Park, Inc. Main St. (Linfield Rd.) near Longview Rd.	Built c. 1860, 2 1/2-story Victorian Slate / Shingle Vernacular. (Demolished)
32.	McKenna Residence Lewis Rd. near Benner Rd.	Relatively large brick Victorian with ornamental brick patterning. Built in 1895.
33.	Miller House Ridge Pike near Kugler Rd.	Second Empire farm complex including farmhouse and barn. House built c. 1870.
34.	Peterman Farm 137 Heffner Rd. near Sunset Rd.	Complex consists of a farmhouse, barn and several out-buildings. Built in 1870.
35.	Piner Farmhouse Steinmetz Rd. near Laver Rd.	Complex including main farmhouse, barn, summer kitchen, porch, underground storage building and a smokehouse. Main house c. 1860.
36.	Pollak Residence Main St. (Linfield Rd.) opposite Longview Rd.	1865 2 1/2-story cross gabled brick house with turned porch posts.
37.	Raser Residence 174 Main St. (Linfield Rd.) near Chapel Rd.	2 1/2-story stucco over brick with wood trim, built c. 1865. Expresses suburban cottage motifs popularized by the writings of Andrew Jackson Downing.
38.	Rayzor, Enoch House Benner Rd. at Major Rd.	2 1/2-story masonry farmhouse built by Enoch Rayzor in 1848.
39.	Reagan Residence and adjacent homes 23, 25 and 27 Church Rd. near Chapel Rd.	Group of 3 identical frame with wood siding display Vernacular Gothic revival styling. All built c. 1865.
40.	Reifsnider Farmhouse Country Club Rd. near Ridge Pike	2 1/2-story Georgian Vernacular farmhouse built in 1870.
41.	Ruth Residence 614 Ridge Pike near Kugler Rd.	3-story brick with wood trim double house. Built c. 1850. Unequal sharing of windows and the change in roof form suggest that the second unit is an addition perhaps for a son.
42.	Samuel's Restaurant Fruitville Rd. opposite Smith Rd.	Gothic revival stucco over brick. Built c. 1860. Appears to be the work of a builder or architect influenced by the writings of A. J. Downing.
43.	Scheidell and Zaremba Farmhouse and Barn Swamp Pike near Fruitville Rd.	3-story stone farmhouse and stone and masonry barn. House built c. 1840.
44.	Smokowicz School Church Rd. near Chapel Rd.	2-story brick with cupola. Stands as an important record of the transition in Montgomery County from one-room schools to larger buildings. Built c. 1875.
45.	St. Clare Catholic Church 228 Main St. (Linfield Rd.) near Longview Rd.	One-story Italian Romanesque brick church constructed 1928.
46.	St. James Church Ridge Pike at Limerick Center Rd.	Although St. James Reformed Church was built in the early 1960's, the cemetery is of significant historical importance having markers from the 18th century.
47.	Stauffer Residence 381 W. Ridge Pike near Limerick Rd.	Built in 1865 the structure is historically associated with Stauffer's store and post office, which served as the nucleus of nearby development.
48.	Stauffer Store 377 Ridge Pike at Limerick Rd.	Operated as a store by the Stauffer family during the final third of the century; it was also the site of the Limerick Township Post Office in 1871. Building was constructed in 1870.
49.	Tyson, J. B. House Metka Rd. near Ziegler Rd.	2 1/2-story red sandstone, Downing Gothic cottage built in the 1870's.
50.	Washington Elementary School 456 W. Ridge Pike near Lewis Rd.	Built in 1911, this 4-room brick building was one of the first of several larger schools erected in Limerick Township, near the turn of the century.
51.	Wilson Residence 202 Main St. (Linfield Rd.)	Late Queen Anne style. Notable feature is the attic dormer with flared supports, c. 1900.
52.	Yarceb House Sanatoga Rd. at Township Line Rd.	2 1/2-story stucco finished farmhouse unique in its two-register facade and off-center door. Built in 1849.
53.	Yerger, M. House Possum Hollow Rd. near Sanatoga Rd.	c. 1820 farmhouse associated with the German immigrant family of Mark Yerger.
54.	Yerger School Possum Hollow Rd. near Sanatoga Rd.	Built c. 1860 this one-room schoolhouse is one of thirteen such structures in Limerick Township as of 1880.
55.	Zwolak Residence 300 Main St. (Linfield Rd.) near Longview Rd.	Built c. 1865 this 2 1/2-story brick residence documents the growth period in Linfield Station following the Civil War. Unusual feature is the bending gable-end chimney flue.



Source: Montgomery County Historic Site Survey

Legend

- Historic Sites

See Table 2.29 for a key to Historical Sites

2. Planning Context

2.8 Transportation

Roadways and transportation are one of the most important factors effecting growth. As Limerick Township grows it must ensure that there is an adequate road system to accommodate new homes and businesses and keep residents safe and moving. Limerick must also provide for the safe movement of pedestrians, bicycles, and mass transit systems. This section describes the existing transportation system in the township including functional classification, traffic volumes, road ownership, accommodations for pedestrian and bicyclists, and freight rail service.

Functional Classification

Functional classifications are used to group streets and highways according to the character of service they provide. The classification recognizes that individual roads and streets do not serve travel independently but that most travel involves movement through a network of roads. Functional classification systems take into account the following criteria:

- Average traffic volumes,
- Access and mobility,
- Corridor length,
- Relationship to other nearby roads,
- Truck traffic,
- Roadway design and capacity,
- On-street parking,
- Pass-through traffic,
- Posted speeds, and
- Bicycle and pedestrian facilities.

Urban and rural areas have different characteristics with regard to density and land use, density of street and roadway networks, travel patterns, and the way that these elements are related. Therefore, urban and rural roadway systems are classified differently. Urban areas are those places within boundaries set by the state and munic-

The Center for Disease Control and Prevention finds that inadequate pedestrian circulation has been tied to health concerns related to sedentary lifestyles.



Roadway expansion and increased traffic impact existing structures.

pality as having a population of 5,000 or more.

The Pennsylvania Department of Transportation (PennDOT), using Federal Highway Administration (FHWA) classification guidelines, and Limerick Township each have defined functional classification categories. Although the terminology differs slightly, the general structure of the roadway hierarchy is consistent within both systems. The following are descriptions of each of the classifications and the roads within Limerick Township that meet their criteria.

Limited-access freeways are designed to carry large volumes of traffic at high speeds by limiting the number of access points. These roadways carry interstate and regional traffic and provide the highest mobility for truck traffic. The only limited-access freeway in the area is Route 422.



Ridge Pike is a principal arterial road.

Principal arterials carry most of the trips entering and leaving an urban area as well as most of the traffic passing through the urban area and provide high mobility for truck traffic. They also accommodate travel between the central business district and outlying residential areas. The only principal arterial in the township is Ridge Pike (SR 4031).

Minor arterials interconnect with the principal arterials and accommodate trips of moderate length at a somewhat lower level of mobility. They distribute travel to smaller geographical areas than principal arterials. These types of roads place more of an emphasis on land access and connect to collector roads. Limerick Township further breaks this classification into two categories: Class I and Class II. Class I minor arterials provide greater mobility and accommodate higher traffic volumes than Class II minor arterials. Examples of Class I minor arterials include portions of Lewis Road and Township Line Road. Examples of Class II minor arterials include Linfield Road and portions of Swamp Pike.

Major collectors provide both land access and circulation over moderate distances. They collect traffic from the local streets and channel it to the arterial system. Major collectors in the township include Airport Road, Linfield-Trappe Road, and portions of Neiffer Road and Swamp Pike.

2. Planning Context

Minor collectors provide both land access and circulation to connect residential and commercial developments within the township. They collect traffic from the local streets and channel them to the arterial system. Minor collectors in the township include Buckwalter Road, Evergreen Road, Graterford Road, and Royersford Road.

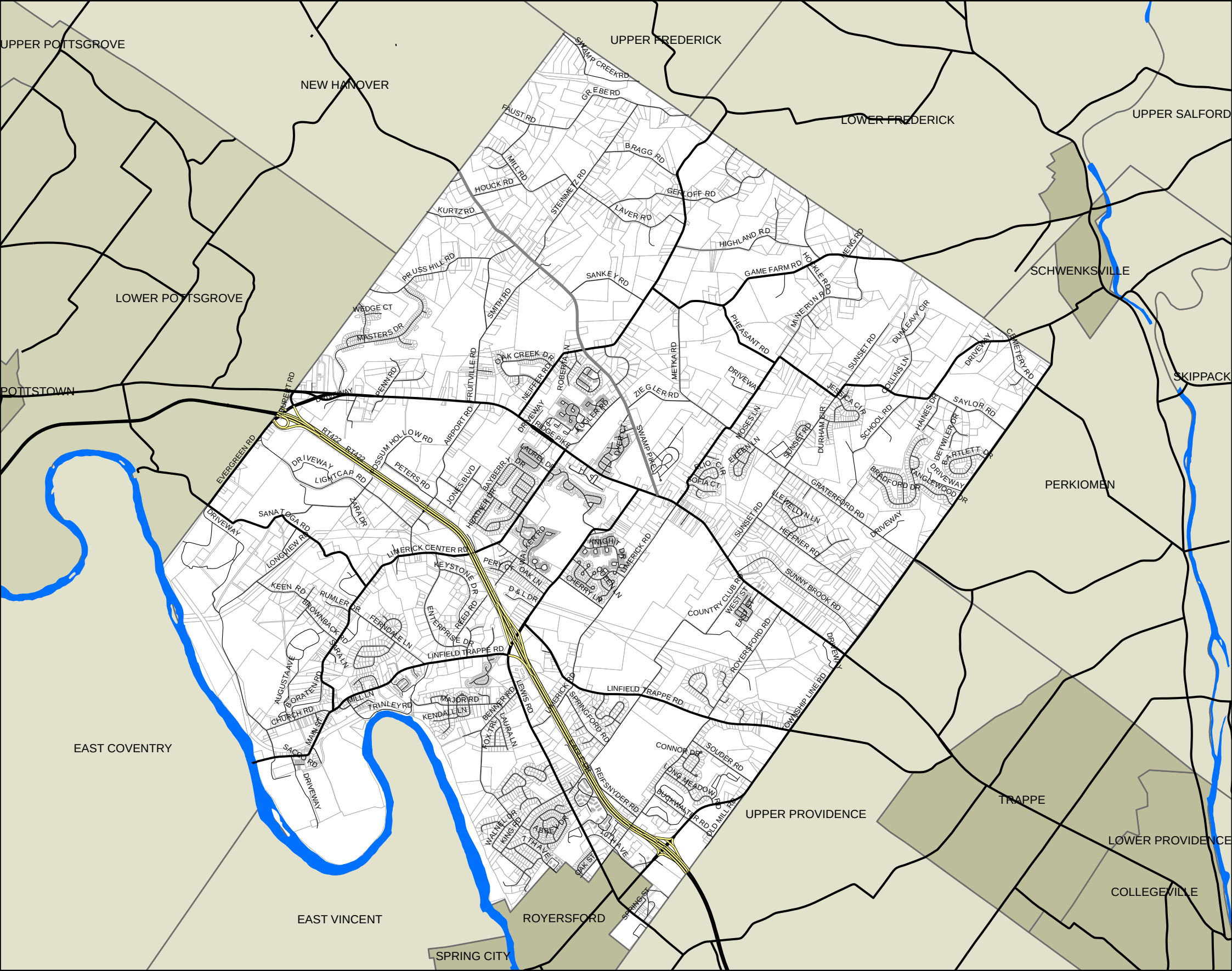
Local roads provide both land access and circulation and link residential streets to the collector roadways. The township defines local roads as all other streets not classified in a higher category, except subdivision streets which are classified as either residential or non-residential subdivision streets. Local roads within the township include Pheasant Road and Sanatoga Road.

Figure 2.15 shows the functional classification of the roads in the Township. A comparison of the state and township classifications is shown in Table 2.30.

Table 2.30 Functional Classification

Road	State Route #	Penn DOT Classification	County Classification	Township Classification
Airport Road	---	---	Local / Proposed Major Collector	Major Collector
Benner Road	---	---	Local	Minor Collector
Buckwalter Road	---	---	Local	Minor Collector
Cemetery Road	---	---	Local	Minor Collector
Evergreen Road	S.R. 4026	Local	Local	Minor Collector
Fruitville Road	---	---	Local	Minor Collector
Game Farm Road	S.R. 4018	Rural Major Collector	Minor Arterial	Major Collector
Graterford Road	---	---	Local Road/ Proposed Major Collector	Minor Collector
King Road	---	---	Local	Minor Collector
Kugler Road	---	---	Local / Proposed Major Collector	Minor Collector
Lewis Road	S.R. 4022/4013	Minor Arterial	Minor Arterial	Minor Arterial Class I
Lightcap Road	---	---	Local	Major Collector
Limerick Center Road	S.R. 4024	Urban Collector	Minor Collector/ Proposed Major Collectors	Major Collector
Limerick Road	S.R. 4016	Rural/Urban Major Collector	Minor Collector/ Proposed Major Collectors	Minor Collector
Linfield Road	S.R. 4022	Urban Minor Arterial	Minor Collector/ Proposed Major Collectors	Minor Arterial Class II
Linfield-Trappe Road	S.R. 4017	Urban Collector	Minor Arterials	Major Collector
Meng Road	---	---	Local	Minor Collector
Neiffer Road	S.R. 4018/4021	Rural Major Collector	Minor Arterial/ Major Collectors	Major Collector/ Minor Collector
Pheasant Road	S.R. 4019	Local	Local	Local
Ridge Pike	S.R. 4031	Urban Principal Arterial	Principal Arterial	Principal Arterial/ Minor Arterial Class I
Royersford Road	---	---	Local	Minor Collector
Sanatoga Road	S.R. 4025	Local	Local	Local
Swamp Pike	C.R. 004M	Rural/Urban Principal Arterial	Principal Arterial	Major Collector/Minor Arterial Class II
Tenth Avenue Bypass	---	---	Local	Minor Arterial Class II
Township Line Road	S.R. 4014	Urban Minor Arterial	Minor Arterial/ Proposed Principal Arterial	Minor Arterial Class I/ Minor Arterial Class II

Source: Pennsylvania Department of Transportation



Legend

- Local and Municipal
- Limited Access Highway
- Ramps
- State Roads
- County Road

LIMERICK TOWNSHIP COMPREHENSIVE PLAN
MONTGOMERY COUNTY PENNSYLVANIA

Roadway Ownership

August2008 SC# 07092.1

1,000 0 1,000 2,000 3,000 4,000 Feet

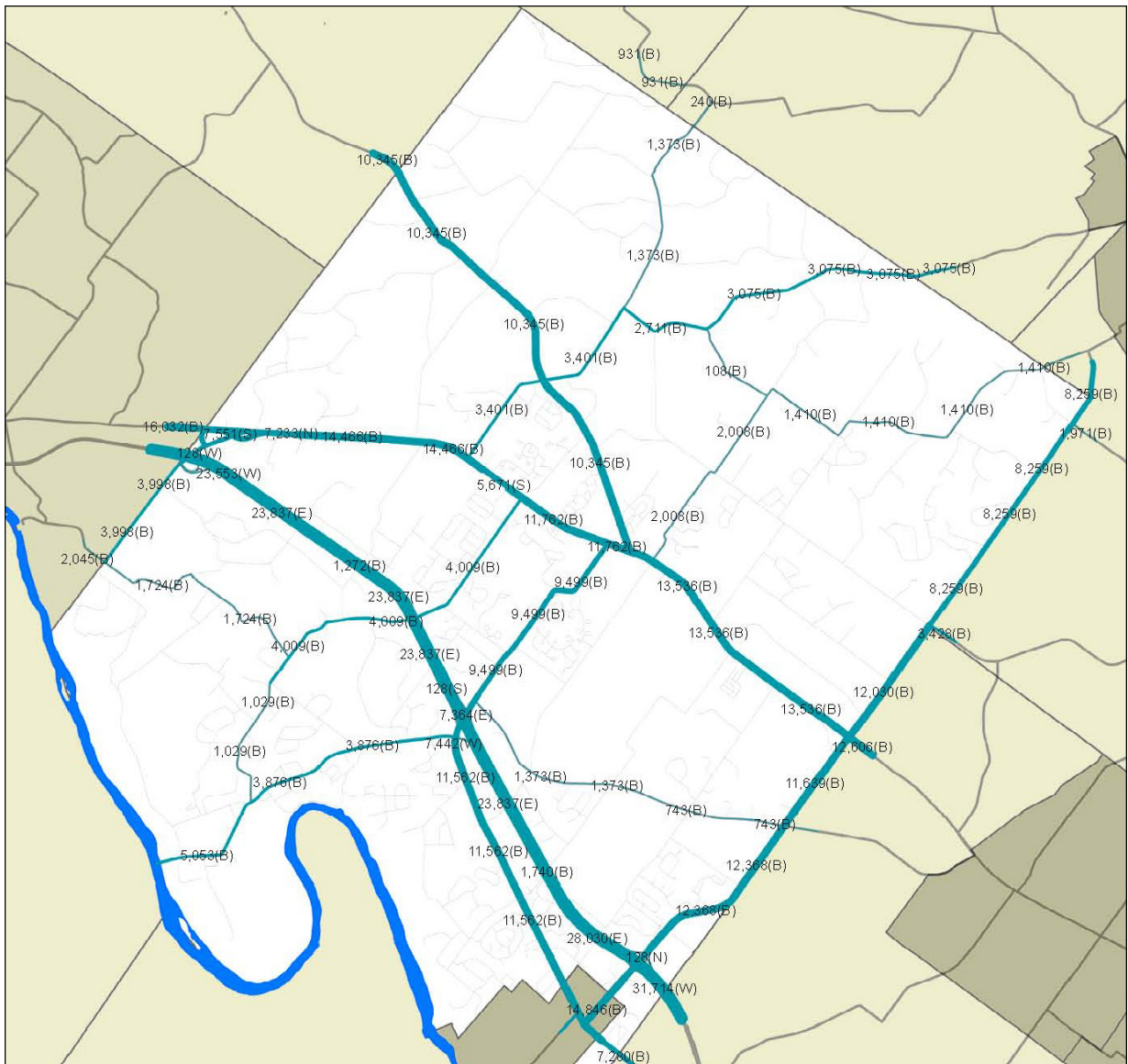
Simone Collins
Traffic Planning and Design
Urban Partners

Sources: PENNDOT

2. Planning Context

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Figure 2.16 Annual Daily Traffic Volume



Source: PennDOT

Legend

Average Daily Trips

- 108 - 2045
- 2046 - 5671
- 5672 - 9499
- 9500 - 16032
- 16033 - 31714

Traffic Volumes

Existing Daily Traffic Volumes

Figure 2.16 provides annual daily traffic (ADT) volumes for major roads and streets in Limerick Township. The map shows that the heaviest traffic volumes, ranging from approximately 12,000 to 18,500 vehicles daily, exist along Ridge Pike, Lewis Road, and Township Line Road.

Significant volumes in excess of 5,000 vehicles per day also exist on other major roads in the township including Evergreen Road, Linfield Road, Neiffer Road, and Game Farm Road to Ridge Pike.

2. Planning Context

Table 2.31 Average Daily Traffic Volumes

Road	Segment	Count Year	ADT (vehicles per day)
Route 422 Eastbound	Entire Township	2006	26,105
Route 422 Westbound	Entire Township	2006	25,976
Evergreen Road	Route 422 to Sanatoga Road	2004	5,817
Game Farm Road	Neiffer Road to Game Farm Road	2004	3,147
	Game Farm Road to Township Line	2005	3,071
Lewis Road	Ridge Pike to Linfield-Trappe Road	2005	10,458
	Linfield Trappe Road to Linfield Road	2005	16,241
	Linfield Road to Royersford Borough Line	2005	12,799
Limerick Center Road	Ridge Pike to Sanatoga Road	2004	4,635
	Sanatoga Road to Linfield Road	2006	1,807
Limerick Road	Township Line to Pheasant Road	2004	1,520
	Pheasant Road to Ridge Pike	2007	1,443
Linfield Road	Lewis Road to Limerick Center Road	2007	6,580
	Limerick Center Road to Township Line	2006	4,957
Linfield-Trappe Road	Lewis Road to Township Line Road	2003	2,140
Neiffer Road	Township Line to Game Farm Road	2005	1,355
	Game Farm Road to Ridge Pike	2006	4,426
Pheasant Road	Neiffer Road to Game Farm Road	2004	170
Ridge Pike	Route 422 to Neiffer Road	2003	15,064
	Neiffer Road to Limerick Center Road	2003	12,000
	Limerick Center Road to Lewis Road	2006	12,235
	Lewis Road to Limerick Road	2004	15,513
	Limerick Road to Township Line Road	2007	18,178
Sanatoga Road	Evergreen Road to Limerick Center Road	2006	1,805
Swamp Pike	Township Line to Ridge Pike	2006	11,284
Township Line Road	Township Line to Wartman Road	2007	10,298
	Wartman Road to Ridge Pike	2007	18,302
	Ridge Pike to Linfield-Trappe Road	2005	14,477
	Linfield-Trappe Road to Route 422	2005	14,234
	Route 422 to Royersford Borough Line	2007	14,250

Source: PennDOT

Roadway Ownership

Table 2.31 shows the roadway mileage and density of roadways within Limerick Township. The overall roadway density of the township is 7.8 linear miles of roadway per square mile.

In Limerick Township, the roadway ownership distribution is 55 percent Township, 1 percent Montgomery County, and 44 percent State owned and maintained by linear mile (not lane mile). This ratio may change in the future when new roads are built to serve new land developments and are dedicated to the township, or the state continues to transfer ownership back to the municipalities. Transferring ownership to local municipalities places more responsibility and greater maintenance control of the roadways with those municipalities.

Table 2.32: Roadway Ownership

	Jurisdiction	Miles
Roadway Mileage	Local	102.5
	County	2.8
	State	81.2
	Total	186.5
	Density	7.8

Source: PennDOT

Roadway Conditions



Traditional roadways in Limerick increasingly must account for additional traffic, signals, signage, and pedestrians, where tractors were once the largest distraction.

The suburban and rural character of much of the township creates a situation where once little used roads are now forced to accommodate increased traffic volumes. New development both in and around the township can adversely affect traffic safety and congestion. Factors contributing to potential safety concerns are limited sight distance at intersections, narrow cartway widths, structures located close to the edge of roadway, sharp horizontal and steep vertical curves, and offset intersection alignment. To provide a safe and efficient roadway system, yet preserve the character of the township, context sensitive design solutions can be incorporated into the township's Subdivision and Land Development Ordinance. Context sensitive solutions meet the objectives of safety and mobility, while preserving the natural environment and community character.

Persistent congestion and/or safety concerns exist at a number of locations within the township, as identified below:

Corridor Congestion

- Township Line Road Excessive congestion during peak travel times at key intersections. Geometric deficiencies create safety concerns.
- Lewis Road Excessive congestion during peak travel times between Linfield-Trappe Road and West Cherry Lane.

Intersection Congestion

- Route 422 Sanatoga Interchange Intersections are near capacity during peak travel times. Significant improvements will be necessary to accommodate nearby economic development.
- Route 422 Royersford Interchange Intersections are near capacity at peak travel times.
- Ridge Pike and Lewis Road, Ridge Pike and Swamp Pike Excessive congestion during peak travel times due to lack of a direct connection between Lewis Road and Swamp Pike.
- Royersford and Linfield Trappe Road Divided intersection

2. Planning Context

creates a hazardous intersection.

Poor Access Management—Numerous driveways and few, if any, turn restrictions create multiple conflict points and potential for vehicular, pedestrian, and bicyclist crashes.

- Ridge Pike
- Township Line Road
- Swamp Pike
- Lewis Road

Inadequate Cartway Widths and Geometric Deficiencies

- Township Line Road
- Linfield-Trappe Road
- Sanatoga Road
- Limerick Center Road
- Limerick Road
- Neiffer Road

Poor Connectivity

- The village of Linfield lacks sufficient roadway access for future land development.
- Existing industrial and corporate centers lack good connections to Route 422



Ridge Pike in Limerick Village must manage traffic flows while providing for a safe and pedestrian friendly environment.

Bridges

Limerick Township currently has 2 township bridges, 23 state bridges, 1 railroad bridge, and no Montgomery County bridges. The oldest bridges in the township were constructed in 1914 to cross branches of the Schuylkill River on Linfield Road. For safety reasons, bridges can be posted with weight restrictions; however, there are currently no posted or closed bridges within the township. Table 2.33 summarizes the bridges in the township.

Table 2.33 Bridges

Feature Carried	Feature Intersected	Length (feet)	Year Built	Structurally Deficient	Functionally Obsolete	Sufficiency Rating
Township Owned Bridges						
Longview Road	Norfolk Southern Railroad	58	1989	--	--	90
Keen Road	Brooke Evans Creek	20	1930	--	--	100
State Owned Bridges						
Route 422 (EB)	Limerick Center Road	70	1984	--	--	91
Route 422 (WB)	Limerick Center Road	70	1984	--	--	91
Route 422 (EB)	Lewis Road	208	1976	--	--	92
Route 422 (WB)	Lewis Road	208	1976	--	--	92
Route 422 (EB)	Royersford Road	121	1976	--	--	91
Route 422 (WB)	Royersford Road	121	1976	--	--	89
Walnut Street	Route 422	237	1976	--	FO	83
Township Line Road	Mingo Creek	28	1976	--	--	73
Township Line Road	Branch Mingo Creek	30	1996	--	--	77
Township Line Road	Lodal Creek	33	1950	--	FO	56
Linfield Road/ Main Street	Branch Schuylkill River	14	1914	--	FO	54
Linfield Road	Branch Schuylkill River	11	1914	--	FO	54
Linfield Road	Tributary Schuylkill River	12	1914	--	FO	55
Linfield Road	Branch Schuylkill River	12	1914	--	--	93
Lewis Road	Landis Creek	13	2006	--	--	79
Lewis Road	Landis Brook Creek	19	2006	--	--	84
Sanatoga Road	Possum Hollow Creek	18	1973	--	--	79
Evergreen Road	Route 422	275	1984	--	FO	87
Ridge Pike	Landis Creek	14	1937	--	--	89
Ridge Pike	Landis Brook	10	1938	--	--	74
Ridge Pike (EB)	Evergreen Road	126	1965	SD	FO	90
Country Club Road	Route 422	276	1976	--	--	94
Airport Road	Route 422	244	1984	--	--	96
Railroad Owned Bridge						
Linfield Road	Conrail	117	1968	--	--	81

Source: PennDOT's Bridge Inspection Terminology and Sufficiency Ratings, Revised 8/24/07

As shown in Table 2.33, each bridge has been assigned a sufficiency rating that is calculated using three parameters:

1. The structure's adequacy and safety (accounting for 55 percent and based on inspection data),

2. Planning Context

2. The structure's serviceability and functional obsolescence (accounting for 30 percent and based on ability of bridge to meet current traffic conditions), and
3. How essential the bridge is for public use (accounting for 15 percent).

This sufficiency rating determines a structure's eligibility for funding for rehabilitation or replacement. Funding is not available for those with a sufficiency rating from 80 to 100. Those with a rating from 50 to 79 are eligible for rehabilitation or refurbishment funding, and those with a rating less than 50 are eligible for funding to completely replace the structure. Of the township's 26 bridges, 17 are not currently eligible for funding; however and 9 are eligible for refurbishment or rehabilitation. No bridges are currently eligible for full replacement.

In addition to sufficiency rating, a structure can also be identified as being structurally deficient and/or functionally obsolete. A bridge identified as "Structurally Deficient" (SD) has had deterioration of one or more of the main components, which has occurred on the east-bound Ridge Pike bridge over Evergreen Road. A structure identified as "Functionally Obsolete" (FO) has older design or structural features as compared to newer bridges. While these features may not be consistent with current design or construction practices, the FO identification is not an indication of a bridge's structural integrity. Seven of the township's bridges have been identified as FO.

According to the Pennsylvania Historical and Museum Commission (PHMC) and the National Register of Historic Places, there are no historic bridges within Limerick Township.

Public Transportation

The western Montgomery County Region is served by various public transportation services; however, Limerick Township is not directly served by passenger rail service. Each of these public transportation services is described below.

SEPTA Route 93 - The Southeastern Pennsylvania Transportation Authority (SEPTA) Route 93 provides bus transportation between the Borough of Norristown and the Borough of Pottstown via Ridge Pike.



Bus stops within the township are small and often difficult to locate. No bus shelters are available.

The route provides service at intervals (headways) of approximately 60 minutes, with one scheduled stop in Limerick Township at the Philadelphia Premium Outlets. Informal unscheduled stops are made along the way based on passenger demand.

SEPTA Route 139 - The SEPTA Route 99 provides bus transportation between King of Prussia and the Philadelphia Premium Outlet. The route travels through Phoenixville and continues into Limerick. After departing the Limerick Shopping Center the route continues along Route 422, terminating at the Philadelphia Premium Outlets.

SEPTA R6 Regional Passenger Rail Service - Currently there is no regional rail service in Limerick Township. The closest connection to regional passenger rail service is the R6, which provides a connection between Norristown and Center City Philadelphia. The R6 provides service at 30 to 45 minute headways during weekdays and hourly during the weekends. A study is currently underway by Montgomery County to extend the R6 line to Reading. The proposed alignment would run through Limerick, with the closest stop in Royersford.

Pottstown Area Rapid Transit (PART) - The Borough of Pottstown provides public transportation along High Street, which provides service to the Philadelphia Premium Outlets.

TransNet Paratransit Service - Paratransit service is available to persons age 65 and older, with a limited program available for those ages 60 - 64, through TransNet Monday through Saturday between the hours of 6:00 A.M. and 6:00 P.M. This service is a state subsidized shared-ride program providing transportation at a reduced fare. There are no regularly scheduled stops or routes. Residents wishing to utilize this service make appointments, and the route is dictated by demand.

SEPTA ADA Paratransit - SEPTA's paratransit service is available to senior citizens and those with disabilities who are not able to access SEPTA's regular buses. The service is available where and when regular bus service exists. Fares are typically twice that of the associated bus fares and may include additional charges for inter-county and inter-zone travel. There are no regularly scheduled stops or routes. Residents wishing to utilize this service make appointments, and the route is dictated by demand.

2. Planning Context

Parking

Parking in the township is generally provided by private lots associated with specific businesses or facilities. Within the village of Limerick, widely paved shoulders are frequently used for parking.

Airport Facilities

The Pottstown-Limerick Airport is located in Limerick Township. The airport is classified as a business service airport by the Pennsylvania Bureau of Aviation. The airport has one runway that measures 3,371 feet long and 75 feet wide. Annually the airport serves approximately 44,209 flights with its 84 aircrafts according to the Pennsylvania Statewide Airport System Plan. The nearest commercial service airport is the Philadelphia International Airport located 25 miles away.

The airport is a privately owned, public use airport often used by local businesses for charter services. This allows businesses to improve their efficiency and flexibility. In addition, the airport provides a good site for recreational flying and training activities due to the low congestion in the area.

According to the DVRPC the Pottstown Limerick airport is considered regionally as an airport with excellent development potential due to its geographic location and potential to expand. The total economic output of the airport stemming from airport tenants and general aviation was approximately 4.2 million dollars.

Freight Rail Facilities

One active freight rail line operated by Norfolk Southern traverses Limerick Township, connecting Philadelphia to Reading and places further west. This is an extremely important double track freight main line connecting the west through to New York. This rail line generally follows the Schuylkill River along the southern edge of the township, from Royersford Borough to Lower Pottsgrove Township. A siding is maintained into the Nuclear Power Plant and an old siding exists at the distillery site. There is an at-grade crossing at the western crossing of Trinley Drive; however, all other crossings are grade-separated.



An airplane at Pottstown-Limerick Airport.



Sidewalks exist along Ridge Pike in Limerick Village, but they are often narrow, interrupted by curb cuts, and too close to the traffic for pedestrians to feel comfortable.

Bicycle and Pedestrian Facilities

Few facilities currently exist to accommodate bicyclists and pedestrians. Sidewalks are sporadic throughout the township and bicyclists must share the road with vehicles.

The Montgomery County Planning Commission has identified recommended networks of bicycle facilities. This network identifies routes for beginner, intermediate, and advanced levels of recreation, as well as commuter/connector routes. The primary routes identified in the township are Ridge Pike and Swamp Pike. The secondary routes are Neiffer Road, Game Farm Road, Lewis Road, Linfield-Trappe Road, Linfield Road, and Township Line Road. The primary routes should, at a minimum, be able to accommodate casual adult and younger cyclists. For secondary routes, more advanced adult riders should be accommodated at a minimum; however, accommodation for casual adult and younger riders is optimal.

The proposed vision plan for the Schuylkill River Trail West will bring the dedicated path through Limerick Township parallel to the Schuylkill River. Currently the trail extends from Philadelphia to Oaks but the ultimate plan is to extend the trail the entire length of the Schuylkill River into Berks County.

Planned Roadway Improvements

Capital Improvement Projects—The Draft Fiscal Year 2009 Transportation Improvement Program (TIP), prepared by the Delaware Valley Regional Planning Commission (DVRPC), includes three intersections in Limerick Township as part of a countywide project to upgrade traffic signal equipment (MPMS #48173). The three intersections are Ridge Pike and Swamp Pike, Ridge Pike and Limerick Center Road/Kugler Road, and Neiffer Road and Swamp Pike. Funding for construction of these improvements has been identified in 2009 and 2010.

The Draft 2009 TIP also includes the replacement of a culvert on Linfield Road that carries a tributary of the Schuylkill River (MPMS #16699). Construction for the culvert replacement has been identified in 2011.

2. Planning Context

Local Improvement Projects - A number of projects driven by local funding are currently in the planning or engineering stages with construction planned in the near future:

Swamp Pike and Neiffer Road

- Construction of a westbound right-turn lane on Swamp Pike
- Construction of a southbound left-turn lane on Neiffer Road
- Traffic signal modifications

Lewis Road - North of Ridge Pike

- Extend Lewis Road north to intersect with Swamp Pike

Ridge Pike and N. Limerick Road

- Install a new traffic signal
- Various safety improvements

Ridge Pike and Sunset Road

- Install a new traffic signal

Lewis Road - Wawa Driveway to East Cherry Lane

- Construction of additional northbound and southbound through lanes
- Construction of a center left-turn lane
- Traffic signal modifications

Ridge Pike and Township Line Road

- Construction of additional through lanes on Ridge Pike
- Construction of additional through lanes on Township Line Road
- Construction of various turn lanes on all approaches
- Traffic signal modifications and coordination

Township Line Road and Longmeadow Road to Rittenhouse Road

- Construction of an additional northbound through lane
- Relocation of Rittenhouse Road to the south
- Install a traffic signal and construct turn lanes at the re-aligned Rittenhouse Road

Township Line Road - Route 422 to Longmeadow Road

- Construction of additional northbound and southbound through lanes
- Install a new traffic signal at Longmeadow Road
- Construct turn lanes at Buckwalter Road
- Traffic signal modifications and coordination

2.9 Municipal Government and Finance

Economic Impact of Future Build Out

This section of the Comprehensive Plan provides an assessment of the fiscal impacts of a 2035 build out of remaining vacant land in Limerick Township including residential, commercial, office, and industrial uses. The purpose of this financial analysis is to determine the potential tax revenue impacts of an "extreme-case" development scenario on municipal resources to help the township frame growth management policies and recommendations. As the township develops, it can return to this model, using current numbers, to examine the impact of development.

The analysis compares the potential cost of additional township residents associated with new residential development to the income generated by tax revenues and examines the similar potential revenues and expenses from commercial development, comparing them as well. The Spring-Ford School District is another beneficiary of future growth but in a much different way than the township because of different assessment rates. Therefore, the analysis examines the residential and commercial growth impacts on the school district, and compares them to the township.

The build-out scenario would include 2,126 units of new housing in various unit types depending on the location of existing residential zones R1-R5, and 2.1 million SF of new mixed-use commercial space, including industrial, retail, and office/flex space. Several assumptions have been made in calculating the economic impacts of the build-out scenario of 2035, based on current trends and/or available data from the US Census, Delaware Valley Regional Planning Commission (DVRPC), and Montgomery County. The assumptions are:

1. DVRPC projects a total of 5,000 additional jobs in Limerick Township. We have increased this number to 5,250 to account for additional retail job growth that has occurred since 2005, while scaling back DVRPC's employment growth projections in other sectors by 20 percent to more accurately reflect the anticipated employment distri-

bution.

2. While there are currently 956 acres of vacant land zoned for commercial development, 2035 employment growth would support just 354 acres, or about one third of the available land.
3. The distribution of employment growth across industries replicates a 2002 Montgomery County employment model.
4. All land available for residential uses would be developed as currently zoned.

Development, Cost, Residence, and Employment Assumptions

The characteristics of the build-out development program are detailed in Table 2.34. Based on the current zoning of remaining vacant land

Table 2.34 Total Development Program—2035

Residential	Total Residential Development	R1	R2	R3	R4	R5
Units	2,126	1,202	266	382	172	104
Sales Price/Market Value Per Dwelling		\$633,000	\$540,000	\$432,000	\$370,000	\$232,000
Total Estimated Residential Development Value	\$1,157,298,000	\$760,866,000	\$143,640,000	\$165,024,000	\$63,640,000	\$24,128,000
Estimated Acreage	2,917	2,403	266	192	43	13
Estimated Number of New Residents (1)	7,739	4,643	992	1,268	552	283
Estimated Number of School Age Children (1)	2,111	1,385	277	296	114	40
Estimated Public School Enrollment (1)	1,656	1,072	229	245	77	32
Aggregate Income of New Residents	\$240,439,343	\$157,923,708	\$29,833,808	\$34,454,684	\$13,228,137	\$4,999,005
Commercial	Total Commercial Development	Industrial	Retail	Office/Flex	Non-Taxable	
Square Footage	2,313,000	1,052,000	742,000	477,000	42,000	
Market Value Per SF		\$225	\$325	\$225	\$225	
Total Estimated Development Value	\$594,625,000	\$237,700,000	\$241,150,000	\$107,325,000	\$9,450,000	
Estimated Acreage	354	161	114	73	6	
Estimated Number of Employees (2)	5,250	1,578	1,856	1,668	148	
Overall Development Program						
Housing Units	2,126					
Square Footage Commercial	2,313,000					
Total Estimated Development Value	\$1,751,923,000					
Estimated Developable Acreage	3,271					
Estimated Number of Residents (1)	7,739					
Estimated Number of School Age Children (1)	2,111					
Estimated Public School Enrollment (1)	1,656					
Estimated Number of Employees (2)	5,250					

Footnotes:

- 1) From Factors In "Who Lives In New Jersey Housing," November, 2006
- 2) Employees estimated from Montgomery County standard

2. Planning Context

slated for residential development, we anticipate a housing mixture in 2035 ranging from large single-family homes on large lots zoned R1 to much smaller condominiums or town homes on small lots zoned R5. Specifically, the residential program includes 1,202 for-sale homes in the R1 district; 266 in the R2 district; 382 in the R3 district; 172 in the R4 district; and 104 in the R5 district, constituting a total area of 2,917 acres.

Based on current zoning and the above assumptions, the proposed township-wide commercial development program for 2035 includes 1.1 million SF of industrial space; 742,000 SF of retail space; 477,000 million SF of office/flex space; and 42,000 SF of non-taxable commercial space.

Based on this program, we estimate the value of the residential component (at sales prices) to be approximately 1.16 billion dollars and the value of the commercial component to be approximately 594.5 million dollars, for a total of 1.75 billion dollars. To determine the potential impact of school-age children on the Spring-Ford School District, we referred to the publication, "Who Lives in New Jersey Housing?" (November, 2006), an appropriate and reliable source for housing-related calculations in the Philadelphia region as well as the publication, "Characteristics of Population in New Housing" in Montgomery County, PA. Applying standard formulas to this development program, we arrive at an estimated population of 7,739 in these 2,100 new housing units, including 2,111 children of school age with 1,656 of these children anticipated to enroll in local public schools (see Table 2.34). As mentioned in the assumptions above, we estimate the additional employment by 2035 in the commercial space to be 5,250 workers.

Municipal Revenue and Expenditure Impacts

In Table 2.35, we summarize the Limerick municipal budget for fiscal year 2008. The budget details approximately 9 million dollars in local revenues and expenditures, excluding inter-fund transfers, balances forward, reserves, and state and federal funds. Non-local funds are excluded from our analysis because only the local portion of the township budget will be impacted by the potential build-out scenario.

Table 2.35 Municipal Revenues and Expenditures, Limerick Township

Revenues	
Real Estate Taxes	\$1,622,568
Act 511 Taxes	
Real Estate Transfer Taxes	\$582,000
Earned Income Taxes	\$2,600,000
Local Services Tax	\$300,500
Other Revenues	\$3,428,301
Total Revenues	\$8,533,369
Expenditures	
Streets/Infrastructure/Public Works	\$3,831,860
General Government	\$2,313,387
Public Safety	\$3,069,920
Total Expenditures	\$9,215,167

Source: Limerick Township FY 2008 Budget

As the table shows, revenues have been divided into three major categories for simplicity, including real estate taxes, Act 511 taxes (real estate transfer, earned income, and local services taxes), and “other revenues”. These other revenues include fees, fines, interest, grants, donations, and transfers.

In terms of expenditures, municipal government expenses are largely influenced by three factors: (1) streets and roads/infrastructure, which is heavily influenced by the mass of developed acreage in the township; (2) general government (including debt service, pensions, and insurance); and (3) public safety. Factors 2 and 3 are mostly based on the number of residents in the community, but also to a lesser degree by number of employees.

In Table 2.35, we relate these revenues and expenditures to tax base and service demand factors for development in the township, based on estimates for existing population and employment, as well as developed acreage (the most recent source being from 2005).

As shown in Table 2.36, we preliminarily estimate Limerick Township’s current expenditures in streets and roads/infrastructure to include \$486 per acre of developed land in the township. We also estimate that the township expends 130 dollars per capita and \$26 dollars

Table 2.36 Municipal Expenditure Factors, Limerick Township

Demographic Factors	
Estimated Population - 2005 (1)	16,506
Estimated Employment - 2005 (1)	6,389
Developed Acreage - 2005 (1)	7,880
Estimated Municipal Expenditure Factors	
Streets & Roads/Infrastructure	\$486 Per acre
General Government - Residential	\$130 Per Capita
General Government - Commercial	\$26 Per Employee
Public Safety - Residential	\$173 Per Capita
Public Safety - Commercial	\$35 Per Employee

Source: DVRPC

2. Planning Context

lars per employee for general government, and 170 dollars per capita and 35 dollars per employee for public safety. Impacts on revenues and expenditures from the 2035 build-out scenario are calculated be-

Table 2.37 School District Revenue

Pupils	7,600
Revenues	
Local Real Estate Taxes	\$72,808,171
Act 511 Taxes	
Per Capita Taxes	\$122,000
Occupation Taxes	\$150,000
Earned Income Taxes	\$6,720,066
Real Estate Transfer Taxes	\$2,400,000
Delinquency on Taxes Levied	\$1,300,000
Earnings on Investments	\$1,400,000
Student Activities	\$100,000
Intermediate Sources/Funds from Other Schools	\$1,204,657
Other Local Sources	\$645,000
Total Local Revenues \$86,849,894	
State/Federal Revenues	\$17,696,302
Other Financing Sources	\$1,052,139
Total Revenues \$105,598,335	
Expenditures	
Total Expenditures \$110,130,466	

Table 2.38 Revenue Spent Per Pupil

Revenues Spent Per Pupil	
Local Real Estate Taxes	\$9,580
Act 511 Taxes	\$1,236
Other Local Sources	\$612
State/Fed Revenues	\$2,328
Other Financing Sources	\$138
Total Revenues Spent Per Pupil	\$13,895

low.

School District Tax Revenue and Expenditure Impacts

In Table 2.37 we summarize key revenue and expenditure factors from the Spring-Ford School District Budget for FY 2007-2008. This budget details approximately 106 million dollars in revenues spent on approximately 7,600 pupils. The total revenues expended per pupil is 13,895 dollars, with approximately 2,300 dollars of that being funded from non-local sources. The local real estate tax cost per pupil is

Table 2.39 Development Factors

Proposed Development Factors			
Housing Units		2,126	
Square Footage Commercial		2,313,000	
Total Estimated Development Value		\$1,751,923,000	
Estimated Developable Acreage		3,271	
Estimated Number of Residents		7,739	
Estimated Number of School Age Children		2,111	
Estimated Public School Enrollment		1,656	
Estimated Number of Employees		5,250	
Estimated Municipal Annual Revenues		Estimated School District Annual Revenues	
Real Estate Taxes (1)	\$1,134,794	Local Real Estate Taxes (1)	\$19,898,657
Act 511 Taxes		Act 511 Taxes	
Real Estate Transfer Taxes (2,3)	\$583,794	Real Estate Transfer Taxes (2,3)	\$583,974
Earned Income Taxes (4)	\$1,320,322	Earned Income Taxes (4)	\$1,320,322
Local Services Taxes (5)	\$246,750	Local Services (Occupational) Taxes (5)	\$26,250
Other Revenues	\$1,607,340	Per Capita Taxes (6)	\$38,695
		Other Local Revenues	\$1,013,136
Total Revenues \$4,893,180		Total Local Revenues \$22,881,032	
Estimated Municipal Annual Expenditures		Estimated School District Expenditures	
Streets & Roads/Infrastructure	\$1,590,611	Local Real Estate Taxes	\$15,864,517
General Government	\$1,143,275	Act 511 Taxes	\$2,046,482
Public Safety	\$1,517,153	Other Local Sources	\$1,013,136
Total Expenditures \$4,251,039		Net Local Cost \$18,924,135	
Net Annual Municipal Fiscal Impact \$642,141		Net Annual School District Fiscal Impact \$3,956,898	
		Net Annual Local Fiscal Impact at Full Development \$4,599,039	

Table 2.40 2035 Build Out Program—Revenues from Residential Development

Limerick Township									
Type of Non-Residential	Acreage	Employment	Building SF	Real Estate Taxes: Township	Earned Income Taxes: Township	Real Estate Transfer Taxes: Township	Local Services Taxes: Township	Total	
Industrial	135	1,127	480,000	\$69,956	\$25,358	\$36,000	\$52,969		
Retail	46	757	300,000	\$63,155	\$17,033	\$32,500	\$35,579		
Office/Commercial	135	2,979	1,280,000	\$186,550	\$67,028	\$96,000	\$140,013		
Public Administration (Non-Taxable)	6	137	40,000	\$5,830	\$3,083	\$3,000	\$6,439		
Total				\$325,490	\$112,500	\$167,500	\$235,000	\$840,490	

Spring-Ford School District									
Type of Non-Residential	Acreage	Employment	Building SF	Real Estate Taxes: Schools	Earned Income Taxes: Schools	Real Estate Transfer Taxes: Schools	Local Services Taxes: Schools	Total	
Industrial	135	1,127	480,000	\$1,226,683	\$25,358	\$36,000	\$5,635		
Retail	46	757	300,000	\$1,107,423	\$17,033	\$32,500	\$3,785		
Office/Commercial	135	2,979	1,280,000	\$3,271,156	\$67,028	\$96,000	\$14,895		
Public Administration (Non-Taxable)	6	137	40,000	\$102,224	\$3,083	\$3,000	\$685		
Total				\$5,707,485	\$112,500	\$167,500	\$25,000	\$6,012,485	
Total Commercial Revenues									\$6,852,976

2. Planning Context

9,580 dollars.

Anticipated Local Fiscal Impact from 2035 Build Out Scenario

The net annual fiscal impact of the proposed development program (at full build out) is shown in Table 2.39 Limerick Township will receive an estimated \$4,893,000 in additional revenues and incur just over \$4,251,000 in additional service and maintenance costs. This will result in a net annual gain for the township of approximately \$642,000.

Spring-Ford School District, on the other hand, will receive almost \$23 million in additional real estate and enabling tax revenue. The local cost to serve the anticipated enrollment of 1,656 new pupils will be approximately 19 million dollars, resulting in a net annual fiscal gain to the school district of almost 3,957,000 dollars.

Calculating these revenues and service costs together, the net local fiscal impact of the proposed 2035 build-out scenarios estimated to

Table 2.4 Build Out Program—Expenses from Residential Development

Limerick Township				
Type of Residential	Streets and Roads/ Infrastructure	General Government	Public Safety	Total
R1	\$1,168,523	\$604,022	\$801,552	
R2	\$129,350	\$129,067	\$171,275	
R3	\$93,365	\$164,978	\$218,929	
R4	\$20,910	\$71,822	\$95,309	
R5	\$6,322	\$36,798	\$48,832	
Total	\$1,418,469	\$1,006,687	\$1,335,897	\$3,761,053

Spring-Ford School District				
Type of Residential	Local Real Estate Taxes	Act 511 Taxes	Other Local Sources	Total
R1	\$10,271,547	\$1,325,003	\$655,959	
R2	\$2,194,074	\$283,030	\$140,117	
R3	\$2,349,443	\$303,072	\$150,040	
R4	\$739,846	\$95,438	\$47,248	
R5	\$307,864	\$39,714	\$19,661	
Total	\$15,862,774	\$2,046,257	\$1,013,024	\$18,922,055

Total Residential Expenditures	\$22,683,108
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Table 2.42 2035 Build Out Program—Revenues from Commercial Development

Limerick Township								
Type of Non-Residential	Acreage	Employment	Building SF	Real Estate Taxes: Township	Earned Income Taxes: Township	Real Estate Transfer Taxes: Township	Local Services Taxes: Township	Total
Industrial	135	1,127	480,000	\$69,956	\$25,358	\$36,000	\$52,969	
Retail	46	757	300,000	\$63,155	\$17,033	\$32,500	\$35,579	
Office/Commercial	135	2,979	1,280,000	\$186,550	\$67,028	\$96,000	\$140,013	
Public Administration (Non-Taxable)	6	137	40,000	\$5,830	\$3,083	\$3,000	\$6,439	
Total				\$325,490	\$112,500	\$167,500	\$235,000	\$840,490
Spring-Ford School District								
Type of Non-Residential	Acreage	Employment	Building SF	Real Estate Taxes: Schools	Earned Income Taxes: Schools	Real Estate Transfer Taxes: Schools	Local Services Taxes: Schools	Total
Industrial	135	1,127	480,000	\$1,226,683	\$25,358	\$36,000	\$5,635	
Retail	46	757	300,000	\$1,107,423	\$17,033	\$32,500	\$3,785	
Office/Commercial	135	2,979	1,280,000	\$3,271,156	\$67,028	\$96,000	\$14,895	
Public Administration (Non-Taxable)	6	137	40,000	\$102,224	\$3,083	\$3,000	\$685	
Total				\$5,707,485	\$112,500	\$167,500	\$25,000	\$6,012,485
Total Commercial Revenues	\$6,852,976							

result in an annual revenue gain of over 3.4 million dollars measured in 2008 dollars.

The same fiscal impact results for Limerick Township and the Spring-Ford School District can also be represented to highlight revenues and expenditures from residential development compared to revenues and expenditures from commercial development. Tables 2.40 through 2.42 exhibit these results.

Table 2.43 2035 Build Out Program Expenses from Commercial Development-Limerick Township

Type of Non-Residential	Streets and Roads/Infrastructure	General Government	Public Safety	Total
Industrial		\$29,321	\$38,910	
Retail		\$19,695	\$26,135	
Office/Commercial		\$77,504	\$102,850	
Public Administration (Non-Taxable)		\$3,564	\$4,730	
Total	\$464,880	\$130,084	\$172,625	\$767,589
Spring-Ford School District				
Total	\$0.00	\$0.00	\$0.00	\$0.00
Total Commercial Expenditures				
				\$767,589

2. Planning Context

As Table 2.40 shows, revenue from full residential development by 2035 amounts to almost 20 million dollars, with about 80 percent of that going to Spring-Ford School District. The expenses of residential development, however, exceed revenues by about 3 million dollars, as shown in Table 2.41.

While Limerick Township stands to benefit financially from the residential development in the amount of approximately 200,000 dollars, the school district bears the entire fiscal brunt of the 3 million dollars annual expenses.

On the other hand, commercial development creates far fewer fiscal impacts on the Township and school district than residential. As shown in Table 2.42, revenues generated for Limerick Township by commercial development are a modest 948,000 dollars, while the Spring-Ford School District stands to gain over 7 million dollars.

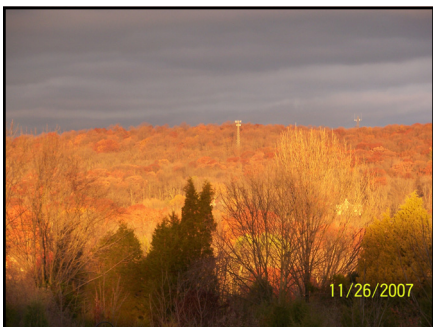
Table 2.43 reveals that the expenses on the Township from commercial development are just over half of the revenues, at 490,000 dollars. There is really no added fiscal burden on the school district, because commercial development does not increase the number of school children in the district. Any new residents, including school-age children, that the commercial development draws to Limerick Township are accounted for in the residential impact calculation. The school district stands to gain over 6 million dollars.

3 Goals and Objectives



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Goals & Objectives



Limerick's Vision considers the affects of growth on its defining features such as the Schuylkill River (top), farmland middle, and the northern forest (bottom).

3.1 Vision Statement

Limerick Township seeks to establish and maintain a sustainable community that balances the rights of property owners to reasonably use their land within the community's expressed goals to:

- Maintain and enhance economic vitality;
- Preserve and enhance natural and historic resources and stabilize previously damaged resources;
- Maintain and enhance all forms of transportation and create linkages to local and regional transportation infrastructure;
- Enhance the quality of life of township residents;
- Conserve resources and energy in all forms;
- Provide a wide variety of housing choices for township residents; and
- Promote the enhancement of the township's cultural resources and facilities.

3.2 Goals and Objectives

1. Land Use

A. Direct development to growth areas

1. Provide land for selected development in appropriate locations.
2. Provide incentives for higher intensity uses in growth areas.
3. Prioritize infrastructure improvements in growth areas.

B. Enhance village centers

1. Promote infill development and the adaptive reuse of existing structures.

3. Goals & Objectives

2. Enhance and improve streetscapes and community infrastructure.
3. Identify private and public funding sources for streetscape and other enhancement projects.

D. Preserve and create community identity and sense of place

1. Encourage better site design standards.
2. Encourage the use of design guidelines or themes for public and private projects.
3. Promote coordinated improvements in the public realm such as gateways and public art.

E. Preserve resource conservation areas

1. Strengthen the protection of natural resources.
2. Encourage development that is compatible with infrastructure.
3. Reduce density in rural resource areas.

F. Promote sustainable development

1. Encourage incorporation of Leadership in Energy and Environmental Design (LEED) and Green Globe standards in site design and building systems.

G. Coordinate and plan with adjacent municipalities and regional planning agencies

1. Investigate multimunicipal planning opportunities.
2. Investigate opportunities for shared planning and improvement projects.

2. Open Space, Natural Features, and Cultural Resources

A. Maximize the preservation of open spaces in appropriate areas

1. Identify lands that should receive preservation priority.
2. Preserve farmlands and the character of rural areas.
3. Encourage active farming including equestrian uses.
4. Protect scenic roads, vistas, and viewsheds.

B. Conserve and enhance Limerick's natural resources

1. Protect and enhance wetlands, streams, steep slopes, woodlands, soils, and natural habitats.
2. Create a greenway system and an interconnected network of multi-use trails along rivers, creeks, and other sensitive natural and historic features and settings.



A sea of signs typical of suburban sprawl distract from the community identity.



Utility right-of-ways present opportunities for greenways and trail connections.



As development has continued many roads that were once two lane country roads have been expanded to serve as major traffic corridors.



The development of the Philadelphia Outlets has had a dramatic effect on transportation patterns.

3. Identify and protect heritage landscapes in the township.

C. Protect historic resources and cultural landscapes

1. Encourage adaptive reuse of historic buildings.
2. Preserve and restore significant historic structures.

3. Transportation

A. Coordinate safety, operational, and capacity improvements with a focus on regional corridors and collector roadways

1. Maintain the free flow of local and regional traffic through a combination of roadway improvements and traffic management techniques that protect the safety of residents as well as the aesthetic attributes of the township roadways.
2. Minimize the impacts of through traffic originating outside the township on collector and local roads, especially those designated as scenic roads.
3. Prioritize and implement safety, operational and capacity improvements for regional corridors recommended in past studies.
4. Develop additional corridor plans that improve safety, operations, and capacity while reducing the need for significant corridor widening.
5. Advocate and implement improvements to Route 422 interchanges.

B. Coordinate circulation planning with land use planning so that land use decisions are appropriate to transportation infrastructure

1. Adopt a functional classification system consistent with PennDOT and Montgomery County.
2. Update subdivision and land development ordinances that apply access management measures found in PennDOT's model access management ordinance.
3. Develop access management plans for key Township corridors.
4. Develop residential street design standards that preserve natural resources.
5. Implement context sensitive design solutions during the PennDOT project development process.

3. Goals & Objectives

C. Increase opportunities to connect to public transit, and to walk, ride, or bike throughout the township

1. Work with the appropriate agencies to develop bus routes linking residential areas with economic activity centers within Limerick Township and the Route 422 corridor.
2. Support the development of regional rail service in the Schuylkill Valley.
3. Support the implementation of recreation trails.
4. Coordinate with land developers, PennDOT and the Montgomery County Planning Commission to implement the County on-road bicycle network.
5. Implement pedestrian facilities that link residential areas, villages and centers.

D. Pursue private, municipal, state and federal funding opportunities to implement high priority projects

1. Provide input on high-priority improvements to the Montgomery County Planning Commission.
2. Provide input to PennDOT and DVRPC on the development of the Twelve-Year Program and Transportation Improvement Program (TIP).
3. Pursue funding from state and federal grant and reimbursement programs.
4. Develop public/private partnerships during the land development approval process to implement transportation improvements.
5. Fund improvements from the township Capital Improvements Plan through the traffic impact fee.

E. Continue to coordinate regional transportation improvements with PennDOT, DVRPC, Montgomery County and surrounding municipalities to better achieve goals

1. Support improvements to regional expressways and arterials such as US 422, Lewis Road, Ridge Pike, Swamp Pike, and Township Line Road.
2. Participate on PennDOT and DVRPC technical and steering committees during their project development process.
3. Actively participate in the Greater Valley Forge TMA Route 422 Coalition.



The 422 corridor presents the opportunity for future public transit improvements.

3. Goals & Objectives

F. Promote the opportunity for air travel and the continued operation of Limerick Airport

1. Promote the use of the airport to the business community through the Limerick Economic Development Corporation.
2. Support expansion of airport facilities and runways to expand services for the business community.

4. Community Facilities and Services

A. Focus facility improvements in designated growth areas

1. Support additions to the Sewage Facilities Plan that conform to growth area objectives.
2. Integrate new educational and cultural facilities into the community.

Develop a community, civic, and arts center in the township.

B. Encourage innovative sewage treatments facilities

C. Ensure that infrastructure systems do not have negative impacts on the township

D. Foster high-quality emergency services and health facilities

1. Encourage community-oriented development that supports the growing need of emergency services.
2. Provide necessary infrastructure that supports Homeland Security and emergency management plans.

E. Provide park and recreation facilities and programs to meet the public's needs

1. Implement the recommendations developed in the Limerick Open Space Plan Update (2006).

5. Water Resources

A. Provide an adequate supply of water for both consumption and natural habitats

1. Minimize the impacts of development on water quality and supply.

B. Integrate protection of water resource into Limerick's land use policy

1. Create attractive stormwater facilities that control flooding, recharge groundwater, and improve water quality.



3. Goals & Objectives

2. Encourage projects that exceed state National Pollutant Discharge Elimination System (NPDES) standards.
3. Provide incentives for private development that meet LEED and Green Globe national environmental standards for water quality.
4. Prioritize public (state, county, or township) projects that meet and exceed national environmental standards (e.g., LEED, Green Globe) for water quality.
5. Encourage voluntary water conservation measures throughout the township.

6. Energy Conservation

A. Promote energy conservation in new and existing buildings and facilities

1. Provide incentives for new development that meet or exceed recognized energy conservation standards.
2. Promote land development practices and design that use energy conservation techniques.
3. Promote land development patterns that maximize walkability, bicycling, transit, and other non-automobile transportation options.

7. Economic Development

A. Seek to diversify the township's economy

1. Capture expansion of the region's high tech, research, and service sectors.
2. Encourage the creation of small and mid-sized companies.
3. Accommodate a variety of business types.
4. Market the township's attributes, such as location, natural resources, and skilled workforce.

B. Provide a favorable local climate for business that will create sustainable employment opportunities

1. Maintain a high quality of life that will attract long-term employees.
2. Foster positive communication between local government and businesses, and address any concerns or deficiencies.
3. Seek state and federal opportunities to assist with business growth.



New developments should be encouraged to consider incorporation the newest standards of water and energy conservation.



Much of the commercial development within the township is focused towards auto-dependent markets.



Both Limerick Village (above) and Linfield Village have the potential to offer a unique sense of place.

C. Encourage economic development in areas with existing transportation and utility infrastructure

1. Direct commercial uses to locate along the Route 422 corridor.
2. Encourage the reuse of vacant or underutilized buildings for commercial and flex space.
3. Maintain and enhance existing retail areas.
4. Limit retail expansion outside of existing commercial centers and corridors.

D. Revitalize and maintain the township's village centers

1. Preserve traditional village areas that support a mix of commercial uses in a pedestrian-friendly environment.
2. Seek to direct small professional office and community-serving retail growth to village centers.
3. Encourage new development to match the character of village centers.
4. Improve the infrastructure and streetscape of the villages.
5. Seek state and federal incentives to encourage business location in village centers.

8. Housing

A. Provide opportunities for a variety of living environments

1. Encourage a mix of housing types in all residential developments.
2. Maintain and conserve existing homes and neighborhoods.
3. Provide sufficient homes to meet future housing demand.
4. Encourage a variety of housing to meet the needs of people with different ages, incomes, lifestyles, and special needs.

B. Provide the opportunity for active lifestyles through residential design

1. Promote walkable and well-designed residential developments.
2. Integrate limited commercial and special-use development opportunities within otherwise residential districts.



As the Township grows Limerick will need to address the housing needs of its new residents.

4. Growth Management Recommendations

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4 Growth Management Recommendations



4. Growth Management Recommendations

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Growth Management Recommendations

The Growth Management Recommendations provide a series of action items to help Limerick achieve the Goals of this plan, guide future growth, and support the local economy, environment, and community. The recommendations are shaped from information developed in the Planning Context (Section 2), input from steering committee members, and comments from public meetings. As authorized by Section 301 of Pennsylvania Municipalities Planning Code, recommendations are organized into following elements:

- Future Land Use and Housing,
- Open Space, Natural Features, and Cultural Resources,
- Transportation,
- Community Facilities and Services,
- Water Resources,
- Energy Conservation, and
- Economic Development.

The elements suggest changes to the Zoning Ordinance, the Subdivision and Land Development Ordinance (SALDO), other township policies and programs, and the capital improvement program. The recommendations are inclusive of all township stakeholders including Montgomery County, the Commonwealth of Pennsylvania, PennDOT District 6 Office, quasi-governmental agencies, residents, business owners, and others. The final section of this report is an implementation action plan that assigns responsibilities, phasing, costs, and identifies potential funding sources.

4. Growth Management Recommendations

4.1 Future Land Use Plan

The Future Land Use Plan prescribes changes in intensity and type of use and guides the character of development to promote growth in centers, conservation of natural resources in rural areas, and the enhancement of community facilities in developed parts of the township. Specific districts are delineated that are generally consistent with the existing boundaries of township zoning. The districts do not describe discrete uses as in the 1995 Comprehensive Plan, but target intensity and quality of uses to promote places and communities.

The Future Land Use map specifically delineates Growth Areas, Resource Conservation Areas, and a Community Enhancement Areas (see the Future Land Use Map). Four individual Growth Areas are identified as described in the next session. The Resource Conservation Area is located in the northern part of the township and in areas where land preservation is a priority. In previously rural areas, where growth has occurred over the past few decades, there is a need to improve neighborhood and commercial facilities and strengthen communities. These are addressed as Community Enhancement Areas.

Growth Areas

Logical growth areas come into focus when examining the Township's history, development patterns, and economic opportunities. The traditional centers of Limerick and Linfield are important to the township but have faded in the shadow of the intense development in recent years. These centers are identified as discrete Growth Areas that need to be redefined to meet modern needs and bolstered so that their traditional features can support future uses. The lands around the Pottstown-Limerick Airport have been designated a Growth Area to capture the demand for office and light industrial uses, which have recently been strong in the Route 422 Corridor. The area has convenient access to Route 422, available land, and has one of the few airports in the region that has capacity to accept corporate jets. The fourth and most obvious Growth Area is the Sanatoga Interchange of Route 422 where the Philadelphia Premium Outlets have been recently developed, and where other large projects are being planned by private developers.



Limerick Village



Linfield Village



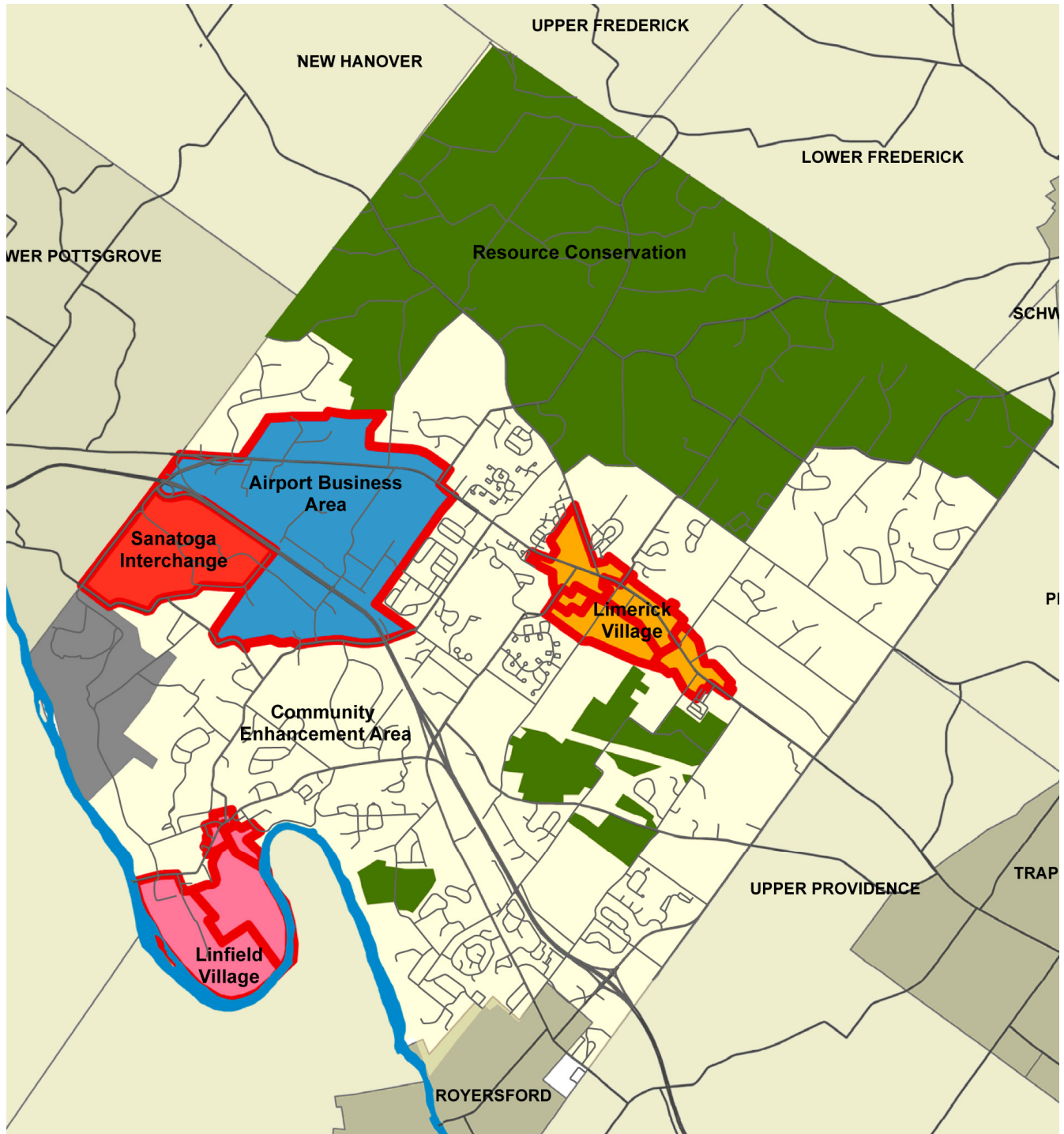
Limerick Airport



Sanatoga Interchange

4. Growth Management Recommendations

Figure 4.1 Future Land Use



Legend

Growth Areas

- | | |
|---|--|
|  Airport Business Area |  Community Enhancement Area |
|  Limerick Village |  Resource Conservation |
|  Linfield Village |  Utility |
|  Sanatoga Interchange | |

4. Growth Management Recommendations

Linfield Village Improvement Area

Linfield Village is adjacent to the Schuylkill River, connected to Chester County by the Linfield Road Bridge, and just 2.5 miles from the Sanatoga Interchange of Route 422. Improved freight rail service runs through the village and will likely be used for mass transit in the future. The Pennsylvania Game Commission maintains 145 acres of public land adjacent to the Schuylkill River. These very appealing features make Linfield an attractive place to build homes and businesses and will expedite roadway improvements into the village. Limerick Township must guide the growth that will come to Linfield by improving infrastructure to high levels and working with the owner of the Publicker brownfield site to guide its redevelopment.

The improvement of Longview Road, or another route, to provide better access to Linfield Village will make vacant and undeveloped land in the village much more attractive for development. Similarly, active use of the Conrail freight right-of-way for industry or mass transit will generate development activity. This plan recommends improving access to Linfield in the Transportation Element (recommendation 3.23) and suggests that the future uses should presume this improvement. Specific recommendations for Linfield Village are below.

1.1 Develop Linfield Village Master Plan

Develop a master plan for Linfield that includes mixed-use elements and promotes access to the River. How the Publicker site is redeveloped will greatly influence the character of Linfield Village and the surrounding area. A master plan will help ensure that redevelopment plans for Publicker respond to the concerns and desires of local residents while providing uses that fit into the township's broader land use goals. A public outreach component will be critical to ensure that local residents are aware of, and buy into, the Village vision and proposed improvements. It is also important to consider county initiatives such as the R-6 Regional Rail Extension Study.



Iron-work sign for the Publicker site, also known as The Linfield Industrial Park.

Credit: Michele Chrisman

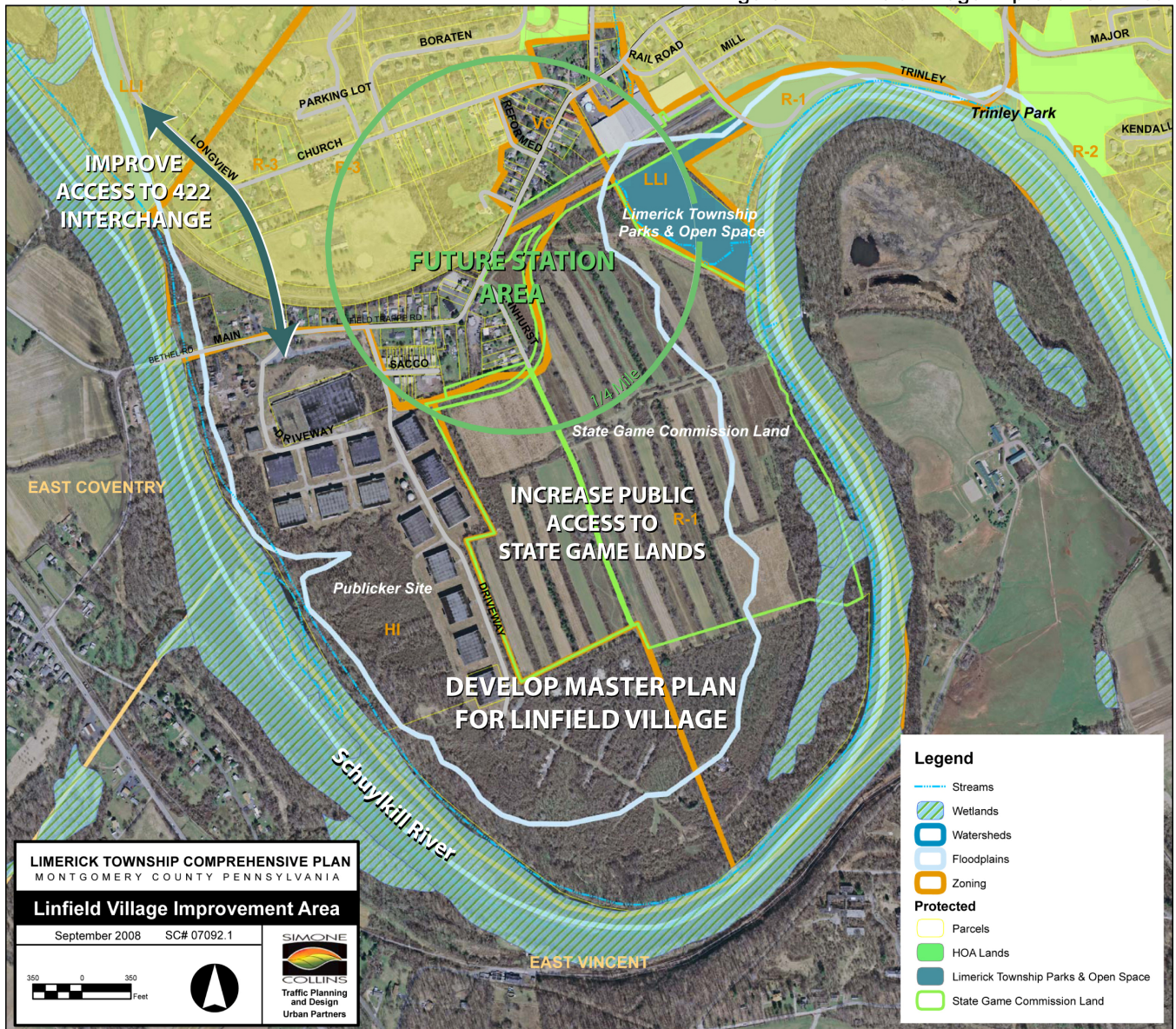


The Publicker site requires significant demolition and potentially environmental remediation.

Credit: Michele Chrisman

4. Growth Management Recommendations

Figure 4.2 Linfield Village Improvement Area



1.2 Develop Linfield Streetscape Guidelines

Develop simple streetscape design recommendations that reinforce a consistent, attractive, and appropriate village character. The township should modify appropriate sections of the Subdivision and Land Development Ordinance to include the design guidelines.

4. Growth Management Recommendations

1.3 Promote Historical Scale of Linfield

Change setback standards to promote the historic scale of development in Linfield. The Village Commercial District should be modified to require a front yard setback not more than 20 feet and a minimum of 10 feet. Currently the standard is a minimum setback of 20 feet. The VC District should also be extended west to include the areas south of the rail right-of-way and north of Main Street.

1.4 Encourage Adaptive Reuse of Buildings

Modify the VC District and other sections of the township code as appropriate, to encourage the adaptive reuse of existing buildings.

1.5 Meet with Publicker Owner

Meet with the owners of the Publicker site to discuss the adaptive reuse of the site. This is a key piece of real estate in the township because of its size, location along the Schuylkill River, and access to the Conrail right-of-way. It will be further enhanced by road improvement to increase the capacity of the roads into the village. The township should share its vision to improve access to the site and start a dialogue with the owner so that development opportunities can be shared. The township should ask the owner to informally partner with the township to attract developers.

1.6 Market the Publicker Site

Work with economic development agencies and the property's owner to find potential users for the Publicker site. A range of uses should be established from the Linfield Master Plan that can be provided to an economic development agency to identify matching business needs. An economic evaluation should be developed to help define the environmental costs of readying the site for development and the various federal, state, and county programs that are available to help fund the project.

Work with the state to create a LERTA (Local Economic Revitalization Tax Assistance) District encompassing the Publicker site to encourage redevelopment of this part of Linfield. This tax abatement pro-



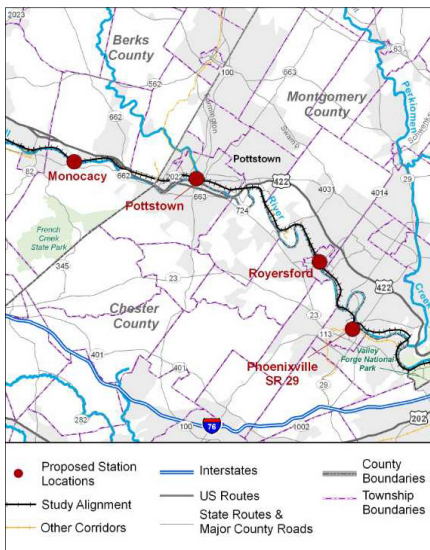
Development site on Ridge Pike

4. Growth Management Recommendations

gram allows a graduated increase in tax payments on new construction and property rehabilitation for owners of commercial, industrial, and business properties located within designated zones in a municipality.



Historic and new housing in Linfield.



Proposed station locations for the R-6 Extension study.

1.7 Develop Linfield Logo

Consider the development of a logo for Linfield Village to be used on village signage, marketing materials, and elsewhere as appropriate. The use of logos is an effective way to geographically define a specific area and help promote a sense of place.

1.8 Improve Infrastructure in Linfield

Meet with Pennsylvania American Water Company to discuss financing options for services to Linfield residents. PAWC typically will provide project oversight, feasibility and analysis studies, site evaluation, and permitting assistance for the design and development of a project but not provide financing. The township should ask PAWC to attend a Pennsylvania Infrastructure Investment Company (PennVest) meeting to discuss project financing and to help write the funding application, if appropriate. To qualify for a loan the first step of the process is to participate in a Planning Consultation Meeting involving the Project Sponsor (the township), the DEP, and a PENNVEST project specialist. The recommendation requires careful coordination and attention and can be done using existing staff time. Other needed infrastructure improvements should also be made in Linfield including the insertion of natural gas lines, telecommunications, and other services.

1.9 Promote Access to Linfield Game Commission Lands

Meet with the Pennsylvania Game Commission, the Montgomery County Parks and Heritage Services to discuss the future of the Game Commission Lands in Linfield, including changing their management plan to provide increased access. Currently, hunting, fishing, and other passive recreation activities are allowed on the lands. More active uses that provide access to a greater number of people would be appropriate given the township's growing population and the demand for active recreation. Alternatively, the township should dis-

4. Growth Management Recommendations

cuss transferring ownership of the lands so they could be managed by another entity. It should be noted that the lands can be swapped with other lands of equal ecological value. A public recreational use should be maintained.

1.10 Advocate for a Future Train Station Stop

The Route 422/Schuylkill River Corridor has been studied extensively to determine the feasibility of inserting a mass transit rail system. With fuel prices rising and traffic ever increasing, there seems to be little doubt that a passenger rail service will be added eventually. This would be a huge asset to Limerick and the township should advocate for a station stop in Linfield. The township should meet with Montgomery County, SEPTA, and other stakeholders to promote the planning and development of a station stop in Linfield. The Linfield Sportsman Association tract would be an appropriate location for a station, and the township should consider acquiring this land.

Limerick Village

Limerick Village is the traditional, geographic, and communal center of the township. The historic architecture and pedestrian scale of the village are quickly being obscured by strip development and heavy traffic volumes, however. An estimated 18,000 average daily trips, many of which are trucks, travel Ridge Pike. The older buildings and pedestrian streetscape need to be enhanced to meet modern needs and reestablish Limerick Village as the center of the township. Parking options need to be improved and the creative reuse of historic buildings needs to be encouraged.

1.11 Develop a Master Plan for Limerick Village

The current village is a remnant of the rural township that existed several decades ago. A new, modern village is needed to provide appropriate amenities, circulation, and business and living opportunities. A master plan for the village will guide how a new vision for Limerick Village can be achieved. The following recommendations should be used as the basis of the village plan.



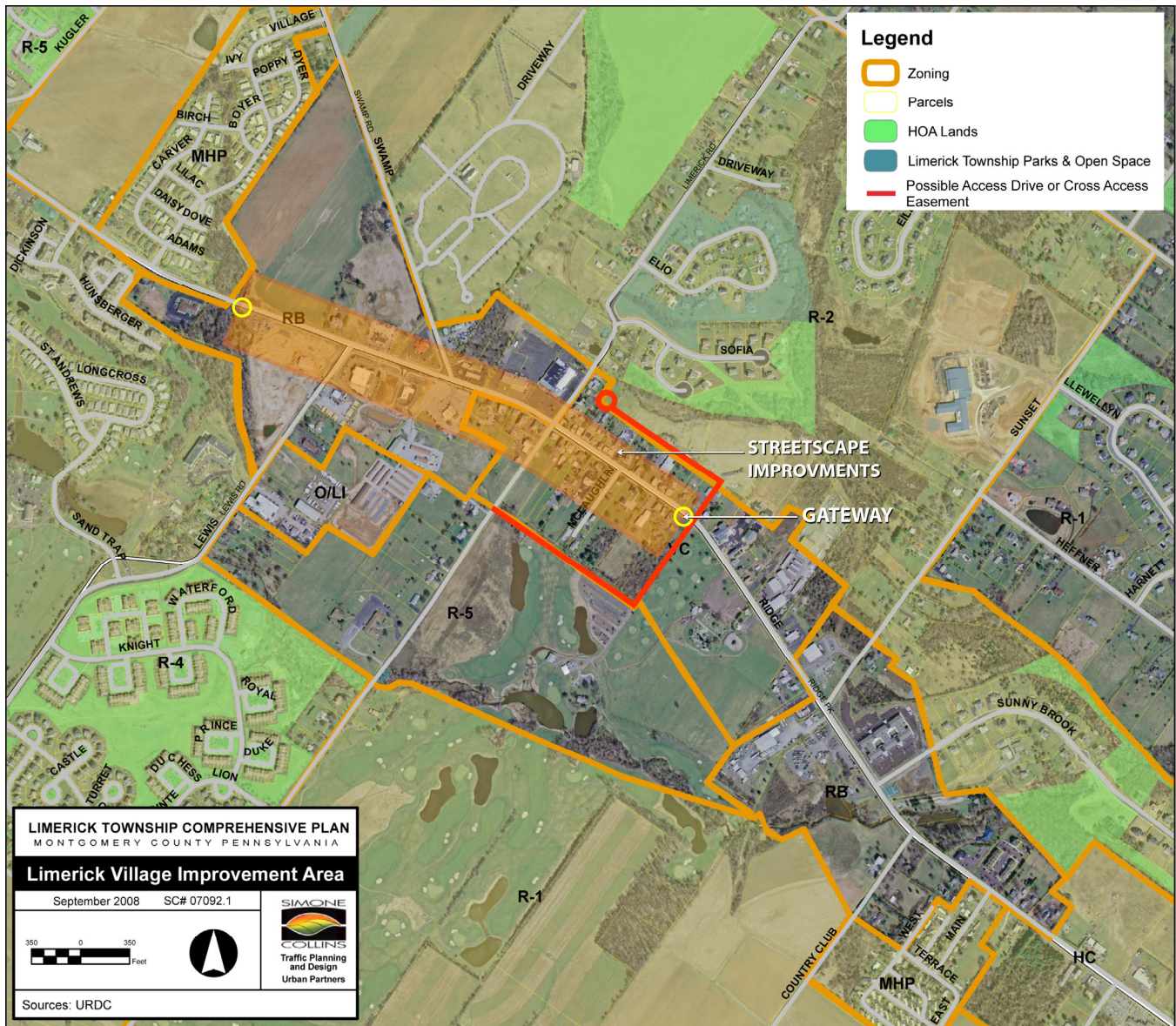
Contrasting Views of Limerick Village

R-5 District			
		Current	Proposed
Density (Dwellings per Acre)		6	12
Min Lot Area	Village	6,000	4,000
	Twin	4,000	2,000
	Town home	-	-
Min Lot Width	Detached	60	50
	Twin	30	30
	Town home	30	20

Potential density increases for the Limerick Village Overlay District.

4. Growth Management Recommendations

Figure 4.3 Limerick Improvement Areas



An older building on Ridge Pike that could have commercial use in the ground floor.

1.12 Develop Limerick Village Streetscape Guidelines

Develop simple streetscape design recommendations that reinforce a consistent, attractive, and appropriate village character. The township should modify appropriate sections of the Subdivision and Land Development Ordinance to include the design guidelines. The *Land-
scape and Site Design Guidelines (1989)* developed by The Delta Group can provide a basis for the guidelines.

4. Growth Management Recommendations

1.13 Create an Overlay District for Limerick Village

The township should develop an overlay district for Limerick Village that promotes village-scale development, increases density, and decreases minimum lot areas and lot widths. Current densities reflect the rural village of the last century not the modern village that is now needed. Use of the overlay should be conditional.

1.14 Encourage Adaptive Reuse of Buildings

The township should modify the VC Village Commercial District and other sections of the township code as appropriate to encourage the adaptive reuse of existing buildings.

1.15 Create a Business Access Drive

Add a business-access right-of-way to the Official Map (recommendation 3.14 in the Transportation Element) to help provide access to the older structures on Ridge Pike.

1.16 Encourage Shared Parking

Encourage cross-access easements between adjacent property owners for shared parking facilities. A standard form can be developed to help adjacent property owners share access either via a single point of access and egress or between properties within a single parking lot.

Sanatoga Interchange

The Sanatoga Interchange of Route 422 is arguably the most desirable real estate in the township for commercial development. The township should be proactive in planning growth in the area and work to implement desired changes quickly. While some initial planning for new development has occurred, it may be a long time before any final plans are developed and offered to the township for consideration. It is crucial that recommendations are acted on quickly.

1.19 Investigate Options for Sketch Plans

Investigate options for sketch plan reviews of any proposed major development (this recommendation should be townshipwide). Sketch

Model Sketch Plan Ordinance

A subdivision sketch plan may/ shall be submitted by the developer or property owner as a basis for informal and confidential discussion with the Staff of the Planning Department.

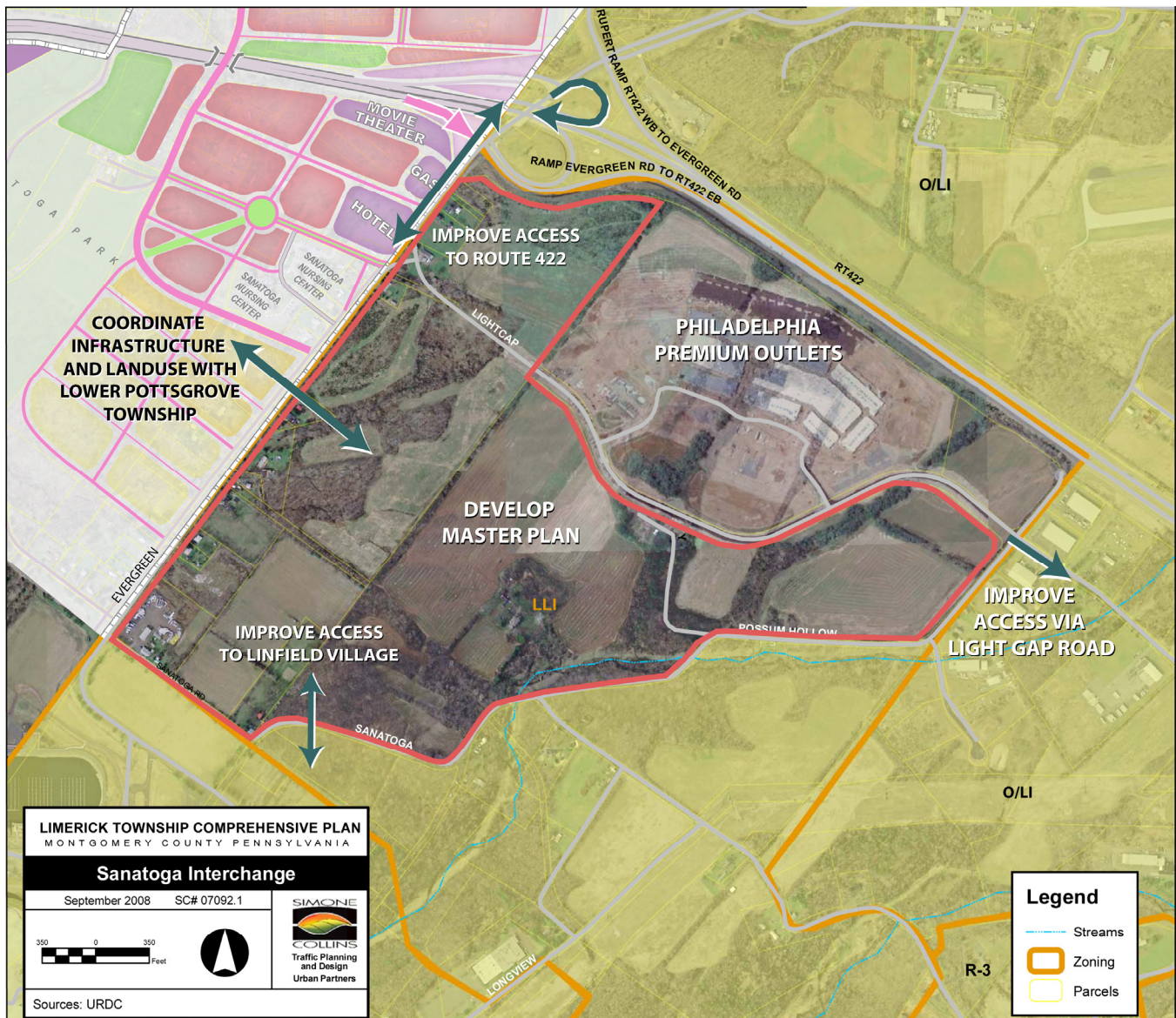
Data furnished in a sketch plan shall be at the discretion of the developer. The sketch plan may be at any scale, and precise dimensions are not required. It is suggested that the following items be included in the sketch plan presentation:

- Subdivision boundary
- North arrow
- Proposed general street layout
- Proposed general lot layout
- Proposed easements
- Streets on and adjacent to the tract
- General topographical and physical features
- Information relative to and the location of water and sanitary sewer lines in and adjacent to the proposed subdivision
- Surrounding property and the names of owners
- Name, address and telephone number of the Surveyor, and, if needed, Engineer
- Existing zoning district(s), zoning district boundary lines or nearby zoning district boundary lines

4. Growth Management Recommendations

plans can provide a cost and time savings for both the municipality and the developer as it allows design flaws to be identified early in the design process before major engineering has occurred. Municipal reviews of sketch plans were examined by the courts in 2004 in *Folino vs. Greenwich Township*. The Court found sketch plans to be a separate and distinct process from preliminary designs that do not trigger a *formal review*.

Figure 4.4 Sanatoga Interchange



4. Growth Management Recommendations

1.20 Develop a Sanatoga Master Plan

Work with area developers to create a mixed-use master plan that emphasizes commercial, office, and research development uses. The plan may include a office campus theme but must include design standards to enhance aesthetic and pedestrian scale of the buildings. Develop design and aesthetic themes to ensure that development at the interchange has an identity that reflects the township and is unique. Circulation, community facilities, and cultural resources (Hood Mansion and others), should also be considered.

Work with the state to designate the Sanatoga Interchange area as a Keystone Opportunity Zone. KOZs are designated by the municipality, applied for, and approved by the state. Once the designation is in place, business that locate within the KOZ receive significantly reduced taxes (or no taxes) as an incentive to locate in the zone.

1.21 Coordinate with Lower Pottsgrove

Meet with Lower Pottsgrove Township to understand their future development and infrastructure needs in the Sanatoga area. The objective of the meeting should be to develop a list of mutually required improvements and strategize on how to fund needs via public and private sources. Given constraints on state transportation funds, which are focused on maintenance and repair, a significant contribution is anticipated from the private sector.

1.22 Coordinate Public Infrastructure Funding

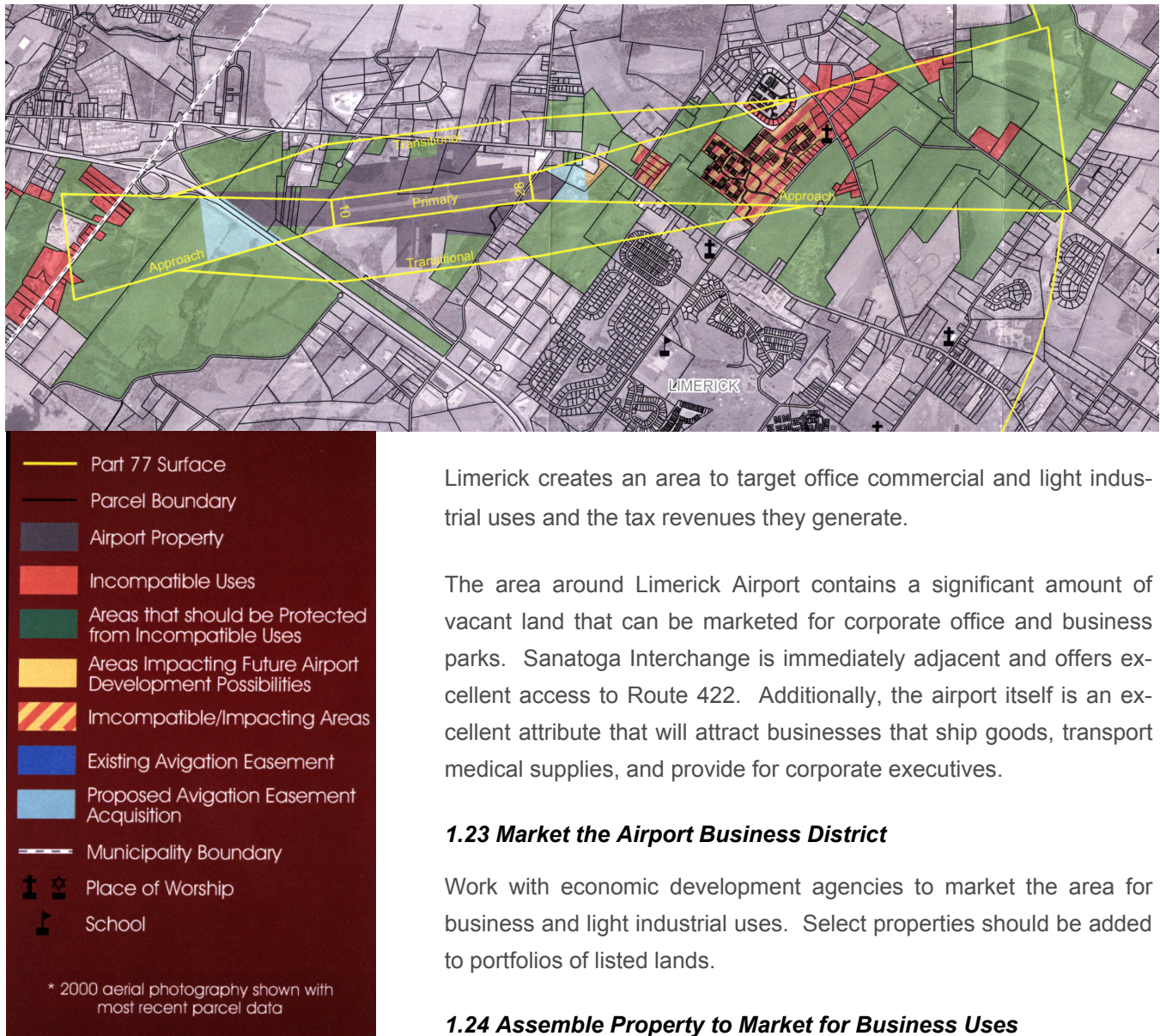
Meet with Montgomery County, Penn DOT District 6, and other agencies as appropriate to discuss funding for infrastructure projects that require regional coordination. Lobby for funding needed to improve access on the on Sanatoga Interchange.

Airport Business Area

In recent years the Route 422 corridor has attracted enormous economic activity. Limerick has clearly felt the economic boom in residential zoned lands, and now commercial activity is also increasing, particularly for retail uses. By designating the Airport Business Area,

4. Growth Management Recommendations

Figure 4.5 Airport Flight Approach Path



Source: Delaware Valley Regional Planning Commission's Pennsylvania Airport Compatible Land Use and Hazard Zoning

Limerick creates an area to target office commercial and light industrial uses and the tax revenues they generate.

The area around Limerick Airport contains a significant amount of vacant land that can be marketed for corporate office and business parks. Sanatoga Interchange is immediately adjacent and offers excellent access to Route 422. Additionally, the airport itself is an excellent attribute that will attract businesses that ship goods, transport medical supplies, and provide for corporate executives.

1.23 Market the Airport Business District

Work with economic development agencies to market the area for business and light industrial uses. Select properties should be added to portfolios of listed lands.

1.24 Assemble Property to Market for Business Uses

Work with economic development agencies to assemble property for corporate business office uses.

1.25 Require Airport Disclosures in Real Estate Transactions

Disclosures for all properties sold within the airport hazard zone should be required to prevent potential future nuisance complaints. The disclosure should explain that the property is close to an operating airport and associated noises should be expected.

4. Growth Management Recommendations

1.26 Coordinate with Developers on Infrastructure Improvements

Meet with likely developers to identify future infrastructure needs and discuss how funding for needed improvements can be achieved.

1.27 Coordinate Public Infrastructure Funding

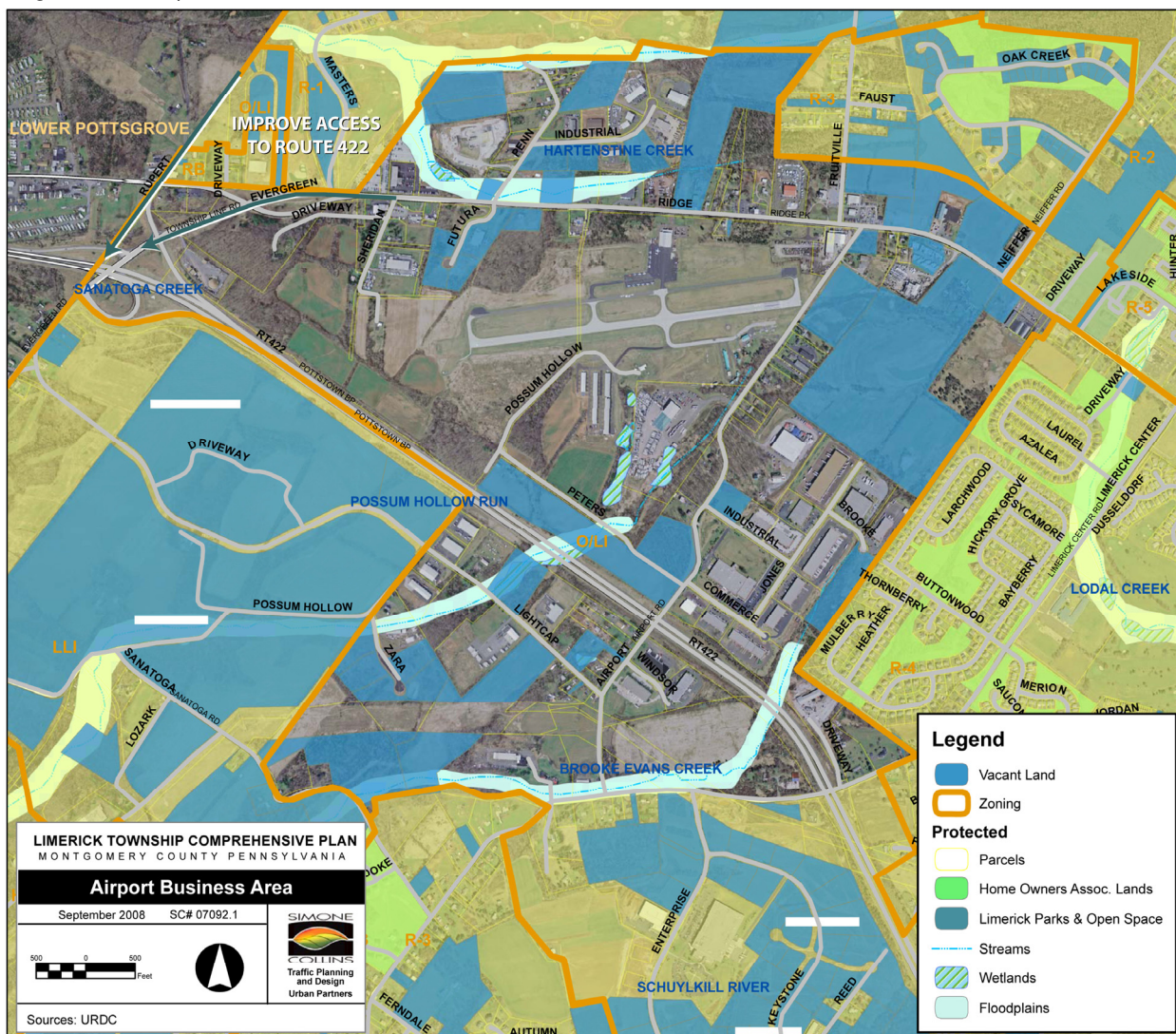
Meet with Montgomery County, Penn DOT District 6, and other agencies as appropriate to discuss funding for infrastructure projects that require regional coordination.

1.28 Encourage Mixed-Uses that Integrate Aviation Uses

Modify the Office Limited Industry District to encourage mixed-use developments integrated within a primary aviation use.



Figure 4.6 Airport Business Area



4. Growth Management Recommendations



Wooded areas protect waterways by filtering sediments and other nutrients and shading waterways. When trees are removed, surface waters are warmed and collect sediments impacting water quality.

Resource Conservation Area

The Resource Conservation area is established to protect parts of the township that still contain significant natural and agrarian resources. The largest areas of contiguous natural areas are located in the northern corner of the township, where there are dense woodlands, steep slopes, and wetlands. Agricultural lands have traditionally been located throughout the township, but few farms in the southern part of the township remain undeveloped unless they are legally protected.

1.29 Create Residential Woodlands District

Create an R1-W Residential Woodlands District in the northern part of the township, as delineated in the Resource Conservation Map (figure 4.7), that provides a density of 1 unit to 2 acres (.5 dwelling units per acre) and prohibits the use of public sewage treatment facilities. The courts have not supported residential densities less than .5 units per acre unless exceptional qualities exist such as prime agricultural soils.

1.30 Develop a Transfer of Development Right (TDR) Program

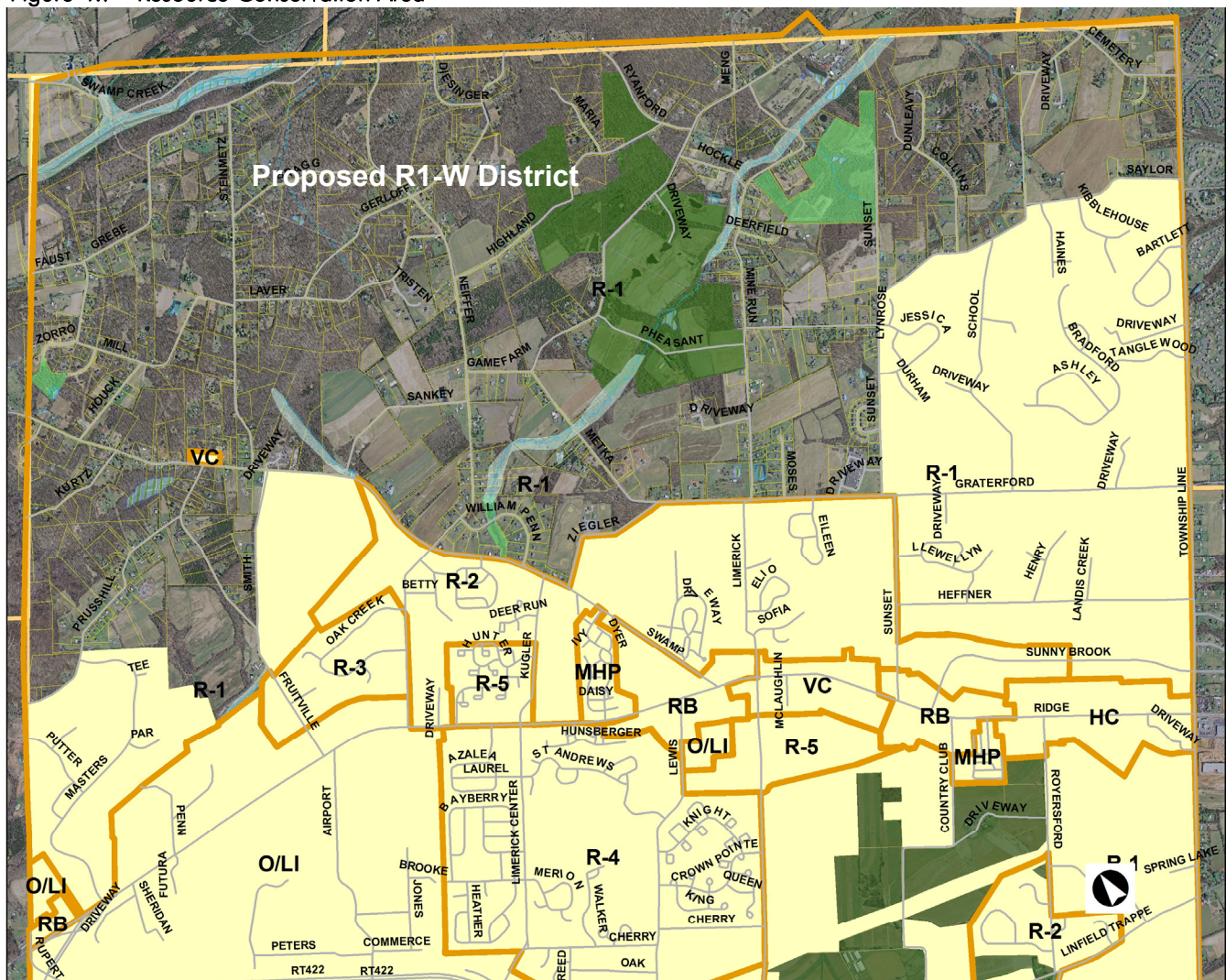
Explore the feasibility of creating a TDR program. TDRs take development rights from areas where development is not desired, usually rural, and 'send' them to a 'receiving area' where development is targeted. The most logical sending area in Limerick is the northern Conservation Resource Area. If the program is deemed feasible, the Montgomery County Planning Commission can assist with implementation of the program.

1.31 Preserve Key Open Spaces

Work with land trust organizations, such as Montgomery Lands Trust or Natural Lands Trust, to permanently preserve more farmlands in the township. Identify specific farmlands to prioritize for preservation. Use local funds to supplement the price per acre that Montgomery County can pay property owners for their development rights. (recommended in the 2006 Open Space Plan)

4. Growth Management Recommendations

Figure 4.7 Resource Conservation Area



Legend

- Zoning
- Parcels
- HOA Lands
- Limerick Township Parks & Open Space
- State Game Commission Land
- Agriculture Security Area
- Vacant Lands
- Streams
- Wetlands
- Floodplains

1.32 Promote Farm-related Uses

Encourage active farming by explicitly permitting farm stands in the permitted use sections of R-1, R-1W, R-2, and R-3 districts. Revise Zoning to be more accommodating to farming by allowing for additional businesses on farm properties (corn mazes, hay rides, pick-your-own, bed and breakfast, equestrian uses etc.)

1.33 Encourage Active Farming

Encourage active farming by engaging with organizations such as Farm Link (a non-profit organization dedicated to the mission of "creating farming opportunities for the next generation") to promote

4. Growth Management Recommendations

the continual operation of farms from one generation to the next or to new farmers. Encourage local institutions such as the Spring-Ford School District to buy locally grown products.

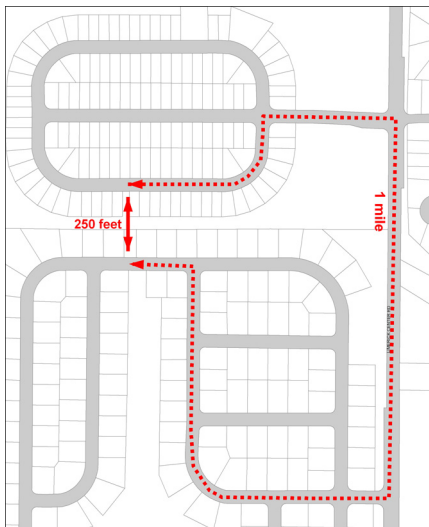
1.34 Create Agricultural Renaissance Zones

Create “Agricultural Renaissance Zones” that designate areas where new agricultural business are encouraged to operate. Identify farms that this program should target. Farms in a zone would be permitted to operate tax free for ten years after which taxes would be phased back in.

Community Enhancement Area

The significant portion of Limerick that was developed over the past few decades is still in the process of building community connections, resources, and infrastructure. For example, adjacent subdivisions do not always provide logical pedestrian or street connections. Sidewalks are not always contiguous. Parks may not meet the needs of certain segments of the population. To address these concerns, this plan designates a Community Enhancements Area in the portions of the township that are mostly developed.

Numerous infill and redevelopment opportunities exist in this area. New development should enhance continuity in pedestrian systems and compliment surrounding development patterns and intensities while promoting sustainable development techniques. Lewis Road for example, is anchored by two of the township’s three interchanges on Route 422 and provides access to residential, commercial, industrial, and institutional uses. As land along the Lewis Road corridor is redeveloped, proposed uses should reflect and compliment the current intensity and diversity of uses. New development should provide pedestrian connections and help manage flow of traffic while also providing sustainable development techniques.



Pedestrian connections, such as the one between the above developments provide safe and convenient pedestrian circulation. Roadway connections are also beneficial in and adjacent developments.



Civic Centers provide communities with a ‘home’ for artistic, cultural, recreational, and educational activities and help develop a sense of place.

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1.35 Identify Enhancement Projects

Identify projects necessary to improve community facilities including new sidewalks, bike lanes, paths, and active recreation uses. Identify where connections between developments are required and add them to the township Official Map (recommendation 3.14).

Funding sources for streetscape and other enhancement projects should include traffic impact fees, county Green Towns Green Fields program, federal Transportation Enhancement program, the Department of Conservation and Natural Resources, the Department of Environmental Protection, and other sources as appropriate.

1.36 Promote Community Connections and Sustainable Infill

The township should provide density and other development incentives to projects in the Community Enhancements Area that enhance community connections and provided sustainable development.

1.37 Explore Feasibility of Cultural Center

Explore the feasibility of developing a community or cultural center for Limerick residents that provides a place for recreation, arts, meetings, and other community services. The facility may be combined with a library and appropriate convenience uses such as coffee shops, day care, exercise classes, and the like.

Housing

Demand for new homes will continue in Limerick over the next few decades. According to the build-out analysis in Section 2, Limerick Township could accommodate over 2,100 new residential units by 2035. It is important that the township guide these new units to areas where growth is desired and away from areas where other types of uses are more appropriate. The township should also encourage the type and density of housing needed to meet the needs of all Limerick residents. New housing must also be integrated into the community by providing physical connections to adjacent residential and commercial areas and incorporating community amenities such as parks and convenience retail.



4. Growth Management Recommendations



Linfield Village has a number of historic structures that contribute to the historic or village sense of the area.

Due to the location and physical nature of the suggested Growth Areas, Linfield and Limerick Villages should be targeted for future residential growth and neighborhood-serving retail, with an expansion of the village pattern and scale. Both village areas have available land for expansion as well, particularly in the vicinity of the Publicker site in Linfield.

1.38 Consider Residential Master Plan

Determine desired locations for or limits of additional residential development in the Linfield and Limerick Village areas. Consider developing a master plan for the village areas.

1.39 Solicit Experienced TND Developers

Solicit developers with experience in Traditional Neighborhood Development for new housing. Encourage a variety of housing to meet the needs of people with different ages, incomes, lifestyles, and special needs.

1.40 Consider Residential Reuse

Consider the reuse of marginally-used buildings or land for additional residential development opportunities.

1.41 Maintain Current Allowance for Residential Types

Provide sufficient homes to meet future housing demand by maintaining the current mix of housing opportunities provided for in the township Zoning Ordinance.

1.42 Emphasize Healthy Lifestyles in Residential Developments

Provide the opportunity for active lifestyles through residential designs. Promote walkable and well-designed residential developments that have sidewalks and connect to trails and to township destinations. Integrate limited commercial and special-use development opportunities within otherwise residential districts.

4. Growth Management Recommendations

4.2 Open Space, Natural Features, and Cultural Resources

The recommendations in this element suggest a number of ways in which Limerick can enhance protection of natural features and preserve key resources. Modifications are suggested to the township's Zoning and Subdivision and Land Development Ordinances to strengthen protection standards. Specific standards and distances suggested in the recommendations are intended as guidelines. Preservation targets from earlier planning efforts are reinforced and the development of parks and other public facilities are promoted.

2.1 Modify Site Capacity Calculations

Add watercourses to Section 184-78. Calculation of Site Capacity of the Limerick Zoning Ordinance. Watercourses, such as streams, are not currently subtracted from buildable land calculations.

2.2 Modify Woodlands Protection Standards

Changes to both the township's zoning and land development ordinances are recommended to better protect woodlands in the township. The changes include detailed requirements that will help document woodland environments on site prior to extensive clearing. The recommendations are as follows:

Add Definition for Woodlands Disturbance: Any activity which alters the existing structure of a woodland or hedgerow; alterations include the cutting or removal of canopy trees, subcanopy trees, understory shrubs and vines, and woody and herbaceous woodland floor species. Woodland disturbance also includes any activity which constitutes a land disturbance (exposes soils, alters topography, destroys habitat) within a woodland or hedgerow. Woodland disturbance does not include the selective cutting or removal of invasive plant species. (Definition from the North Coventry Township ordinance)

Modify Section 184-81.D. Woodlands Protection: No more than 25 percent of any woodland within the lot or tract for which the application is being reviewed may be cleared or developed. The remaining 75 percent shall be maintained as woodland.



4. Growth Management Recommendations

Examples of Specimen Trees

Species	Minimum Size (DBH*) (inches)
Apple	24
Ash	32
Beech	32
Cherry	24
Elm	30
Hemlock	30
Locust	30
Maple	32
Oak	32
Osage Orange	20
Pine	30
Sassafras	20
Spruce	30
Sycamore	36
Tulip Poplar	36
Walnut	30
Hickory	32

Protect Specimen Vegetation: Specimen vegetation (a sample list is at right) shall be not be removed from any lot or tract except where the applicant demonstrates to the satisfaction of the Township that such removal is essential to eliminate a hazardous condition or there is a demonstrable financial hardship if the vegetation is not removed.

Develop Guidelines for Permitted Woodland Disturbance: Require applicants to plan building locations and other improvements in such a manner as to provide the least alteration necessary of the existing woodland. Where possible, the amount of clear-cutting shall be minimized and trees shall be selectively removed. Trees which are retained shall be identified and protected. Woodland disturbance that would threaten the growth of remaining trees shall be avoided. Woodlands and other natural vegetation that remain undisturbed should interconnect with woodlands or wooded areas of adjacent properties to preserve contiguous woodland corridors and allow for the normal movement, dispersion, and migration of wildlife.

All applications for approval of subdivision or land development requiring tree removal shall include an application for a tree removal permit. Tree harvesting operations shall be permitted but shall be undertaken in compliance with Pennsylvania Model Forestry Regulation publish by Penn State School of Forest Resources. Woodland disturbance shall include any area where timber has been cleared or removed within the previous three years.

Strengthen Tree Replacement Standards: Tree replacement should be required whenever permitted woodland disturbances are exceeded. North Coventry Township provides a rigorous standard that can serve as the basis for Limerick's standards. North Coventry requires replacement when: 1) 15,000 square feet of existing woodland for each principal use are disturbed; 2) woodland disturbance exceeds 25 percent of existing woodlands on the subject tract; or 3) woodland disturbance exceeds 50 percent on any single lot within a subdivision.

DBH* of Tree Removed	Number of Replacement Trees (minimum three-inch cali- per)
Less than 6 inches	1
Between 6 and 12 inches	3
Between 12 and 18 inches	5
Between 18 and 24 inches	7
Between 24 and 30 inches	10
Between 30 and 36 inches	12
36 inches or greater	The equivalent number of three-inch caliper trees or greater needed to equal the DBH of the removed tree.

*DBH: Diameter at Breast Height

4. Growth Management Recommendations

2.3 Strengthen Standards for Lakes, Streams, and Wetlands

Modify Section 184-81 to protect wetlands by requiring a buffer of 50 feet. In the buffer area no lands shall be disturbed, cleared, altered, graded, filled, or built upon.

Protect sensitive environmental lands adjacent to lakes and rivers by modifying the SALDO, to require that only 10 percent impervious coverage is allowed within 100 feet of the water's edge, and that no disturbance of natural features be permitted within 50 feet of the water's edge.

Protect Riparian Corridors. Montgomery County Planning Commission suggests that municipalities include an overlay zone in the performance standards of their zoning ordinance that protects existing trees and plants and requires use of native trees and plants that are tolerant of wet soil conditions. The county recommends that the corridor extend 75 feet from the edge of the stream and include several district zones that perform specific functions. The first zone consists of undisturbed forest to provide food and shade for the stream. The second zone should consist of managed woodland that allows for infiltration of runoff, filtration of sedimentation and nutrients, and nutrients uptake by plants. These zones are suggested to be set at 25 feet and 25 to 75 feet respectively.

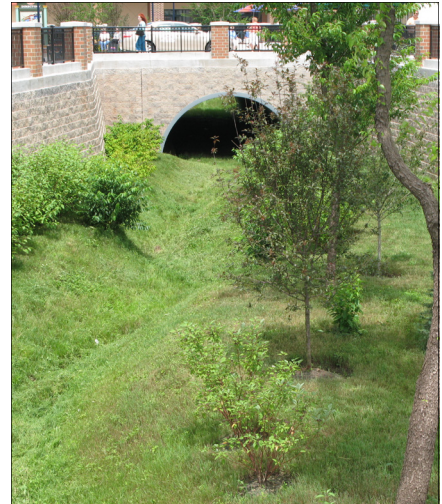
2.4 Provide Better Protection of Steep slopes

For slopes between 15 percent and 25 percent, decrease the amount of area that can be disturbed to 15 percent. For slopes 25 percent and more, decrease the amount of area that can be disturbed to 5 percent. Require that no single area of disturbance can be greater than 3,000 square feet.

2.5 Acquire Lands Targeted for Preservation

Acquire lands identified by the Limerick Township 2006 Open Space Plan Update for new open spaces and parks, including:

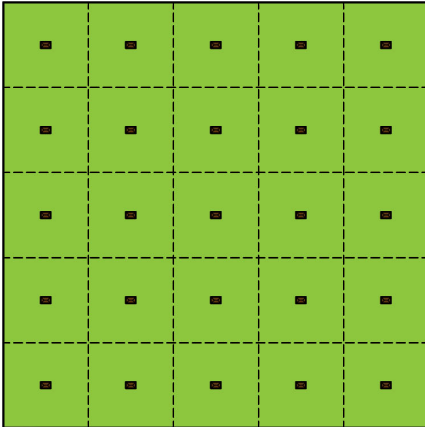
- Former Western Montgomery County VO-Tech School,
- Excess railroad right-of-way along Schuylkill River between Trinley Mill Road and Royersford Borough,
- Properties along Schuylkill River owned by PECO Energy and others, and
- Land adjacent to Trinley Park.



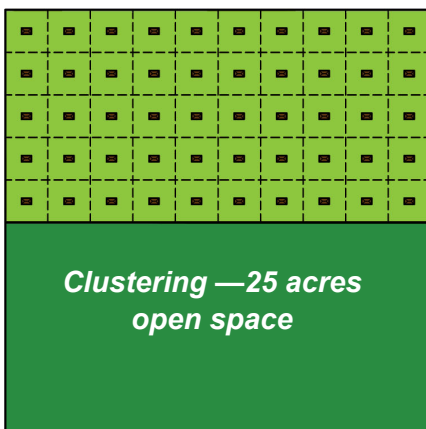
The Premium Outlets built walls around exiting wetlands to protect them. While this technique has some benefits over typical detention basins for treating stormwater run off, additional preservation techniques are available. These might include keeping native plantings, as opposed to planted grass, and providing a larger buffer.

4. Growth Management Recommendations

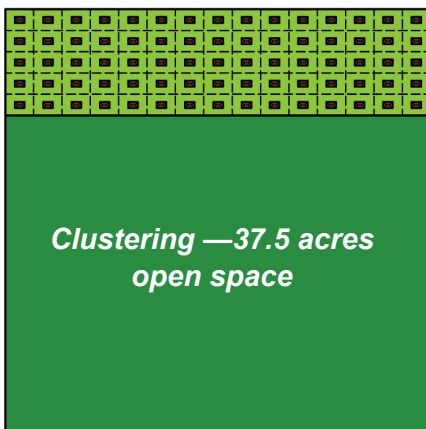
Clustering development provides the opportunity to protect open space and reduce infrastructure. The below illustration demonstrates clustering for a 50 acre parcel with a base density of 1 unit to 2 acres (0.5 dwelling units per acre).



25 units on 2 acre lots



50 units on 0.5 acre lots



75 units on 7,260 square foot lots

2.6 Develop Scenic Resources Inventory

Develop an inventory of scenic resources that will at minimum include scenic roads identified in the 1995 comprehensive plan including portions of Trinley Road, Souder Road, Country Club Road, Grebe Road, and Neiffer Road and the entire length of Keen Road, Kurtz Road, Steinmetz Road, Bragg Road, Gerloff Road and Meng Road. Protection standards that should be explored include a natural landscape buffer and preserving open space through clustering.

2.7 Prioritize the Preservation of Historic Resources

Many of the historic resources listed in the 1995 Comprehensive Plan are no longer standing, are deteriorated, or the historic value is diminished. High-quality historic resources should be identified and targeted for preservation.

2.8 Encourage Adaptive Reuse of Historic Buildings

Historic buildings can be reused in a variety of ways for residential, retail, and office uses. Historic resources that are listed on the National Register are eligible for tax credits and can potentially donate their façades for a charitable giving tax break. Other state and federal program may also be available for reuse.

2.9 Modify the Clustering Requirements

The cluster requirements in the R1 District should be improved to increase the amount and quality of open space that is dedicated for preservation and to offer developers more incentives for using the program. Changes should include:

- Making Clustering conditional
- Requiring sketch plan submissions to ensure that dedicated open space ties into natural resources, is accessible to Limerick residents, and responds to the overall open space needs.
- Increasing cluster density from .5 units per acre to 1 unit per acre.
- Increasing the open space requirements to 50% (currently 35%).
- Providing a density bonus for use of sustainable building systems. For example, projects that treat an increased portion or all stormwater on site should be allowed a higher building density.
- Provide a sliding density bonus that allows another two tenths of a unit per acre for every 1 percent of open space up to 75% open space and 1.5 units per acre (see illustration below).

4. Growth Management Recommendations

4.3 Transportation

Limerick Township has historically been known as a rural area, which is still reflected through much of the Township, and continues to be evident in the more recently developed portions of the Township. From a transportation perspective, this often results in sub-standard road conditions which can result in congestion and unsafe driving conditions. The following recommendations have been developed to guide the Township in updating those roadways where growth has made the roads operate at less than ideal conditions. In addition, the recommendations allow the Township to be proactive in identifying improvements where future development is anticipated and desired. By planning for a safe and efficient transportation system, the existing and future needs of the Township can be met.

Corridors

3.1 Implement the Township Line Road Corridor Study recommendations

The Township Line Road Corridor Study identified both short-term, more immediate improvements, as well as long-term improvements that will require funding for engineering and construction. Since this road serves as the border with Upper Providence and Perkiomen Townships, joint cooperation will be necessary for a number of the improvements. A full discussion of all recommendations can be found in the Township Line Road Corridor Study. The long-term recommendations are summarized below:

Township Line Road

- Route 422 to Ridge Pike- Construct a five-lane cross section with paved shoulders
- Ridge Pike to Cemetery Road/Seitz Road- Construct a three-lane cross section with paved shoulders
- Cemetery Road/Seitz Road to Limerick Road- Construct a two-lane cross section with paved shoulders

Buckwalter Road Intersection (Planned Land Development Improvement)

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- Additional lanes on all approaches
- New culvert to accommodate expanded intersection
- Traffic signal upgrade

Old Mill Road Intersection

- Close Old Mill Road at Township Line Road

Rittenhouse Road Intersection (Planned Land Development Improvement)

- Relocate Rittenhouse Road to the south
- Install traffic signal

Linfield Road/Linfield-Trappe Road Intersection (Partial Improvement Completed)

- Additional lanes on all approaches
- Regrade to minimize steep grades approaching intersection

Ridge Pike Intersection (Under Construction)

- Additional lanes on all approaches

Heffner Road Intersection

- Separate turn lanes on Heffner Road approach

Graterford Road/Wartman Road Intersection

- Additional lanes on northbound, eastbound, and westbound approaches

Panepinto Drive Intersection

- Realign Township Line Road to improve sight distance
- Separate turn lanes on Panepinto Drive approach

Bridge Street intersection

- Close Bridge Street at Township Line Road

Cemetery Road/Seitz Road Intersection (Planned PennDOT Improvement)

- Install traffic signal

4. Growth Management Recommendations

3.2 Construct the Lewis Road Corridor Improvements

Under the proposed design, Lewis Road will be widened to include two through lanes in each direction from East Cherry Lane to the Wawa/Lukoil Driveways. In addition to the through lanes, additional turn lanes have been recommended at the following intersections:

- Lewis Road and West Cherry Lane
- Lewis Road and E. Linfield-Trappe Road/Pottstown Honda Driveway
- Lewis Road and Route 422 Westbound Ramps
- Lewis Road and Route 422 Eastbound On-Ramp/Linfield Road
- Lewis Road and Wawa/Lukoil Driveways
- Linfield-Trappe Road to Oak Lane- two-way center left-turn lane on Lewis Road

3.3 Improve Ridge Pike Corridor

Widen segments of Ridge Pike for additional through lanes as identified in the Limerick Township Capital Improvements Program. Add traffic signals at key intersections such as Sunset Road, Limerick Road, and Royersford Road. Implement streetscape and traffic calming initiatives within the Village of Limerick.

3.4 Improve Swamp Pike Corridor

Construct additional turn lanes at the Neiffer Road intersection. Signalize the Kugler Road intersection and construct turn lanes on Swamp Pike and Kugler Road.

3.5 Improve Linfield-Trappe Road Corridor

Realign the intersection with Royersford Road. Signalize the intersection and construct turn lanes on Linfield-Trappe Road.

3.6 Improve Limerick Center Road Corridor

Realign the intersection with West Cherry Lane and construct turn lanes. Identify and implement geometric and capacity improvements at the Airport Road intersection. Complete the extension of Enterprise Drive to intersect Limerick Center Road.



Improvements to Ridge Pike in Limerick Village should include enhancements to the parking lanes and sidewalk, including planting strips and trees.

4. Growth Management Recommendations

3.7 Expand Townshipwide Closed Loop Traffic Signal System

Continue to expand the existing closed loop traffic signal system along arterial and collector roads to improve traffic flow efficiency during peak commuter hours.

3.8 Improve Route 422 Interchanges

Complete a point of access study to develop a transportation master plan for the Sanatoga Interchange. With significant development anticipated in Limerick and Lower Pottsgrove Townships in the area of the interchange, additional capacity will be necessary. Improvements may include new ramps and/or reconfiguration of the existing ramps.

Identify turning lane improvements at the ramps for the Route 422 Royersford Interchange. Turn lane modifications and changes to signal timing may reduce congestion that typically occurs during the peak hours.

Identify turning lane improvements at the off-ramps for the Route 422 Linfield Interchange. Complete turn lane improvements on the Route 422 off-ramps at the Linfield interchange.

Connectivity

Providing new road connections and improving existing connections can alleviate already crowded roads and open up more isolated growth areas to development, such as with the Village of Linfield.

3.9 Construct the Lewis Road/Swamp Pike Connector

Construct the Lewis Road/Swamp Pike connector identified in the Township's Capital Improvements Plan. This connector will ease congestion at the intersection of Ridge Pike and Swamp Pike which is hindered by an awkward road alignment.

3.10 Improve Access to Linfield

Identify improvements to Linfield-Trappe Road and a new roadway connection from Evergreen Road to improve access to Linfield. The southern portion of the Township has been difficult to develop, in part due to narrow winding roads. Better access to Linfield can make the

4. Growth Management Recommendations

area more appealing for development and provide additional access between Montgomery and Chester Counties.

3.11 Improve Connections to Lightcap Road

Identify a new roadway connection between Enterprise Drive and Lightcap Road and reconstruct Lightcap Road between Possum Hollow Road and Airport Road. With development of land south of Route 422 already underway and more anticipated, this portion of the Township will need better access to attract and retain business owners. In addition, this connection will help disperse traffic between the Sana-toga and Linfield interchanges and provide more options for local traffic.

Access Management

The most effective means of preserving the safety and capacity of roadway corridors is through the inclusion of effective access management regulations in the municipal ordinance.

As land development in Limerick Township and surrounding areas continues, traffic will continue to diminish the available capacity and contribute to existing hazards along corridors such as Ridge Pike, Lewis Road, Township Line Road, and Lightcap Road.

3.12 Implement Best Access Management Practices

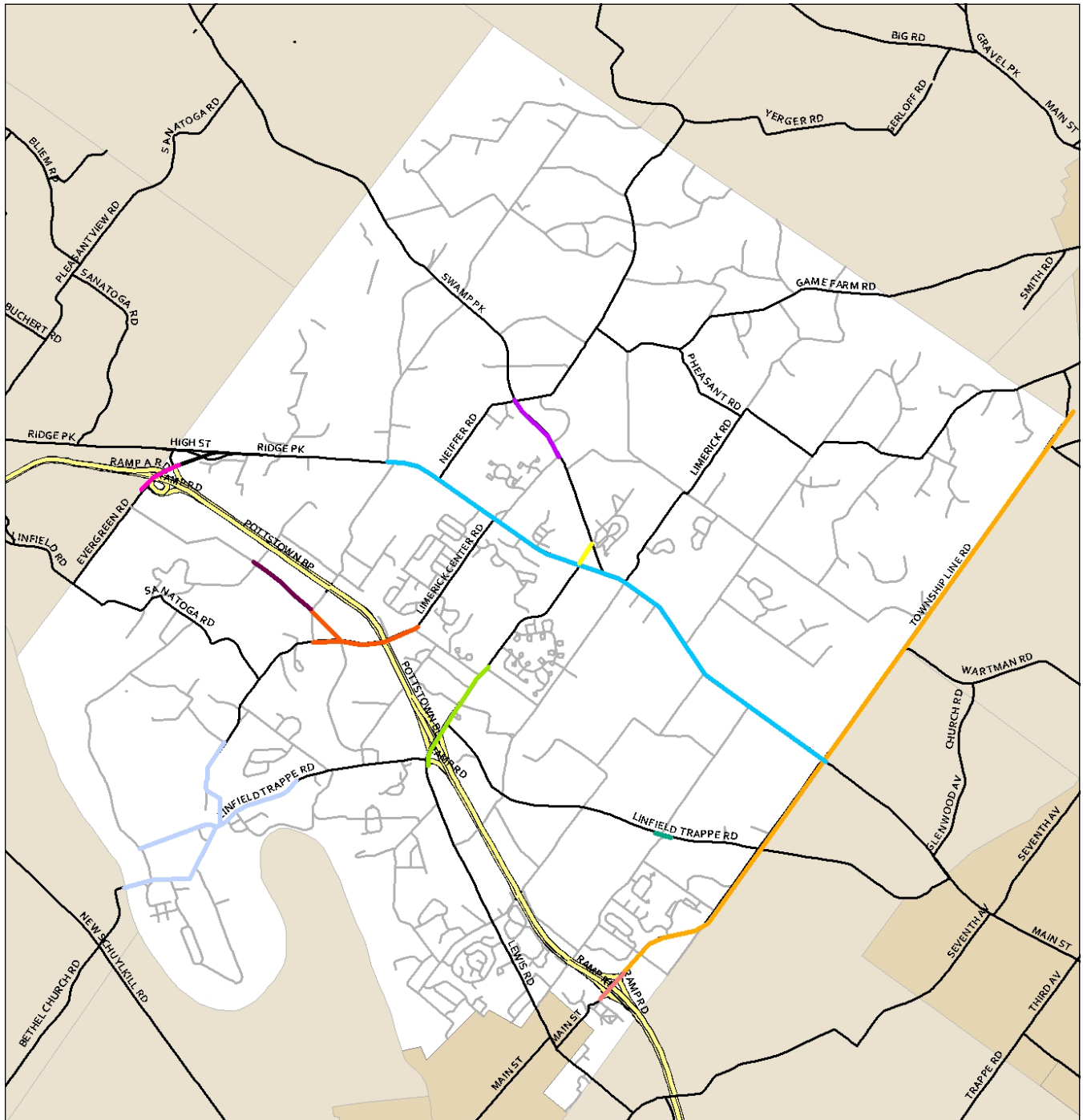
A roadway classification system and limited access management practices have already been established in the Township's Subdivision and Land Development Ordinance. However, additional language can be added to the ordinance to ensure that more advanced access management principles are incorporated into future development and redevelopment. In addition to setting out access management standards, the ordinance can also offer property owners and developers incentives for incorporating best access management practices into on- and off-site improvements.

The Transportation Research Board (TRB) Access Management Manual defines access management as:

“The systematic control of the location, spacing, design and operation of driveways, median openings, interchanges, and street connections to a roadway. It also involves roadway design applications, such as median treatments and auxiliary lanes, and the appropriate spacing of traffic signals. The purpose of access management is to provide vehicular access to land development in a manner that preserves the safety and efficiency of the transportation system.”

4. Growth Management Recommendations

Figure 4.8 Recommended Roadway Improvements



Legend

- | | |
|---|---|
| Orange line: Township Line Road Corridor | Pink line: Route 422 Sanatoga Interchange |
| Green line: Lewis Road Corridor | Yellow line: Lewis Road/Swamp Pike Connector Road |
| Blue line: Ridge Pike Corridor | Light blue line: Access to Village of Linfield |
| Purple line: Swamp Pike Corridor | Dark purple line: Lightcap Road Connectivity |
| Teal line: Linfield Trappe Road Corridor | Red line: Route 422 Royersford Interchange |
| Dark orange line: Limerick Center Road Corridor | |

4. Growth Management Recommendations

3.13 Identify Opportunities for Frontage and Access Roads for Existing Uses and Future Development on the Township Official Map.

Identification of opportunities for controlling access to the major roadways on the Township's official map will ensure that appropriate actions are taken during the land development process to further the township's access management goals.

Official Map

3.14 Develop and Adopt a Township Official Map

The identification of desired roadways, trails, sidewalks, and bicycle facilities on an official map ensures that these facilities are incorporated into future improvements and land development plans.

Alternative Modes of Transportation

3.15 Add New Bus Routes

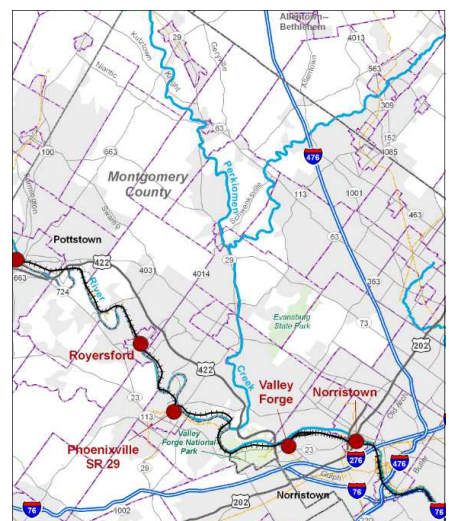
Identify and expanded new bus routes to serve commercial and employment centers. As new development comes online, existing transit routes will need to be evaluated to ensure that the new centers are being served.

3.16 Support Regional Rail Expansion

Support the development of regional rail service in the Schuylkill Valley. As discussion continues on options for passenger rail service to extend further west, the Township should stress the need for alternative modes of travel to serve the growing population in the township.

3.17 Add On-Road Bicycle Facilities

Identify key arterial and collector roads for on-road bicycle facilities. Using the preferred bicycle routes identified by Montgomery County as a base, the Township can have clear objectives in mind when pursuing on-road bicycling improvements through the land development process and coordinate with PennDOT through their routine maintenance and reconstruction programs.



Proposed R6 alignment

4. Growth Management Recommendations

3.18 Add Recreation Trails to the Official Map

Identify recreational trail facilities on the township Official Map. Identification of such facilities ensures that they will be incorporated into design plans for future development.

Transportation Funding

3.19 Update Impact Fees

Periodically update the Township's traffic impact fees to account for normal inflation in road construction costs and maximize the revenue collected for roadway improvements.

3.20 Pursue Bridge Funding

Pursue funding on the PennDOT Transportation Improvement Program as bridges become structurally deficient.

3.21 Pursue Public Funds for the Sanatoga Interchange

Pursue federal and state funds with local legislators for improvements to the Route 422 Sanatoga Interchange. This effort will likely take many years to accomplish as funding is scarce for anything other than maintenance projects and authorization is slow moving. Some improvements may be accomplished by the private sector in advance of public resources.

3.22 Pursue Funding for Bicycle and Pedestrian Facilities

Pursue funds through the PennDOT Hometown Streets and Safe Routes to School Program for the construction of bicycle and pedestrian facilities, particularly in the villages of Limerick and Linfield.

3.23 Pursue Funds to Improve Access to Linfield

Pursue funds from the Montgomery County Revitalization Program for roadway improvements in the village of Linfield.

Pursue funds from the DVRPC and Montgomery County for planning initiatives that will result in transportation improvement projects.

4. Growth Management Recommendations

4.4 Community Facilities and Services

Community facilities and services are integral to the healthy growth of a community and must be carefully planned to ensure they do not get too far ahead of planned growth, as is often the case with sewage facilities, or fall too far behind. Limerick Township has responded remarkably well to recent growth by providing for the safety of residents and other basic community services. Some services still need to be better developed to meet the needs of a community that has shifted from rural to suburban. Expansion of non-public or quasi-public services that are not operated by the township, specifically public water, must be encouraged to meet the needs of all township residents.

4.1 Limit Sewer Service Area

Maintain the limits of the current Act 537 Sewage Facilities Plan by not allowing use of public sewage facilities in the proposed R1-W district, denying zoning approvals for development that proposes public sewerage in the R1-W, and denying planning modules for expansion of public sewerage in the district.

4.2 Extend Public Sewerage to Areas with Failing On-lot Systems

Identify areas where there are failing on-lot septic systems and plan for the provision of public sewerage. The expansion of public sewage systems into areas where there are failing on-lot system can receive priority funding from PennVest. The Conservation Resources Area is excluded from this recommendation.

4.3 Expand Public Water Service to Unserved Areas of the Township

Work with the Pennsylvania American Water Company to extend public water to densely developed areas of the township that are without public potable water.

4.4 Continue to Implement the 2006 Limerick Open Space Plan

Implement recommendations from the 2006 Open Space Plan Update that improve community facilities including:

Stormwater Best Management Practices (BMPs)

Recharge Areas-Consists of infiltration basins and infiltration trenches.

Vegetated Swales- Helps remove pollutants from adjacent road runoff and infiltrates a portion of the runoff into the ground water.

Forebays—Small pool near an inlet of a storm basin. Initial storage areas to trap and settle out sediment and pollutants before they reach the main basin.

Pervious Drives and Walkways-Allows movement of air and water through paving material.

Bio-Logs-slows water velocity and filters storm water runoff.

Rain Garden- Small naturally contoured water collection areas design to infiltrate runoff and reduce the size and need for large infiltration basins.

Green Roof-Partially or completely covered with vegetation and soil, or a growing medium, planted over a waterproofing membrane.

4. Growth Management Recommendations

- Prepare a greenway and trail master plan that connects to Montgomery County trail planning efforts including the Schuylkill West Trail and the West County Trail.
- Establish River Bluffs Park as a destination for the greenway trail by acquiring land along the Schuylkill River.

4.5 Develop a Greenway and Trail Master Plan

Develop a community greenway system that provides a comprehensive connection through public open space for Limerick residents.

4.6 Develop a Community Center

Develop a community center for Limerick residents that provides a place for recreation, arts, meetings, and other community services. The facility could be combined with a library and appropriate commercial uses such as coffee shops and book stores. This facility should not duplicate services and facilities currently offered by the YMCA.

4.7 Develop a New Municipal Complex

The current municipal building is over capacity. A new municipal complex should be developed that allows the township to better meet the needs of its growing community.

4.8 Improve Emergency Services

The ability of the township's emergency services (fire, police, and ambulances) to respond to calls becomes strained as the population continues to grow and equipment and facilities age. Updating and improving these resources comes with significant costs. Projected future needs of the Linfield and Limerick Fire Companies are detailed below to provide an example of potential costs. Limerick Police and other emergency services will also require improvements. Total needs are anticipated to exceed \$10 Million.

Limerick Fire Company's Projected Needs for 2024

Various capital improvements	\$1,000,000
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Limerick Fire Company's Projected Needs for 2020

Pumper truck	\$425,000
Rescue truck	\$550,000
Ladder truck	\$900,000
New Fire House	\$2,500,000
Full-time driving staff (10 years)	\$500,000
Total	\$4,875,000

4. Growth Management Recommendations

4.5 Water Resources

Availability of water will become an increasingly critical issue for both natural and constructed environments as demands grow and surface and ground waters become more scarce. Limerick Township should provide a series of tools and incentives to help reduce water usage and waste. Some tools can be implemented by the township by right, and others rely on incentives to encourage better water management practices.

5.1 Protect Water in Land Use Regulations

Modify the township SALDO to encourage attractive stormwater facilities that control flooding, recharge groundwater, and improve water quality. Design landscapes for water efficiency through use of native plants tolerant of local soil and rainfall conditions.

- Install landscapes with climate appropriate, water-efficient plant material.
- Design the landscape so plants with similar water needs are grouped together.
- Ensure the landscape is properly designed from the start. Hire a licensed landscape architect or a qualified site planner/designer. Water efficient designs limit the clearing of each lot allowing native vegetation to remain. This increases recharge and limits surface runoff, thereby limiting the size of the stormwater pond(s).
- Use turf only where it is needed, avoiding long narrow areas that cannot be irrigated effectively.
- Ensure trees are planted at the appropriate depth.
- When designing the new landscape, avoid the use of ornamental water features.

Provide incentives for private development that meets LEED and Green Globe national environmental standards for water quality. Incentives can include prioritized zoning and increased density allowances.

- Use ultra water-efficient plumbing fixtures and integrate other water-saving devices into buildings.



Rain harvesting systems collect rain from roof tops, air conditioning units and even refrigerators. The water is stored underground in a cistern, like this one that holds more than 1,000 gallons.

4. Growth Management Recommendations

Water conservation tools include:

Requiring landscape plans that limit turfgrass and other highly irrigated plants to 50% or less of the landscaped open space area.

Limiting impervious surface to less than 10% of the landscape area in appropriate zones.

Requiring rain sensing shutoff devices for all automatic irrigation systems.

Require micro-irrigation systems for all planting beds and the systems.

- Install water-conserving cooling towers designed with delimiters to reduce drift and evaporation.

5.2 Adopt Water Conservation Ordinance

Adopt water conservation ordinances that reduces water-intensive landscaping and encourage reduced-flow building systems. Examples for irrigation systems can include:

- Gray water (wastewater collected from clothes washers, bathtubs, showers, and laundry or bathroom sinks) reuse: If properly collected and stored gray water can be used for irrigation. Its use reduces consumption of fresh water and also reduces the load on septic tanks and leach fields.
- Micro-irrigation systems which are low pressure irrigation system that spray, mist, sprinkle and drip to deliver water through small devices onto soil surface very near plant material.

5.3 Encourage Green Building in Public Projects

Prioritize public (state, county, or township) projects that meet and exceed national environmental standards (e.g., LEED, Green Globe) for water quality. Encourage voluntary water conservation measures throughout the Township.

4.6 Energy Conservation

Energy costs are an increasingly important consideration for planning new growth. Significant improvements can be made to show how developments are planned and where and how structures are built. The township recommends that energy conservation be included in site designs and provides regulations and incentives to promote energy conservation.

6.1 Promote Energy Conservation in Land Use Regulations

Modify the SALDO to reduce heating, cooling, and lighting loads through climate-responsive design and conservation practices including:

- Use passive solar design: Orient, size, and specify windows; and locate landscape elements with solar geometry



Rain gardens, shown above, filter water and infiltrate water on site instead of transporting to a local water body off site.

4. Growth Management Recommendations

and building load requirements in mind.

- Use high-performance building envelopes: Select walls, roofs, and other assemblies based on long-term, insulation, and durability requirements.

6.2 Provide Green Building Incentives

Encourage incorporation of LEED and Green Globe standards into site design and building systems. Employ Renewable or High-Efficiency Energy Sources.

- Promote the use of common, on-site renewable energy technologies such as day lighting, solar water heating, and geothermal heat pumps.
- Promote the use of emerging, on-site renewable energy technologies such as photovoltaic and wind turbines.
- Promote purchasing electricity generated from renewable sources or low polluting sources such as natural gas.

Specify Efficient HVAC and Lighting Systems

- Use energy efficient HVAC equipment and systems that meet or exceed 10 CFR 434. For Department of Defense facilities use, refer to the standards within UFC 3-400-01, Design for Energy Conservation.
- Use lighting systems that consume less than 1 watt/square foot for ambient lighting.
- Use Energy Star approved products or products that meet or exceed Department of Energy standards.
- Evaluate energy recovery systems that pre-heat or pre-cool, in-coming ventilation air in commercial and institutional buildings.
- Investigate the use of integrated generation and delivery systems, such as co-generation, fuel cells, and off-peak thermal storage.

The Leadership in Energy and Environmental Design (LEED) Green Building Rating System™ encourages and accelerates global adoption of sustainable green building and development practices through the creation and implementation of universally understood and accepted tools and performance criteria.

The Green Globes system is a building environmental design and management tool. It delivers an assessment protocol, rating system and guidance for green building design, operation and management.

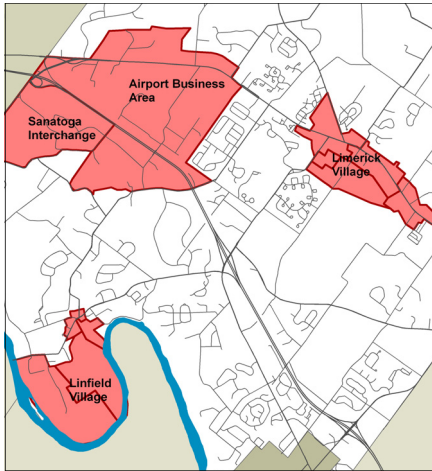


LEED provides a rating system that scores different aspects of a building's design to establish how "green" it is.

4. Growth Management Recommendations

4.7 Economic Development.

As the build-out analysis reveals (the build-out analysis uses population and employment projections to estimate how much residential, commercial, and industrial land will be developed by 2035), Limerick Township can accommodate a tremendous amount of residential, office, commercial, and industrial growth by 2035. While the fiscal impacts of a full build-out suggest a potential financial gain for both the township and Spring-Ford School District, such a gain is contingent upon achieving a critical balance between these types of development. Furthermore, the location of future growth must be carefully considered to best meet the goals of this Comprehensive Plan.



Proposed growth areas

With this in mind, the economic development recommendations adhere to the plan's overall philosophy of promoting growth in certain areas of the Township while preserving undeveloped land in others. Suggested Growth Areas for directing economic development include Linfield Village, Limerick Village, the Pottstown Limerick Airport area, and the Sanatoga Interchange area, as described in the Land Use Plan.

7.1 Manage General Economic Development

Since growth is occurring quickly, the township should consider dedicating special attention and resources to economic development to ensure that future growth is in line with the township's actual development goals. This added level of control could be achieved through the following:

- Consider hiring an economic development officer to focus specifically on targeting the types of growth the township has identified in the desired locations;
- Consider economic development training for township staff; and
- Undertake a strategic plan for recruiting new businesses to the township.

7.2 Direct Office Development to Growth Areas

The build-out analysis suggests that Limerick Township could accommodate approximately 477,000 square feet of additional office space

4. Growth Management Recommendations

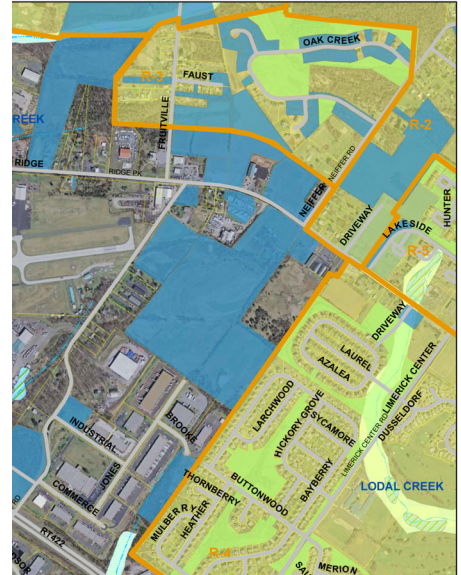
by 2035. With good access to Route 422, office development should be directed to the Pottstown Limerick Airport and Sanatoga Interchange Growth Areas. For small professional offices, such as insurance and medical offices, Linfield and Limerick Villages should be considered. To encourage appropriate office development, the township should:

- Determine desired locations for or limits of office development in the Limerick airport and Sanatoga areas. Consider producing a vision or master plan for these areas.
- Identify vacant or underutilized buildings appropriate for office development, particularly in the village locations.
- Promote the Limerick Airport and Sanatoga areas as locations for new office development through a township marketing campaign, with a website and brochure materials.
- Solicit prospective developers or invite them to the township to establish a relationship and gauge interest in future office development.

7.3 Target Industrial Development

According to the build-out analysis, the township could accommodate approximately 1.1 million square feet of industrial and/or flex space by 2035. This could include warehouse and distribution uses. Due to their good access to Route 422, industrial development should be directed to the Limerick Airport, and to a lesser degree, the Sanatoga Growth Areas. The former Publicker site is also a potential site for light or heavy industrial expansion, although the location is currently much less advantageous than the airport area because of poor access. To encourage appropriate industrial/flex development, the township should:

- Determine desired locations for or limits of industrial/flex development in the Limerick airport and Sanatoga areas. Lower Pottsgrove Township is undertaking a plan for the Sanatoga Interchange area. Limerick Township should consider producing a master plan for these areas as well.
- Identify parcels appropriate for industrial/flex development within the suggested Growth Areas.
- Work with economic development agencies to market and promote the Limerick Airport and Sanatoga areas as loca-



Lands that are currently vacant and within the proposed growth areas should be targeted for new development.

4. Growth Management Recommendations

tions for new industrial/flex development.

- Solicit prospective developers or invite them to the township to establish a relationship and gauge interest in future industrial/flex development.

7.4 Target Retail Development

The build-out analysis suggests that Limerick Township could accommodate at least 300,000 additional square feet of retail space by 2035. Small community-serving retail uses should be considered for the Linfield and Limerick Village areas to serve existing and future residences. To encourage appropriate retail development, the Township should:

- Determine desired locations for retail development in the Sanatoga and Village Growth Areas. Lower Pottsgrove Township is undertaking a plan for the Sanatoga interchange area. Limerick Township should consider producing a vision or master plan for these areas as well.
- Identify parcels appropriate for retail development.
- Solicit retailers for which the township's market is lacking. These predominantly include smaller community-serving, specialty goods, and home furnishing retailers as opposed to additional "big box" stores for which there does not appear to be current demand. Examples are jewelry stores, optical stores, gift stores, hardware stores, florists, computer/software stores, sporting goods stores, book stores, and auto parts stores.
- Promote the locational advantage of the Sanatoga Interchange on the regional highway network to capture sales from a broader retail market. This includes such businesses as a hotel and movie theater, which particularly depend on good regional access.
- Solicit prospective developers or invite them to the township to establish a relationship and gauge interest in future retail development.

7.5 Ensure Balanced Growth

As the economic analysis in Section 2 reveals, the expenses associated with residential development exceed the expenses for commercial development at full build-out in 2035 by approximately \$3 million annually. While Limerick Township stands to benefit financially from

4. Growth Management Recommendations

the residential development in the amount of approximately \$200,000 the school district bears the brunt of the \$3 million annual expenses.

On the other hand, commercial development creates far fewer fiscal impacts on the township and school district than residential. Revenues generated for Limerick Township by commercial development are approximately \$948,000, while the Spring-Ford School District stands to gain over \$7 million. The expenses on the township from commercial development are just over half of the revenues, at \$490,000, and that there is really no added fiscal burden on the school district because commercial development does not increase the number of school children in the district.

Considering the impacts of residential versus commercial on municipal finance, the township should maintain balanced growth between residential and commercial uses over the next 20 years. To do this, the township should:

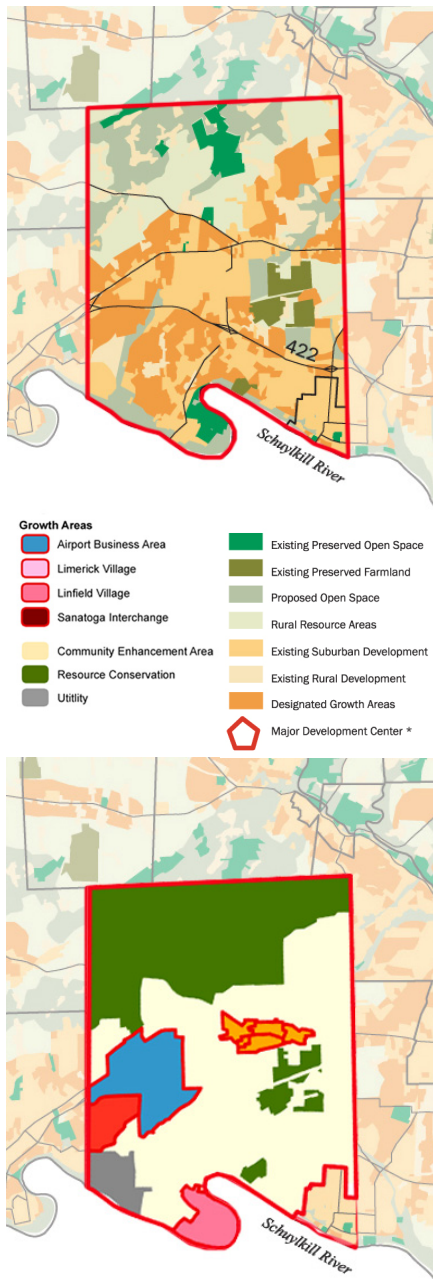
- Consider performing economic impact analyses for all major new development proposals case-by-case to ensure they are not fiscally burdensome on the township.
- Keep inventory of cumulative development proposals in terms of number of residential units and square footage of commercial approved.
- Regularly evaluate the inventory and check against the suggested build-out pace.
- Adjust the development approval process as necessary to maintain a balance of growth that keeps the township fiscally solvent.

4.8 Comparison to Surrounding Municipal Plans

Limerick Township is surrounded by nine municipalities in two counties all with their own comprehensive plans, zoning ordinances, growth objectives, and local politics. Given this fragmentation in governance and planning, it is crucial that Limerick understands its neighbors future plans and where appropriate work to develop multi-municipal efforts to mutual benefit. This plan does not attempt to develop complete consistency with neighboring municipal plans but to

4. Growth Management Recommendations

Figure 4.9 Montgomery County Designated Growth Areas



identify potential conflicts and opportunities for partnering.

Planning documents for adjacent municipalities and Montgomery County are summarized. Several municipalities are involved in multi-municipal efforts as described below.

Shaping our Future: A Comprehensive Plan for Montgomery County

Shaping our Future: A Comprehensive Plan for Montgomery County, adopted in 2005, provides a vision for the future and guides planning decision making in the county through 2025. The plan includes the following eight individual elements: Vision Plan, Community Facilities Plan, Economic Development Plan, Housing Plan, Land Use Plan, Open Space, Natural Features, and Cultural Resources Plan, Transportation Plan, and Water Resources Plan. *Advisory Guidelines for the Montgomery County Comprehensive Plan* was also developed by the County in 2006. Limerick Township supports the county's plan and hopes to further the county's vision for future growth.

There are a number of areas where Limerick's Comprehensive Plan parallels analysis, goals, and recommendations found in the county's plan. The similarities are apparent in the county's *Vision* and *Land Use* plans, as these two elements guide the county's other plan elements. Major findings and recommendations of the county's *Vision* and *Land Use* plans are summarized below with descriptions of how the Limerick plan compliments the county's .

County Vision Plan

The county's *Vision Plan* provides an overall direction for future growth. To direct growth and preservation to appropriate areas, the *Vision Plan* provides a 2025 Future Growth and Preservation Plan which shows, "where new growth should be directed, and where open space and rural areas should be preserved. The primary intent of this plan is to identify the future use of undeveloped land – should it be a development area, a rural area, or open space (page 30)." Specifically the county plan shows growth areas around the Sanatoga Interchange, north of Linfield Village up to Route 422, and north of Ridge Pike and east of Swamp Pike. These growth areas parallel the

4. Growth Management Recommendations

growth areas Limerick Township has established in this plan. The township plan designates growth areas at the Sanatoga Interchange, around the Pottstown-Limerick Airport and in the Linfield and Limerick Village.

The *Vision Plan* also establishes “Major Development Centers” within the county. In Limerick, the county plan designates the Route 422 Corridor as a major development center (Page 34) and provides the following description:

“Route 422 Corridor: this activity center, while shown on the map near the Route 29 interchange, is really a combination of activities located at or near five interchanges along the Route 422 corridor between King of Prussia and Pottstown that in total comprise the development center. This rapidly developing corridor includes large employment centers, concentrated retail areas, and residential nodes stretched over the corridor, primarily in Upper Providence, Collegeville, Limerick, and Royersford. Over time the combination of uses across the corridor will diversify to be supportive and complimentary of each other. (Pg 36)”

Limerick Township supports employment centers along Route 422 and is encouraging them at the Sanatoga Interchange and around the Airport in this plan.

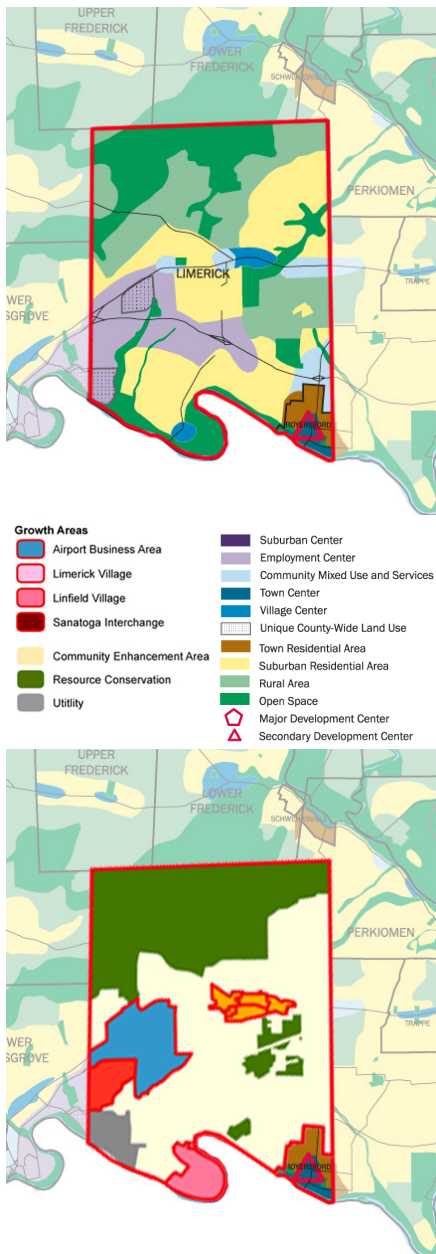
Montgomery County *Vision Plan* promotes the connection of open spaces via greenway corridors and preservation of important natural, cultural, and agricultural features. Limerick supports this goal and promotes the development of Schuylkill West Trail envisioned in the county plan.

For transportation, Limerick supports the County’s vision of widening Route 422 and has included improvements to all three of its interchanges in the plan. The county’s plan also recommends expanding public transportation. The R6 Extension study is supported by Limerick as is a future station stop in Linfield Village.

Limerick’s comprehensive plan also supports the County’s vision for Community Facilities. *“In 2025, the county will have: Adequate facili-*

4. Growth Management Recommendations

Figure 4.10 Montgomery County Future Land Use



ties to meet the county's needs. Facilities and utilities that operate safely and cleanly." Limerick plans to extend community facilities in areas that current lack them. Most significantly, Limerick's plan calls for limiting public sewerage to the current extent of the sewer service area.

Preserving water quality is a major objective of the Limerick Comprehensive Plan as it is in the county plan. Limerick recommends strengthening environmental protection standards by providing buffers around waterways. The township's plan also endorses a number of water conservation measures.

The county's plan calls for strengthening existing downtowns and other developed centers. Limerick's traditional centers are Limerick and Linfield Villages, both of which are targeted in the township's comprehensive plan for economic development. The township is also promoting economic development around the Sanatoga Interchange and the Pottstown-Limerick Airport.

The county's *Economic Development Plan* designates "growth areas" for the township in the area north of Linfield, around the Sanatoga Interchange, and in the area north of Ridge Pike and west of Swamp Creek Pike. Figure 31, Economic Development Plan Implementation Matrix, proposes to: "Zone appropriate locations for new, expanding, and existing businesses in development centers, redeveloping areas, or designated growth areas as identified in the Vision Plan."

Limerick's residential zoning districts currently provide a diversity of housing types. The comprehensive plan recommends that this diversity is maintained. This meets the county's vision to provide a diversity of housing types and affordable options.

County Land Use Plan

Limerick Township notes that the county *Land Use Plan* provides a future land use map that "can be used to guide local zoning decisions around the county (pg. 147)." The plan designates several future land uses within Limerick Township as seen in the below map.

The major future land uses proposed by the county for Limerick Township are described below:

4. Growth Management Recommendations

Employment Center

Employment Centers are concentrations of employment-oriented land uses, such as offices, research facilities, and industrial parks; however, although employment uses dominate the landscape of these centers, other supporting land uses also may occur, including smaller retail uses and higher density residential uses.

Suburban Residential Area

Suburban Residential Areas are residential areas that 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 the most prominent type.

Rural Area

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

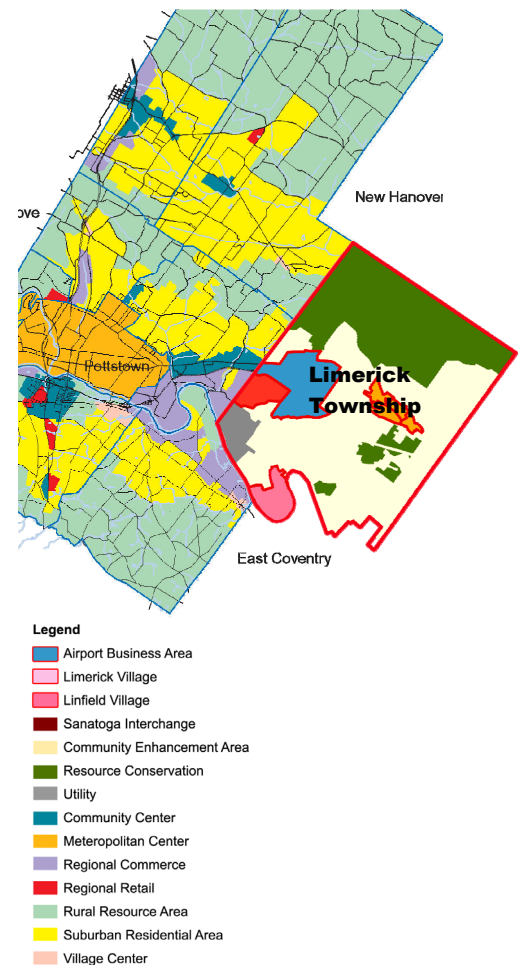
Limerick's Future Land Use Plan, inset on the county's Future Land Use Plan, provides similar delineations with similar growth policies. The County's Open Space designation appears pretty aggressive in the northern part of the township. These lands are constrained environmentally and targeted for protection in the comprehensive plan.

Pottstown Metropolitan Regional Comprehensive Plan

The Pottstown Metropolitan Regional Comprehensive Plan covers eight municipalities along the northern tip of Chester County, and western edge of Montgomery County. Three of the Plan's municipalities, New Hanover and Lower Pottsgrove Townships in Montgomery County and East Coventry Township in Chester County, are adjacent to Limerick Township to the west and south. The Regional Plan's Future Land Use Plan shows Rural Resource, Suburban Residential, Community Centers, and Regional Commerce areas adjacent to Limerick (see Figure 4.11 Future Land Use Plan).

Rural Resource Area are intended to protect the rural and agricultural

Figure 4.11 Pottstown Future Land Use



Pottstown Metropolitan Regional Comprehensive Plan Future Land Use Plan

4. Growth Management Recommendations

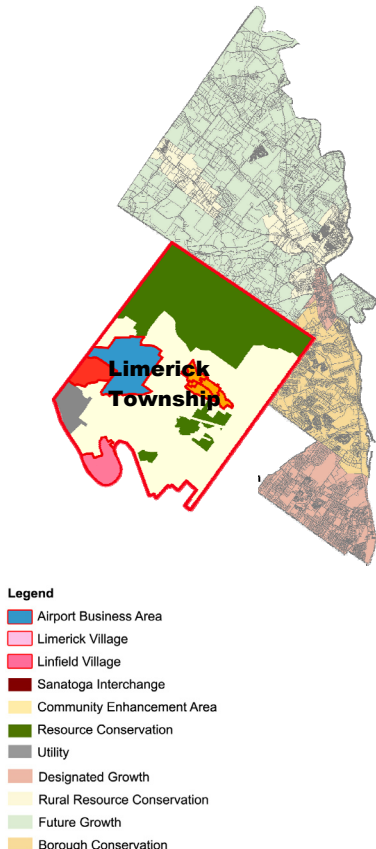
nature of these parts of the Pottstown Metropolitan Region. These areas abut and are generally consistent with Limerick's Proposed Resource Conservation Area.

Suburban Residential areas are intended to provide locations for new residential growth and nonresidential services for new neighborhoods in the area. Where this area is designated on the southern edge of Limerick in New Hanover Township, Limerick's plan proposes a less intense Resource Conservation Area.

Community Centers are intended to be community-level focal points for the Pottstown Metropolitan Region with shopping, services, and residential uses combined in a mixed-use and pedestrian-oriented design. Limerick proposes similar uses in adjoining lands and this plan proposes coordinated planning efforts, specifically for the Sanatoga Interchange.

Regional Commerce areas are intended to provide larger-scale regional employment, manufacturing, distribution, and larger-scale retail and residential uses provided they are part of a Master Plan or Specific Plan. Lower Pottsgrove Township is currently considering a Specific Plan or Master Plan for the Sanatoga Interchange.

Figure 4.12 Central Perkiomen Valley Future Land Use



Central Perkiomen Valley Regional Comprehensive Plan

The Central Perkiomen Plan includes seven municipalities generally extending to the north and to the east of Limerick along the Perkiomen River. Three municipalities abut Limerick: Upper and Lower Frederick Townships to the north and Perkiomen Township to the east. Rural Resources Conservation areas are prescribed for Upper and Lower Frederick, which is consistent with Limerick Township's Resource Conservation area. Perkiomen Township, on the other hand is designated as a growth area in the Regional Plan, which conflicts with the abutting Resource Conservation areas in Limerick's plan.

4. Growth Management Recommendations

Upper Providence Township

Upper Providence Township last updated its comprehensive plan in 1994. The plan is out of date given the growth that has occurred in that township. The township's open space plan was updated in 2007 and recommends the preservation of some lands adjacent to Limerick Township. A major residential housing development is being developed by THP homes on Township Line Road. Development on Ridge Pike in Upper Providence is mostly large scale commercial centers.

Royersford

No comprehensive plan could be located.

Phoenixville Region Comprehensive Plan

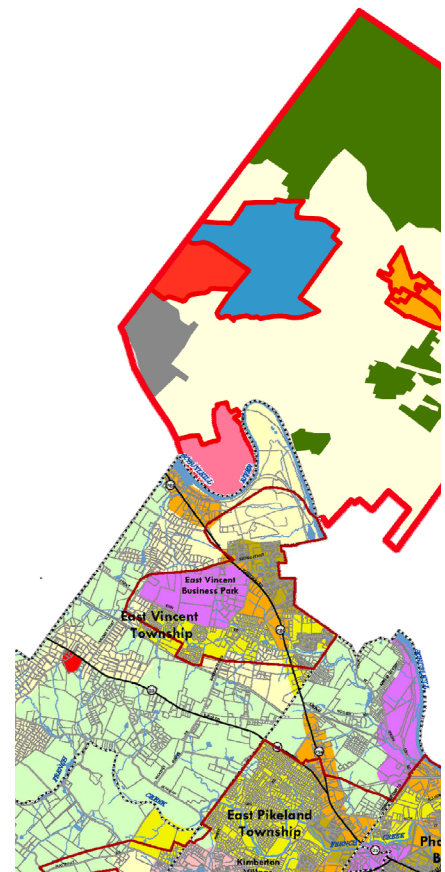
The Phoenixville Comprehensive Plan covers six municipalities in Chester County. East Vincent township, the only municipality in the regional plan that shares a border with Limerick Township, shows low-density residential and mixed-use areas abutting Limerick Township, which is generally consistent with Limerick's Community Enhancement Area.

Low-Density Residential -It is recommended that this land use category, contain standards that support clustered subdivisions to preserve natural resources and reduce impervious surfaces. New development or redevelopment in these areas should be encouraged to provide small, maintained community parks and recreational facilities (active open spaces) to enhance the quality of life and maintain existing open spaces.

The Mixed-Use planning area from Phoenixville Regional Plan, situated across the Schuylkill River from the Linfield Growth Area, is also generally consistent with the Limerick Plan.

Mixed-Use—The primary intent of this land use category is to provide pedestrian oriented community centers with a variety of housing types and neighborhood serving retail. To ensure that the urban form is walk able, the municipalities should develop design guidelines, master plans, and/or official maps for these areas.

Figure 4.13 Phoenixville Region
Future land Use



Legend

- Airport Business Area
- Limerick Village
- Linfield Village
- Sanatoga Interchange
- Community Enhancement Area
- Resource Conservation
- Utility
- Commercial
- Mixed Use
- Village
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Rural
- Industrial

5 Implementation



5. Implementation Plan

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Implementation

The Implementation Plan provides a work program that the township and other stakeholders will use to achieve the vision and goals of the Comprehensive Plan. It organizes, prioritizes, and assigns responsibility for actions to be implemented by the township administration, department heads, elected officials, and others. Some recommendations can be achieved easily with little coordination and cost while others require further development through coordination, planning, and funding. As the township grows, priorities will shift and some recommendations will become more urgent while others will lose importance. Maintaining flexibility is critical.

Approximate costs for each recommendation are provided as a rough guideline for the order of magnitude expenditures and to help plan for implementation. The costs are not for estimating purposes.

The Implementation Table suggests potential funding sources including numerous county, state, and federal programs, which are competitive and require careful planning for success. The township and other potential applicants should become familiar with each program's requirements. Each program is summarized following the Implementation Table (below). In many cases, the township's consultants will have experience applying for these programs and can assist. It is also possible to submit one application to cover more than one recommendation. The Implementation Table suggests combining a number of similar recommendations.

Some recommendations can be implemented for limited costs by using existing staff time and resources. When this is possible the funding source recommended in the Implementation Table is Limerick's Operating Budget. Similarly, smaller capital projects may also be im-

5. Implementation Plan

plemented with township funding. The funding source recommended for these projects is Limerick's Capital Improvement Program.

Recommendations are prioritized based on whether action should be taken *Immediately*, in the *Near-Term*, *Mid-Term*, *Long-Term*, or on an *ongoing* basis. Immediate priorities should be acted on in the first three months after adoption of this plan. Near-Term priorities should be acted on within two years of adoption; Mid-Term Priorities within five years; and Long-term within ten years. The duration of some recommendations may be as short as a month or may extend many years.

Designate an Official Township Planner

To assist the township in implementing the proposed changes to their land use ordinances and to help review major development applications that come into the township, the township should designate an official township planner. The township's designated planner would review development applications and represent the township's interests at the Planning Commission and other review meetings. The planning consultant's work would not duplicate that of the township engineer but focus on broad planning and zoning issues. The cost of these reviews would be born by the applicant, not the township.

5.1 Plan Implementation Table

General Implementation

No	Responsibility	Action	Cost	Funding	Timing
0.1	Township	Designate Township Planner	Variable	Operating Budget and Developer Escrows	Immediate

4.1 Future Land Use Plan

Linfield Village Improvement Plan

No.	Responsibility	Action	Cost	Funding	Timing
Develop a Linfield Village Improvement Master Plan			\$40,000		Near to Mid Term
1.1	Township Administration	Develop Linfield Master Plan. Develop scope of services, submit funding application, and issue Request for Proposal for the development of a Master Plan.	\$20,000	LUPTAP/ PA CRP	Near-Term
1.2	Township Administration/ Planner	Develop Linfield Streetscape Guidelines. This may occur in conjunction with 1.1 above as funding and priorities allow.	\$10,000	LUPTAP/ PA CRP	Mid-Term
1.3	Township Administration/ Planner	Promote Historical Scale of Linfield Village by modifying the township code and extending the Village Commercial District west to the Schuylkill River. Zoning should reflect a village rather than a suburban character.	\$5,000	LUPTAP/ PA CRP	Mid-Term
1.4	Township Administration	Encourage Adaptive Reuse of buildings by modifying the township code.	\$5,000	PA CRP	Mid-Term
Coordinate Linfield Village Marketing and Vision with Stakeholders			\$5,000		Near to Mid-Term
1.5	Township Administration and Publicker Owner	Meet with Publicker Site Owners to discuss development options.	\$0	NA	Near-Term
1.6	Economic Development Agencies and Publicker Owner	Market Publicker Site. Economic development agencies should use the information developed in the master plan to market the Publicker site.	\$0	NA	Near-Term
1.7	Township Administration	Develop Linfield Logo for place making and marketing Linfield Village.	\$5,000	Township General Fund	Mid-Term

Improve Infrastructure in Linfield Village

1.8	Township Public Works	Identify Linfield Village Infrastructure Improvements needs and costs. Limerick Township should meet with appropriate private infrastructure companies to discuss expansion of services into Linfield Village.	\$0	NA	Near-Term
1.9	Township Administration	Reprogram Linfield Game Commission Lands to increase public access and use. Meet with the Pennsylvania Game Commission, Montgomery County Parks and Heritage Services, and local legislators as appropriate.	\$0	NA	Near-Term
1.10	Township Administration	Advocate for a Future Train Station in Linfield Village	\$0	NA	Ongoing

5. Implementation Plan

Limerick Village

No	Responsibility	Action	Cost	Funding	Timing
Develop a Limerick Village Master Plan			\$35,000		Near-Term
1.11	Township Planner and Township Administration	Develop a Limerick Village Master Plan	\$20,000	LUPTAP/ PA CRP	Near-Term
1.12	Township Administration	Develop Limerick Streetscape Guidelines. This may be done in conjunction with 1.11 above.	\$10,000	LUPTAP/ PA CRP	Mid-Term
1.13	Township Planner	Create an Overlay District Limerick Village. The district should promote village-scale development and increase density.	\$0	NA	Near-Term
1.14	Township Administration	Encourage Adaptive Reuse of Buildings	In conjunction with Recommendation No. 1.1		
1.15	Township	Create a Business Access Drive to the rear of buildings that front on Ridge Pike	In conjunction with Official Map Recommendation 3.4		
1.16	Township Planning Commission	Encourage Shared Parking. The Planning Commission should encourage applicants to provide cross-access easements to adjacent commercial parking lots.	\$0	NA	Ongoing
1.17	Township Planning Commission/ Traffic Engineer	Manage Curb Cuts	In conjunction with Ridge Pike Improvements Recommendation No. 3.3		
1.18	Township Administration	Develop Limerick Village Logo	\$5,000	Township General Fund	Mid-Term

Sanatoga Interchange

No	Responsibility	Action	Cost	Funding	Timing
Develop a Sanatoga Interchange Mixed-Use Master Plan			\$3,000		Immediate
1.19	Township Administration	Investigate Options for requiring Sketch Plans.	\$3,000	LUPTAP	Immediate
1.20	Township Administration and Private Sector Developers	Meet with developers to provide guidance on a master plan. The Master Plan should emphasize mixed uses, research and development, and corporate office in a campus layout.	\$0	NA	In Progress

Coordinate Infrastructure Improvements Funding

Immediate

1.21	Township Administration and Private Sector Developers	Coordinate with Lower Pottsgrove on how developers will address infrastructure needs. The Limerick Point of Access Study (in progress) will identify needed roadway improvements based on projected development. The private sector will need to take the lead in funding improvements.	\$0	NA	In Progress
1.22	Township Administration	Coordinate Public Infrastructure Funding. Lobby for Federal and State funds. Currently, state transportation funding emphasizes repairs. The roadway expansions desired in Sanatoga will not receive priority funding on the state TIP.	\$0	NA	In Progress

5. Implementation Plan

Airport Business Area

No	Responsibility	Action	Cost	Funding	Timing
1.23	Economic Development Agencies/ Owner	Market the Airport Business District. Economic development agencies should include appropriate lands around the airport in their portfolio of development sites.	\$0	NA	Mid-Term
1.24	Economic Development Authority/ Owner	Assemble Property to market for businesses uses	Unknown	Private Sector, Public, non-municipal	Mid-Term
1.25	Township Administration	Require Airport Disclosures in Real Estate Transactions	\$0	NA	Near-Term
1.26	Township Administration	Coordinate with Developers on Infrastructure Improvements	\$0	NA	Ongoing
1.27	Township Administration	Coordinate Public Infrastructure Funding	\$0	NA	Ongoing
1.28	Township Planner and Township Ad-	Modify zoning to encourage mixed-use developments that integrate aviation uses.	\$3,000	LUPTAP	Near-Term

Resource Conservation Area

No	Responsibility	Action	Cost	Funding	Timing
1.29	Township Planner and Administration	Create R1-W Residential Woodlands District	\$5,000	LUPTAP	Near-Term
1.30	Township Planner and Township Administration	Develop a Transfer of Development Rights (TDR) program that sends development away from conservation areas in the north and toward the Route 422 and Ridge Avenue corridors.	\$0	Montgomery County Planning Commission	Near-Term
1.31	Land Trusts	Preserve Key Open Spaces	Unknown	Co. Green Fields/Green Towns program, DCNR C2P2	Ongoing

Promote Active Farming in Limerick Township

\$9,000

1.32	Township Planner	Promote Farm Related Uses in the permitted uses sections of appropriate zoning districts.	\$2,000	LUPTAP	Near-Term
1.33	Township Planner	Encourage Active Farming by working with farmers to maintain farming uses.	\$2,000	LUPTAP	Near-Term
1.34	Township Administration	Create Agricultural Renaissance Zones that provide tax incentives for farm businesses.	\$5,000	Growing Greener	Near-Term

Community Enhancement Area

No	Responsibility	Action	Cost	Funding	Timing
1.35	Community Groups/ Committees	Identify Enhancement Projects to be targeted for funding. Projects to include trails, greenways, parks, sidewalks, playgrounds, and other similar amenities.	\$0	NA	Ongoing
1.36	Township Administration	Promote Complementary and Sustainable Infill	\$5,000	Township	Near-Term
1.37	Township Administration	Explore Feasibility of Cultural Center	\$40,000	DCNR	Mid-Term

5. Implementation Plan

Housing

No	Responsibility	Action	Cost	Funding	Timing
1.38	Township Administration	Consider Residential Master Plan in village growth areas.	\$0	NA	Long-Term
1.39	Township Administration	Solicit Experienced Traditional Neighborhood Development (TND)Developers	\$0	NA	Ongoing
1.40	Developers/ Property Owners	Consider Residential Reuse of buildings	Unknown	NA	Ongoing
1.41	Township Administration	Maintain Current Allowances for Residential Types in Zoning	\$0	NA	Ongoing
1.42	Township Planning Commission/ Planner	Emphasize Healthy Lifestyles in Residential Development. This includes providing sidewalks, access to trails, and walkable commercial and recreational amenities.	\$0	NA	Ongoing

4.2 Open Space, Natural Features, and Cultural Resources

No	Responsibility	Action	Cost	Funding	Timing
2.1	Township Planner	Modify Site Capacity Calculations	\$10,000	LUPTAP	Near-Term
2.2	Township Planner	Modify Woodland's Protection Standards			
2.3	Township Planner	Strengthen Standards for Lakes, Streams, and Wetlands			
2.4	Township Planner	Provide Better Protection of Steep Slopes			
2.5	Land Trusts	Acquire Lands Targeted for Preservation	Unknown	Mont. Co Green Fields/ Green Towns, DCNR	Ongoing
2.6	Township Planner	Develop Scenic Resources Inventory	\$1,500	Operating Budget	Near-Term
2.7	Township Planner	Prioritize the Preservation of Historic Resources	\$1,500		Near-Term
2.8	Owners	Encourage Adaptive Reuse of Historic Buildings	Variable	Historic Tax Credits	Ongoing
2.9	Planning Commission, Township Planner, and Township Administration	Modify the Cluster Requirements to create a higher percentage of open space.	\$2,500	LUPTAP	Immediate

4.3 Transportation

Corridors

No	Responsibility	Action	Cost	Funding	Timing
3.1	Township/ Developers/ PennDOT	Implement the Township Line Road Corridor Study Recommendations	\$20,000,000	Transportation Impact Fees/ Developers/ TIP	Mid to Long -Term
3.2	Township/ Developers	Construct the Lewis Road Corridor Improvements	\$2,000,000	Transportation Impact Fees/ Developers	Near-Term
3.3	Townships/ Developers/ PennDOT	Improve Ridge Pike Corridor	\$20,000,000	Transportation Impact Fees/ Developers/ TIP	Mid to Long -Term
3.4	Township / Developers/ County	Improve Swamp Pike Corridor	\$2,000,000	Transportation Impact Fees/ Developers/ TIP	Mid to Long -Term
3.5	Township / Developers/ PennDOT	Improve Linfield-Trappe Corridor	\$2,000,000	Developers/ TIP	Mid-Term
3.6	Township/ Developers/ PennDOT	Improve Limerick Center Road Corridor	\$2,000,000	Developers/ TIP	Mid-Term
3.7	Township/ Developers	Expand Township-Wide Closed Loop Traffic Signal System	Unknown	Transportation Impact Fees/ Developers	Ongoing
3.8	Township / Developers/ PennDOT	Improve Route 422 Interchanges	\$50,000,000	Transportation Impact Fees/ Developers/ TIP/Other	Near to Long Term

Connectivity

No	Responsibility	Action	Cost	Funding	Timing
3.9	Township/ Developers	Construct the Lewis Road/Swamp Pike Connector	\$2,000,000	Transportation Impact Fees/ Developers	Near-Term
3.10	Township/ Developers	Improve Access to Linfield	Unknown	Developers/ Other	Mid to Long Term
3.11	Township/ Developers	Improve Connections to Lightcap Road	Unknown	Developers/ Other	Mid-Term

5. Implementation Plan

Access Management

No	Responsibility	Action	Cost	Funding	Timing
3.12	Township Administration/ Planning Commission	Implement Best Access Management Practices by Updating Subdivision and Land Development Ordinance	\$10,000	NA	Near-Term
3.13	Township Administration/ Planning Commission	Identify Opportunities for Frontage and Access Roads for Existing Uses and Future Development on the Township Official Map	\$0	NA	Ongoing

Official Map

No	Responsibility	Action	Cost	Funding	Timing
3.14	Township	Develop a Township Official Map	\$15,000	LUPTAP	Near-Term

Alternative Modes of Transportation

No	Responsibility	Action	Cost	Funding	Timing
3.15	Township/ SEPTA	Expand/Add New Bus Routes	Unknown	SEPTA	Ongoing
3.16	Township/ SEPTA	Support Regional Rail Expansion	Unknown	SEPTA	Ongoing
3.17	Township/ County/ PennDOT	Add On-Road Bicycle Facilities	Unknown	Township/ County/ PennDOT	Ongoing
3.18	Township/ Planning Commission	Add Recreation Trails to the Official Map	\$1,500	Township	Near-Term

Transportation Funding

No	Responsibility	Action	Cost	Funding	Timing
3.19	Township Administration	Update Impact Fees	\$50,000	Township/ Transportation Impact Fees	Immediate
3.20	Township Administration	Pursue Bridge Funding	\$0	NA	Ongoing
3.21	Township Administration	Pursue Public Funds for the Sanatoga Interchange	\$0	NA	Ongoing
3.22	Township Administration	Pursue Funding for Pedestrian and Bicycle Facilities	\$0	NA	Ongoing
3.23	Township Administration	Pursue Funds for Access to Linfield	\$0	NA	Ongoing

4.4 Community Facilities and Services

No	Responsibility	Action	Cost	Funding	Timing
4.1	Township Public Works and Planning Commission	Limit Sewer Service Area to Existing Extents.	\$0	NA	Ongoing
4.2	Township Administration	Extend Public Sewerage to Areas with Failing On-Lot Systems	Unknown	PennVest	Long-Term

5. Implementation Plan

4.3	Township Administration and Pennsylvania American Water Company	Expand Public Water Service to Unserved Areas of the Township.	Unknown	-	Mid-Term
4.4	Township Administration	Continue to Implement the 2006 Limerick Open Space Plan including developing a greenway and trail master plan and a river bluffs park.	Variable	DCNR, County, Township Capital Budget	Ongoing
4.5	Township Administration	Greenway and Trail Master Plan	\$50,000	DCNR, Township	Near-Term
4.6	Township Administration	Develop a Community Center	In Conjunction with Recommendation No. 1.36		
4.7	Township Administration	Develop a New Municipal Complex	Unknown	-	Near-Term
4.8	Township Administration	Improve Emergency Services	\$10 Million Plus	Unknown	Mid –Long Term

4.5 Water Resources

No	Responsibility	Action	Cost	Funding	Timing
5.1	Township Administration	Protect Water in Land Use Regulations	\$2,000	LUPTAP	Mid-Term
5.2	Township Administration	Adopt a Water Conservation Ordinance	\$3,000	LUPTAP	Mid-Term
5.3	State, County, and Local public agencies	Encourage Green Public Projects	\$0	NA	Ongoing

4.6 Energy Conservation

No	Responsibility	Action	Cost	Funding	Timing
6.1	Township Administration	Promote Energy Conservation in Land Use Regulations	In conjunction with Recommendation 5.1		
6.2	Township Administration	Provide Green Building Incentives. Provide incentives to developers that achieve LEED or Green Globe green building standards.	In conjunction with Recommendation 5.3		

5. Implementation Plan

5.2 Potential Funding Sources

Road Infrastructure Implementation

It is anticipated that many road improvements will be completed by private sector developers through the township land development approval and the PennDOT Highway Occupancy Permit (HOP) processes.

Local

Transportation Impact Fees

Limerick currently collects transportation impact fees for new development. Transportation impact fees are one of the least used implementation techniques but, it is probably one of the most important funding tools offered in the MPC for transportation improvements. The MPC enables municipalities to charge impact fees for new development in a designated transportation service area. Impact fees can be used for costs incurred for capacity improvements designated in a municipality's transportation capital improvement program which includes acquisitions of land and rights-of-way, engineering, legal and planning costs and other costs directly related to road improvements within the service area.

The major asset of the transportation capital improvement programming is the development of a sustainable funding mechanism to offset the cost of needed transportation improvements in rapidly developing areas. The impact fee is calculated based on the total cost of the identified road improvements within a given transportation service area attributable to new development within that service area.

Municipalities across the state are determining that an impact fee ordinance's value outweighs the barriers, particularly due to rising project costs, limited state and federal funding and higher levels of competition for those funds.

Tax Increment Financing

Tax Increment Financing (TIF) is a financing tool used by municipali-

ties throughout the country to fund redevelopment and community improvement projects. TIF allows future tax income from development to finance the current improvements that will eventually create those tax gains. More specifically, development or redevelopment increases the value of a site or district, creating more taxable property and tax revenues, or the tax increment. TIF then dedicates the increased revenue to the specific project to finance the debt issued to pay for the project. TIF is often geared toward distressed or underdeveloped areas where development is not otherwise occurring, and also creates funding for public projects that may not otherwise be affordable to municipalities. State enabling legislation provides local governments the authority to designate TIF districts. This arrangement usually lasts a finite number of years, but at least enough time to pay back the bonds issued to finance the development. Often the TIF is administered by the municipality.

State

Applicable public funding mechanisms for the Public Sector Improvements will be predominantly from the Commonwealth of PA, as the state has many programs to assist communities, districts, and even specific properties. In some instances, locally initiated funding sources will be applicable. Less likely (except for highways) would the federal government provide applicable assistance unless a special designation or earmark has been granted, however, some programs do exist.

PennDOT Twelve Year Program and Transportation Improvement Program (TIP).

Typically, projects are funded with 80 percent Federal Highway Administration (FHWA) funds and 20 percent other funds. Traditionally, PennDOT provides the entire 20 percent of other funds. Priority is generally given to projects that are presented for inclusion in the Twelve Year Program and TIP if the 20 percent other funds are provided by local sources. These projects are known as Local Match Projects. Typically, the greater the local match, the more likely the project will be added to, and given its priority on the Twelve Year Program and TIP.

5. Implementation Plan

Providing the local match is accomplished in a number of ways. Right-of-way can be acquired as development occurs along the corridor. This available right-of-way can be credited toward the 20 percent local match. Also, certain developers might be willing to contribute toward the design of the project, realizing their responsibility to mitigate impact and the importance of maintaining traffic flow and good access. Other possible sources of the 20 percent local match are utility clearances, environmental clearances and design. Typically, the more work provided by the municipality to advance the project through the design process, the higher the priority it will receive from PennDOT for construction.

Typically, PennDOT prefers and gives the highest priority to municipalities that can fund and manage all pre-construction phases of a project. The local match can be provided by funding sources other than the municipalities' general fund such as public/private partnerships developed during the land development approval process and the adoption of a transportation impact fee ordinance which generates funds for the completion of off-site roadway improvements that cannot be legally required as part of a developer's land development approval.

Land Use Planning & Technical Assistance Program

The Land Use planning and Technical Assistance Program (LUPTAP) provides financial assistance to municipalities and counties of the commonwealth for the purpose of developing and strengthening community planning and implementation. Preference is given to intergovernmental partnership between two and more municipalities and counties. Funds can be used for rapidly growing communities working to accommodate new commercial, industrial or residential development while minimizing growth related problems such as loss of farmland and openspace, land use conflicts and environmental impacts.

More information <http://www.dcnr.state.pa.us/brc/grants/>

PA Department of Recreation and Natural Resources (DCNR) Community Conservation Partnership Program (C2P2):

A bond issue approved in a statewide referendum initially funded this program. Perennial funding is through a dedicated percentage of the statewide real estate transfer tax. Funding from the program is dedicated toward recreation, environmental and cultural heritage resources throughout the state. Trails are eligible. Roadway projects are generally not eligible. Several agencies distribute funds through competitive grants, including: the PA Fish and Boat Commission, PA Historic and Museum Commission, and the PA Department of Conservation and Natural Resources (DCNR). Most development grant applications are due in April. Consult with the DCNR Regional Advisor. State funds can be used for discrete projects or as a match to federal funds. DCNR requires a 50-50 match (cash or in kind) to its grant awards for trails.

More information <http://www.dcnr.state.pa.us/brc/grants/>

PA Business in Our Sites Program

The Business in Our Sites program is a \$300 million grant and loan pool that enables municipalities, public authorities, and private developers to prepare sites for speculative development. \$10 million in funding is reserved for predevelopment grants of up to \$250,000 that are intended to assist communities determine the feasibility of a project and to obtain technical information necessary for a project's completion. \$100 million in grant funds and \$190 million in loan funds are available to acquire land, conduct environmental assessments and remediation, and perform demolition. Funds may also be used for site preparation activities and installation of infrastructure (sewer, water, storm water, utilities, telecommunications, etc.) both on site and as needed to bring service to the site. They may also be used for access roads or other necessary on-site and off-site transportation improvements. Grant funds are only available to publicly-sponsored projects that cannot support repayment of a loan in the full amount of the project and will be provided only in combination with a loan and to support certain activities, such as environmental remediation. Loan

5. Implementation Plan

repayment terms vary based on the end use/ownership structure. Projects that can demonstrate a substantial likelihood of reuse if made ready and that focus on generating economic growth and reusing underutilized sites will be given priority.

More information: <http://www.newpa.com/programDetail.aspx?id=39>

Local Economic Revitalization Tax Assistance (LERTA)

The program allows local taxing authorities to exempt or graduate tax on improvement to business property if such property is located in a deteriorating area as determined by the municipal governing body or is subject to a governmental order requiring the property to be vacated, condemned or demolished by reason of noncompliance with law, ordinance, or regulations. Improvements eligible for tax exemption include, repair, construction, or reconstruction including alteration and additions having the effect of rehabilitating a structure so that it become habitable or acquires higher standards of safety, health, economic use or amenity, or is brought into compliance with governing laws, ordinances, or regulations.

Keystone Opportunity Zone (KOZ)

KOZs are specific commercial or industrial areas with greatly reduced or no tax burden for property owners, residents and businesses throughout the Commonwealth. Keystone Opportunity Zones are designated by local communities, applied for, and approved by the state. Businesses or companies must locate within one of the designated zones to receive tax benefits.

PA Community Revitalization Program

The Community Revitalization Program (CRP) grant funds may be used for projects that aid in revitalization of Pennsylvania communities. Eligible applicants include municipal governments and authorities and non-profit corporations. Eligible projects must demonstrate that they will improve the stability of their community, promote economic development, improve existing or develop new civic, cultural, recreational, industrial or other facilities, promote the creation of jobs or enhance the health and welfare of Pennsylvania citizens. CRP grant awards are made in three funding cycles each fiscal year.

More information: <http://www.newpa.com/programDetail.aspx?id=72>

DEP PA Growing Greener:

The Growing Greener Program signed into law in 1999 invested millions to preserve farmland and protect open space; eliminate the maintenance backlog in State Parks; clean up abandoned mines; restore watersheds; and provide new and upgraded water and sewer systems.

Four different agencies are involved in helping communities "grow greener" under the Environmental Stewardship & Watershed Protection Act: Departments of Environmental Protection, Agriculture, Conservation and Natural Resources and PENNVEST. Of these four agencies, projects that may be applicable to the redevelopment master plan will most likely be funded by the Department of Conservation and Natural Resources or Department of Environmental Protection. In 2007, the PA Department of Environmental Protection (DEP) administered a large portion of the Growing Greener funds – with target programs for stormwater treatment and clean water demonstration projects.

The Act authorizes grants through DEP for acid mine drainage abatement, mine cleanup efforts, abandoned oil and gas well plugging and local watershed-based conservation projects. These projects can include: watershed assessments and development of watershed resto-

5. Implementation Plan

ration or protection plans, implementation of watershed restoration or protection projects, storm water management wetlands, riparian buffer fencing and planting, stream bank restoration and agricultural best management practices (BMPs). Grants are available to a variety of eligible applicants, including: counties, authorities and other municipalities; county conservation districts; watershed organizations; and other organizations involved in the restoration and protection of Pennsylvania's environment. These grants support local projects to clean up “non-point” sources of pollution throughout Pennsylvania. It may be possible to blend Growing Greener grants with other grants for trail construction along riparian corridors.

More information: <http://www.depweb.state.pa.us/growinggreener/site/default.asp>

PA Infrastructure and Facilities Improvement Program

The Infrastructure and Facilities Improvement Program provides grant funds to issuers of debt, such as municipalities or municipal authorities, to help them finance the infrastructure component of a project. Applicable types of projects covered by the grant include infrastructure and/or environmental remediation for the construction of retail establishments (totaling more than 200 jobs and 200,000 SF of retail space); and infrastructure, land and building, and environmental remediation for the construction of hospitals, convention centers (perhaps in this case the expo center), and hotels associated with convention centers. The amount of grant funding is calculated on the basis of the amount of taxes generated by the project, including state sales tax, hotel occupancy tax, and employer withholding of personal income tax. Therefore, awards will be made in varying amounts.

More information: <http://www.newpa.com/programDetail.aspx?id=40>

PA Infrastructure Development Program

The Infrastructure Development Program provides grants and low-interest loan funds for various types of projects. Eligible entities include municipalities, municipal authorities, and real estate developers. Applicable types of projects covered by the grant include clearing and preparation of land and environmental remediation; water and sewer systems; storm sewers; parking facilities; and at former industrial sites, land and building acquisition, construction and renovation by private developers, and telecommunications infrastructure. Loans and grants are provided for up to \$1.25 million, however, no more than 20% of the annual appropriation can go to a single municipality.

More information: <http://www.newpa.com/programDetail.aspx?id=26>

Opportunity Grant Program

The Opportunity Grant Program provides grants to firms or municipalities representing firms to create significant jobs in the applicable fields of research and development, and export services, as well as firms establishing a regional or national headquarters. Applicable types of projects covered by the grant include machinery and equipment; working capital; job training; infrastructure; land and building improvements; environmental assessment and remediation; acquisition of land, buildings, and right-of-ways; and site preparation, demolition, and clearance. While the state has not indicated any grant maximum or minimum amounts, eligible projects must create a significant economic impact to the state, region, or municipality in which the company will locate or expand. In addition, there is a 4:1 match required from private sources.

More information: <http://www.newpa.com/programDetail.aspx?id=41>

TIF Guarantee Program

The TIF Guarantee Program promotes economic development throughout PA by improving credit for TIF projects through guarantees to lower capital costs and improve market access. Municipalities

5. Implementation Plan

that issue TIF bonds to fund economic development projects are eligible. The program covers environmental and infrastructure projects for retail establishments; infrastructure, environmental, and building projects for hospitals, convention centers and associated hotels; utilization of abandoned or underutilized industrial or commercial buildings; and undeveloped sites planned and zoned for development in accordance with the municipality's comprehensive plan. The program will fund a total of \$100 million in loan guarantees for TIF projects, providing up to \$5 million per individual project. Any interest earned on fund investments will be kept in the fund for future guarantees and costs.

More information: <http://www.newpa.com/programDetail.aspx?id=45>

Pennsylvania Redevelopment Assistance Capital Program (RACP)

Grant funds providing for the acquisition and construction of regional economic, cultural, civic, and historical improvement projects. Preference is given to projects that display significant potential for improving economic growth and the creation of jobs and new opportunities to a diverse group of communities throughout Pennsylvania. Uses include property acquisition, site preparation, construction/building renovation; construction period interest; and permits and approvals. Grant amounts vary and disbursements occur on a reimbursement basis only. The minimum individual project cost is \$1 million.

Federal

Public Works and Economic Development Program

The objective of this grant, administered by the U.S. Department of Commerce, Economic Development Administration, is to promote economic development and job growth. Investments through this grant are meant to help improve and expand infrastructure to attract new industry, encourage expansion, and generate long-term private sector employment. Applicable eligible uses include industrial access

5. Implementation Plan

roads, industrial and business parks, business incubator facilities, redevelopment of brownfields, and telecommunication infrastructure improvements necessary for business retention and expansion. Eligible activities to support these uses include the development of publicly-owned land and facilities (including engineering, construction, and rehabilitation).

More information: <http://www.eda.gov/AboutEDA/Programs.xml>

Brownfield Tax Incentive Program

Former industrial or commercial properties that have been environmentally contaminated, such as the Publicker property, are eligible for this tax incentive, overseen by the Environmental Protection Agency. Under this program, certain environmental cleanup costs may be fully deducted by eligible taxpayers in the year in which they are incurred, rather than having to be capitalized over time. Properties that have released or have the threat of releasing hazardous substances (lead-based paint, asbestos, fuel from leaking tanks, etc.) may be eligible. The program has expired however, Congress may extend this provision.

More information: <http://www.epa.gov/brownfields/bftaxinc.htm>

Surface Transportation Program (STP):

Eligible projects include the construction of bicycle transportation facilities; construction of pedestrian walkways; bicycle safety brochures, maps and public service announcements. Any bicycle project must be primarily a transportation project and STP projects should encourage desirable traffic patterns. Additionally, STP projects should sensitize people to environmental and social concerns. The Federal Highway Administration (FHWA) administers this program.

TEA-21 Enhancements (SAFETEA-LU):

The Transportation Equity Act for the 21st Century (TEA-21) is a fed-

5. Implementation Plan

eral program that funds transportation related projects and is a direct successor to the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA). The bill allocated approximately \$217 billion nationwide over six years and includes funding for trails and parks. In Pennsylvania, the Department of Transportation (PennDOT) administers several TEA-21 bicycle and pedestrian related programs. Grant awards in excess of \$1 million are not unreasonable for trail projects.

Typically, a non-federal match is required to be 20% of the grant award. A strategy preferred by PennDOT is to require the local partner to prepare construction documents and obtain necessary environmental clearances, property control documents and utility relocations plans as the local match for these “pre-construction” tasks - so that the project is ready for construction using the TE funding. The costs to prepare these documents can be the non-federal match to the TEA -21 funds, and does not necessarily need to be exactly 20% if all needed documentation can be completed for less.

More information: <http://www.fhwa.dot.gov/safetealu/summary.htm>

Congestion Mitigation and Air Quality (CMAQ)

CMAQ is a federal program created by TEA 21 to fund projects that will contribute to the improvement of air quality in non-attainment areas designated by the federal government. The Philadelphia region, including Montgomery County is classified as a non-attainment area and is eligible to receive funds from this program. Eligible project types include closed loop traffic signal systems, recreational trails, improvements to existing public transportation and creation of new public transportation services and facilities.

5. Implementation Plan

5. Implementation Plan



02/05/08

Limerick Township Comprehensive Plan
Limerick Township, Montgomery County
SC# 07092.10

Committee Meeting #1 – Notes

Date/Time: 01/29/08, 6:30 PM

Location: Limerick Township Municipal Building

In Attendance: Samuel Barilla – Comprehensive Plan Committee (CPC)
Paul Chestnut – (CPC)
Michele Chrisman – (CPC)
Chris Christman – (CPC)
Elaine Dewan – BOS Representative (CPC)
Jason Griggs (CPC)
Carmen Italia – President CPC
Daniel Kerr (CPC)
Frank Kotch (CPC)
Cathy Regan – (CPC)
John DePasquale – Simone Collins Landscape Architecture (SC)
Sarah Leeper – (SC)
Pete Simone – (SC)
Chad Dixon – Chad Dixon – Traffic Planning and Design (TPD)
Heather Sherk - (TPD)
Chris Lankenau – Urban Partners

Notes:

1. Pete S. introduced the Simone Collins (SC) team, Urban Partners (UP), and Traffic Planning and Design (TPD) to representatives of the Limerick Township Comprehensive Plan Committee (LTCP). He reviewed the PowerPoint presentation that will be expanded on for the Public Meeting.
2. It was confirmed by the LTCP that the first Public Meeting would be held on February 19th 2008. SC will provide Limerick Township with a press release to advertise the meeting.
3. It was noted that Dan Kerr will act as LTCP point person.
4. Pete S. began "collective brain storming" by stressing the importance of looking at the Township from a qualitative perspective and not only a quantitative perspective. For a full list of ideas generated please see the attached Card Record sheet.
5. Pete S. stressed that the Comprehensive Plan needs to establish the amount of ultimate development vs. Township Residents.
6. Pete S. also suggested that sustainable development practices can be utilized by the Township to preserve the environment and natural resources. He commented on actions taken by Solebury Township (Bucks County) to preserve Open Space and

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WWW.SIMONECOLLINS.COM

- Natural Resources. The LTCPC requested a copy of Solebury Township's Ordinance. **Pete noted that he will supply this material to the Committee.**
7. It was suggested that the new Comprehensive Plan should better address the Historic Resource Section.
 8. It was noted that there are currently three areas zoned as Village Commercial in the Township. They are Linfield, Limerick, and Swamp Road. It was stated that these areas should be evaluated to see if they truly function as "villages". Rezoning may be considered for these areas.
 9. It was noted that the Comprehensive Plan needs to better determine a definition for "Historic".
 10. The Township's Comprehensive Plan needs to examine its public infrastructure and coordinate future improvements with future Land Use.
 11. It was asked if Limerick Township's Comprehensive Plan needs to be in accordance with the County's Comprehensive Plan. Pete S. replied "Yes", stating that SC would coordinate with the county.
 12. It was suggested the Township examine its use of open space and determine if it is headed in the correct direction.
 13. The old assumption of preserving the northern portion of the county and developing the 422 corridor was questioned.
 14. It was stated that Swamp Pike has changed from a residential road to a regional corridor that connects new development in neighboring New Hanover Township with Ridge Pike and Rt. 422.
 15. It was suggested that the Township provide incentives for mixed use development to counter the strictly commercial and residential development that has exploded in the region.
 16. It was stated that the image of the Township has turned off potential commercial development, due to the location of the power plant.
 17. It was suggested that the Township needs to switch from a "Bedroom" Community to a "Sustainable" Township in which residents live, work, and shop within the Township. It was stated that the Township should pursue smaller office and business uses.
 18. It was stated that the increasing land values and increased traffic have deterred quality development.
 19. Pete S. stated that the committee will need to decide, "How fast the Township wants to grow?" He further stated that the Township will need to balance its growth with its infrastructure and natural resources.
 20. It was stated by Carmen Italia that Tax Incremental Financing (TIF) could be used as funding for infrastructure projects. IFIP Tax Deferment could be another funding source.

This report represents the Professional's summation of the proceedings and is not a transcript. Unless written notice of any correction or clarification is received by the Professional within ten days of issue, the report shall be considered factually correct and shall become part of the official project record.

Respectfully Submitted,
SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE



John DePasquale

Enc. Cards Record
Attendance Sheet



02/05/08

Limerick Township Comprehensive Plan

Limerick Township, Montgomery County

SC# 07092.1

Committee Meeting #1 – Cards Record

GOALS

- Economic Development
- Future Land Use
- Natural Resource Conversation
- Define Limerick's Identity
- Provide Quality Jobs and Services

FACTS

- Increased Traffic
- Population Growth
- Existing Land Use
- 10 Years of Explosive Growth
- Township's Northern Geology
- Mixed Identity
- New Hanover Development
- Towers Deterring Business
- 422 Study
- Lack of Utility Infrastructure in the "Great North"
- PENNDOT- Lack of Funding For State Roads
- "Corporate Center Phobia"
- Farmsteads
- County Comprehensive Plan
- Preserve Open Space / Rural Land

CONCEPTS / CHALLENGES /

CONCERNS

- Village Type Development
- Mixed Uses
- Pedestrian and Bike Connections Along Roads
- Identify "True" Village Community
- Identify Historic Resources
- Flexibility in Zoning

- Define "Historic"
- Swamp Pike Commercial
- Truck By-Pass
- Live, Work, and Shop in Township
- Importance of Timing
- Smaller Office Use
- Transportation Peak Travel Times
- Defining Housing Densities
- Townhouses and Apartments
- Providing Water and Sewer Services
- Defining / Identifying Open Space Uses
- Defining / Identifying Recreation Needs
- Defining / Identifying Passive Open Space
- Identify Future Parks System Needs
- Official Map
- Traffic District
- TIF (Tax Incremental Financing)
- IFIP Tax Deferment Funding
- Sanatoga Interchange-Neighboring Township Cooperation
- Wind Mills
- Infrastructure Improvements

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Limerick Comprehensive Plan

Committee Meeting #1

Tuesday, January 29, 2008 6:30 PM @ Limerick Township Building

NAME	ADDRESS	PHONE	EMAIL
SARAH LEEPER	_____	889-0348	
CHUCK LANZETTA	URBAN PARTNERS	1251829-1905	clankenan@urbanpartners.us
Michele Christian	Limerick Township	610-960-6503	
Cathy Regan	135 Sunnybrook Rd Limerick	610 489 9606	cathyregan@verizon.net
John DePaquale	_____	869-0348	
Elaine Delban	110 PRESIDENTIAL DR LIMERICK	610-287-5154	dewany4@comcast.net
Paul Christy	355 Gerlotti RD	610-476-6492	Paul C @ Limerick PA 073
Chris Christman	Limerick Township	610-495-6432	cchristman@limerickpa.org
Heather Sherk	Traffic Planning + Design	610-324-3100	hsherk@trafficpd.com
David Dixon	TRAFFIC PLANNING & DESIGN	610-326-3100	edixon@trafficpd.com
Sara Basilla	124 Parnell Lane	610-795-7051	sbasilla@comcast.net
Kate Simone	_____	869-0348	
Dan Kerr			
Carmen Italia			

Appendix A

SIMONE COLLINS • LANDSCAPE ARCHITECTURE
511 OLD LANCASTER ROAD • BERWTN, PENNSYLVANIA 19312 (610) 889 0348

For Immediate Release: Feb 05, 2008
Contact: Daniel Kerr Township Manager
Limerick Township (610) 495-6432

Public Meeting Set to Plan for Limerick Township's Future

Limerick, Pennsylvania, February 5, 2008. Township Manager Daniel Kerr has announced the first of several public meetings that are planned to discuss how Limerick Township will grow in the next 10 to 20 years. The meeting will take place on Tuesday, February 19th at 6:30 PM at the Limerick Township Municipal Building, 646 W. Ridge Pike Limerick, PA 19468. Residents are strongly encouraged to attend

"Our township has changed a lot in the last 20 years" manager Kerr noted, "and the Comprehensive Plan process is an opportunity for our residents to give us their opinions on what they want Limerick Township to become over the next one or two decades. Folks who were new residents 15 years ago are now long time residents, traffic keeps growing on 422 and our parks and open spaces are becoming even more important. The Comp Plan process is about being proactive about what will happen in our township in the future"

In addition to the Public Meetings, the consultant team retained by the Township to prepare the plan is working with a committee composed of township officials, staff and residents. The plan is scheduled to be completed in November 2008.

Limerick Township has retained a team of planners composed of Simone Collins Landscape Architecture, Urban Partners and Traffic Planning and Design.

The Comprehensive Meeting scheduled is as follows:

1/29	Project Committee Meeting #1
2/19	Public Meeting #1 - Goal setting with the community
3/18	Project Committee Meeting #2
5/6	Project Committee Meeting #3
7/1	Project Committee Meeting #4
9/9	Public Meeting #2 - Present draft plan
9/9 to 10/07	Public Review of Draft Plan
10/07	Project Committee Meeting #5
11/12	Public Meeting #3 - Present Final Plan



3/14/08

Limerick Township Comprehensive Plan
Limerick Township, Montgomery County
SC# 07092.10

Public Meeting #1 – Notes

Date/Time: 02/19/08, 6:30 PM

Location: Limerick Township Municipal Building

Attendance: Chad Dixson – Chad Dixson – Traffic Planning and Design
Chris Lankenau – Urban Partners
Sarah Leeper – Simone Collins Landscape Architecture (SC)
Pete Simone – (SC)
See Attached Attendance Sheets

Limerick Comprehensive Plan – Public Meeting Notes

1. It was stated some of the current residential development was having adverse effects on local streams and other natural resources. In addition, it was stated that the trails that were to be provided had not been constructed. It was suggested that the trails be constructed of soft natural materials and that trails from different developments should interconnect.
2. It was suggested that there should be higher standards on the quality and design of commercial development along Ridge Pike.
3. It was suggested that more pedestrian connections need to be created throughout the township that connect residential neighborhoods to one another and to schools, parks, and major destinations. It was suggested that the new YMCA has become a major pedestrian destination and that there are no safe pedestrian or bicycle routes to it.
4. What the township's capacity was for new development? Peter S. stated that he could not answer that question currently, but that it is a question that the Comprehensive Plan will attempt to answer during the planning process. He stated that it will be up to the township community to decide where to allow more commercial and residential development and where to preserve open space.
5. It was suggested that the Township should work to attract more corporations to locate within the Township in order to help offset municipal costs and lower the tax burden on Township residents. The existence of the Limerick Nuclear Power Plant was discussed and the negative effect it has had in new corporations

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- relocating to Limerick Township. Pete S. stated that the ability of the Township to attract large corporate headquarters has been hindered by the presence of the Limerick Power Plant. Carmen I. expanded on this stating that both large industrial and corporate uses have an irrational response to being able to see the towers. He stated that within the same distance from the towers it is easier to sell land from which you can not see the towers. Peter S. stated that the township may want to consider focusing on smaller offices and industrial users.
6. It was suggested that the Township needed to “raise the bar” regarding aesthetics and design for new commercial businesses. Commerce Bank and CVS were cited as examples. It was questioned why Limerick Township gets the standard “box” design while surrounding municipalities get the “upgraded” model. It was suggested that the township demand the use of higher quality materials and better designed standard models
 7. It was asked if the consultant was aware of the Engineering study done for Township Line Road. Chad D. stated that they were familiar with the study and would be taking its recommendations under consideration when developing the new transportation plan. He explained that the study was performed so that funding could be requested on the state and federal level and that improvements have been implemented as funding has been secured.
 8. It was suggested that the Township needs to recognize that many of the roads that were formally local and residential in nature are becoming major thoroughfares, and that there is an overall increase in cut through traffic and congestion.
 9. It was stated that the retail industry has been detrimental to Township in terms of increased traffic and decreased safety.
 10. It was asked if the transportation plan would consider what will happen to the 422 corridor in the next 10-15 years. Chad D. stated that the DVRPC was currently performing a study on the 422 corridor. He stated that the Township would not be able to direct the goals of the study but that the public would have input at various points in the study.
 11. It was asked if there were still plans to reconnect the passenger rail service to the area. Peter S. stated that the Schuylkill Valley Metro (SVM) is still being developed but that the project was on “life support”. The need for the passenger rail was stressed – Peter S. stated that this concern should be directed directly to the local state representatives.
 12. Chad D. stated that there are also studies being done that are looking at the extension of the R6 line.
 13. It was suggested that the Township needs to preserve the integrity of their historic villages; Limerick and Linfield. It was stressed that historic structures should be preserved and that they should not be destroyed for new development.
 14. Elaine D. stated that the township is limited to what they can require from a developer. It was asked if the Township was at the mercy of the developers. Peter Simone stated that as the Township develops goals through the Comprehensive Plan those goals can become legislated through modification of the zoning
 15. Peter S. discussed current trends in Mixed-Use zoning that is designed to create environments reminiscent of small towns and villages.

16. Elaine D. stated that the township is required under the Pennsylvania Municipal Planning Code (MPC) to allow for all types of zoning uses under MPC.
17. It was suggested that the Township needs to create more parks and open space in conjunction with new development
18. It was suggested that a trail connection between the Schuylkill River Trail and the Perkiomen Trail should be created through the Township
19. It was suggested that the Township needs to address compromised and failing on-site septic systems. It was asked if this could be done through new development impact fees. Elaine D. stated that they can not hold developers responsible for improvements beyond their property lines. This is really an enforcement issue.
20. It was suggested that the Township should conserve as much open space north of Ridge Pike as possible
21. It was stated that the new developments specifically the premium outlets, are burdening police service and other community services.
22. It was stated that the Outlet website directions direct vehicles through local neighborhood. Chad D. stated that the Township is currently working to correct this problem.
23. It was asked how the recommended improvements for the Township were going to be funded. Peter S. stated that the majority of improvements are funded by township through obtaining State and Federal grants. He stressed that it should be the goal of each Township to recapture state and federal funding for various projects.
24. It was stated that the tax burden on homeowners should not increase. Peter S. stated that the current Board of Supervisors holds this goal in common with the Township Residents. He stated that taxes can be offset by attracting businesses.
25. It was suggested that the Township should consider developing incentives to attract businesses.
26. It was suggested that the Township needs to hold commercial entities responsible for burdens they are creating such as traffic, pollution, and demand on Township services. Pete stated that many townships face this challenge and some have consolidated services police, etc. with neighboring municipalities
27. It was suggested that the next public meeting should be advertised on more media forms. Flyers, neighborhood association newsletters / email chains, Township newsletter, and community organization newsletters were all suggested.
28. It was reiterated that the Township will be looking at ways to reduce the burden on taxpayers and that the key is to get most from new development as possible.
29. It was suggested that the township needed a civic center that could include a senior center, library, theatre and post office. It was suggested that Reston, VA be considered as a model.
30. It was suggested that the Township needs to be careful of impacts from industrial developments. Carmen I. stated that he has an ongoing conversation with

Townships as to what types of industries they are open to receiving. Peter S. stated that most uses today would be of a light industrial nature with low impact.

31. For a full listing of the ideas generated at the meeting please see the attached list: Public Meeting #1 – Cards Record

This report represents the Professional's summation of the proceedings and is not a transcript. Unless written notice of any correction or clarification is received by the Professional within ten days of issue, the report shall be considered factually correct and shall become part of the official project record.

Respectfully Submitted,
SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE

A handwritten signature in dark ink, reading "Sarah R. Leeper". The signature is fluid and cursive, with the first name "Sarah" being the most prominent.

Sarah R. Leeper
Project Manager

Enc. Cards Record
Attendance Sheet



02/19/08

Limerick Township Comprehensive Plan

Limerick Township, Montgomery County

SC# 07092.1

Public Meeting #1 – Cards Record

GOALS

- Update the Comprehensive Plan
- Define Limerick's Identity
- Attract Quality Jobs and Service
- Preserve Natural Resources
- Increase Taxable Base
- Attract Corporation & Businesses
- Plan for Open Space & Parks
- Keep Taxes Down
- Slow Residential Development, Increase Commercial Development

FACTS

- Changes in Land Use since 1995
- 116% Increase in Housing Units During 1990's
- 102% Population Increase During the 1990's
- How Much Space is Left for Growth?
- 422 Coalition
- SVM Plan
- Growth Impacts on Police & Fire
- Wawa / Lewis Road Traffic Hazard
- "Tower Image"
- DVRPC 422 Study
- Township Line Road Study
- Township Roads Are Major Connectors
- Commercial Developments are Increasing Traffic

CONCEPTS

- Trail From Schuylkill to Perkiomen
- Reconfigure Sanatoga Interchange
- Pedestrian and Bike Connections Along Roads
- Improve Utility Infrastructure
- Preserve Farmland
- Preserve Streets

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- Ridge Pike Design Controls
- Visual Noise
- Construction Control
- Horse Trails
- Safe Routes on Major Roads
- Adjust Zoning to Reflect Comp. Plan
- Township Civic Center
- Library Senior Center
- Consider Impact of Ind. Uses
- Why Are There so Many Banks?
- Comm. Tax Incentives
- Multi-municipal Services (police)
- Residential Email Chains
- Advertise Mtg. Better
- Police Mutual Aid
- Connect Open Space
- Post Office
- Mixed Use Zoning
- Preserve North of Ridge Pike
- Premium Outlet Directions
- Funding? Local, State, Federal
- Develop Impact Fees
- Preserve “Old Limerick”
- Limit Signage Heights
- Address Marginal Septic Areas
- Preserve Limerick & Linfield Villages
- Reduce Residents Tax Burden
- Raise Design Standards “Commerce Bank” Model

PARTNERS

- Delaware Valley Regional Planning Commission (DVRPC)
- PennDOT
- Montgomery County

**Limerick Comprehensive Plan
Public Meeting #1**

Appendix A

Tuesday, February 19, 2008 6:30 PM @ Limerick Township Building

NAME	ADDRESS	PHONE	EMAIL
Mazzola	660 N. Ridge Pike	610 495 0700	donna.sclan@aol
C. Italia	49 W. Limerick Rd		citalia@comcast.net
Red Chestnut	355 Gerloff	610- 476-6892	Red C @ LimerickPA.org
Michael Christman	688 N. Limerick Rd	610-960-6503	ChristmanRacing@aol.com
Chris Christman	Limerick Twp.	610- 495- 6432	cchristman@limerickpa.org
John Ely	549 N. Limerick Rd	610-287-2299	jdely@comcast.net
MARGIE STRATTON	6 PRESIDENTIAL DR	610-287-5355	mstratton@comcast.net
Bob Minnis	563 Swamp Pike	610-724-2112	bobminnis@aol.com
Dan Shalkowski	55 CEDAR CT	267-214-0031	dshalkowski@gmail.com
Karen Hegdun	P+R Coordinator / at Glencroft		khegda@limerickpa.org
CARL NAMIOTKA	4303 WATERFORD WAY	610-505-2127	CARLNAMIOPEX@COMCAST.NET
JOHN LIGHTCAP	103 IVY LANE	610-495-8231	JWLLASIE@YAHOO.COM
Doris Pheasant	72 Longcross Road	610 495 8438	
Janet WELFORD	76 Longcross Rd	610 495-5851	
Bruce Wilson	808 Sprucewood Drive	610-495-6613	bruce.wilson@comcast.net
MARYANNE JANAVICH	70 Pebble Beach Dr.	267-252-3458	mjanavich@comcast.net
J MÉRCHANT	202 Pebble Beach Dr	610 495 0541	
Frank Lutter	56 Longcross Rd	610-495-6554	
Michael P. Huntzinger	575 Limerick Center Rd.	610-495-0931	MBDHuntzinger@aol.com
Janet Stokes	91 Souder Rd	610-948-8554	JJA STOKES@aol.com
Phan McMahon	3 Homestead Lane		

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Tuesday, February 19, 2008 6:30 PM @ Limerick Township Building

Appendix A

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03/20/08

Limerick Township Comprehensive Plan
Limerick Township, Montgomery County
SC# 07092.10

Committee Meeting #2 – Notes

Date/Time: 03/18/08

Location: Limerick Township Municipal Building

In Attendance: Peter Simone – Simone Collins (SC)
Oliver Carley – (SC)
Sarah Leeper – (SC)
Cathy Regan
Paul Chestnut
Michelle Chrisman
Carmen Italia
Elaine DeWan
Dan Kern
Chad Dixon (Transportation Planning and Design)

1. Public Meeting Review

- a. Peter S. reviewed the public meeting held on February 19th. The meeting was well received. One participant requested that the next public meeting be better publicized.
- b. *The township will advertise the next public meeting, to be held on September 9th, two weeks prior to the meeting. **SC would suggest that the Township Publish the meeting date in the Township Newsletter issued prior to the meeting.** Prior to the meeting SC will prepare a press release to be issued to locale news media outlets (township to publicize).*

2. Vision Statement and Goals and Objectives

- a. Pete S. read the Vision Statement to the Committee and explained the intent of bulleted items contained in the statement. Dan K. asked what was meant by repairing resources (second bullet). Repairing resources could include reforestation and wetlands restoration where appropriate. The question lead to a discussion about the need to toughen the existing cluster ordinance and the need for balanced housing growth.
- b. Pete S. explained that the last bullet of the statement responded to a request from the public meeting for a Cultural Center or similar facility.
- c. **SC will revise fourth bullet of vision to make it a positive statement.**

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3. Pete S. reviewed the goals and objectives. The following summarizes the major discussion points.
4. In discussing the goals for land use, the committee asked for clarification about how the goals will be applied to the comprehensive plan and township ordinance. Pete S. explained that the intent is to figure out how the township would like to grow given the current conditions and trends and then to make recommendation for amending the code as appropriate.
5. The “coordinate land use planning with adjacent municipalities” goal brought up concerns about the how to keep the township’s Sewage Facilities Plan in line with the comprehensive plan. State law makes this coordination difficult.
6. Open space goals focused on land preservation and active farming. There are a number of land trusts that can help the township preserve lands permanently. Pete S. suggested that Dulcie Flaharty from the Montgomery County Lands Trust would be a good contact for land preservation. Pete S. also recommended the township work to keep land in active farming use. He noted that there is growing demand for subscription type farm-to-town programs and the potential to partner with local institutional facilities, such as schools and hospitals.
7. Transportation goals will be reviewed by Chad Dixon of Traffic Planning and Design. Pete S. asked about transit service in the township. The committee reported that there is bus service (Route 99) to the Philadelphia Premium Outlets. They also reported that there are three park-and-ride lots in the township, two at Lewis road and one behind the Genuardi’s west of the Township Line Interchange.
8. Continued operation of the Limerick Airport was included in the goals. The committee was strongly in favor of this. Carmen I. suggested that the airport is a huge asset to the community. The committee discussed the future use of the airport and suggested that it is important to the biopharmaceutical companies for medical deliveries and that its runway may be expanded.
9. The discussion on community facilitates largely focused on sewage facilities plans and the promotion of alternative sewage treatment technologies, such as spray fields and lagoons, to help water quality and potentially manage development. There was also a discussion of the need for new development to help support the costs of community facilities. Dan K. mentioned that there is legislation pending in Pennsylvania that would put the burden of providing emergency facilities on local municipal governments.
10. Provision of parks and recreation facilities are included in the community facilities goals.
11. Pete S. explained that a water resources element is permitted under a Municipalities Planning Code. He explained that as a water resource all aspects of water should be considered including wildlife habitat, potable water, and stormwater. The committee had some questions about how the goals and objectives relate to existing ordinances such as stream corridor protections and clustering. Pete S. suggested that these ordinances may benefit from stronger standards and the SC will review the township’s ordinance.
12. Pete S. explained that the energy conservation goals are meant to increase green building practices. Green building is an increasingly important to conserving energy and protecting water resources. Information on LEED and Green Globe environmental rating systems were distributed at the meeting. SC will identify components of these rating systems that can be easily applied within the comprehensive plan.

13. Discussions of economic development goals focused on how to get high-quality jobs into the township. The former Linfield Distillery site was discussed as an excellent potential site for new industry. The road network leading to the site is insufficient for heavy truck traffic, however. It was discussed that the market demands may have out priced this property as an industrial site. There are also heavy environmental clean up and demolition costs for the site.
14. Elaine D. asked if housing types can be mixed in a development. Pete S. responded that it is possible and that it is an increasing popular approach. Providing a mix of housing types is extremely important to ensuring that all of the township's residences have housing options. Paul C. suggested that household income to property tax ratio is increasingly out of balance and that the township's current residents cannot afford many of the homes being developed. The committee discussed how to address the housing supply and demand in the township. There was general agreement that new development should be focused toward the Route 422/Ridge Avenue corridor and that the natural in the north of the township should be protected. Elaine D. suggested that the Board of Supervisors would probably support this approach.
15. Pete S. told the committee that a digital copy of the goals and objectives would be emailed to everyone and that committee comments and changes should be provided to SC by April 1st. The meeting adjourned at 8:00 P.M.
16. SC will notify the committee regarding meeting times and location for the upcoming meetings with Montgomery County Planning Commission and DVRPC.
17. The next committee meeting will be held May 6th.

This report represents the Professional's summation of the proceedings and is not a transcript. Unless written notice of any correction or clarification is received by the Professional within ten days of issue, the report shall be considered factually correct and shall become part of the official project record.

Respectfully Submitted,
SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE



Limerick Township Comprehensive Plan
 Limerick Township, Montgomery County
 SC# 07092.10

Montgomery County Meeting – Notes

Date/Time: April 25, 2008

Location: Montgomery County Planning Commission

In Attendance: Limerick Township: Dan Kerr, Paul Chestnut, and Michelle Chrisman.
 SC Consultant Team: Oliver Carley, Sarah Leeper, and Chad Dixson (TPD).
 Montgomery County Planning Commission: Ken Hughes, Barry Jefferies, Nicole Galdieri, Matt Edmond, and Scott France.

Simone Collins convened this meeting to coordinate efforts between the township and the county as the comprehensive plan is developed. Oliver Carley provided a brief outline of the planning process to date noting that the plan is roughly 30% complete with three public meetings still to come. The following summarizes the major issues discussed during the meeting.

1. The second public is tentatively scheduled for June 10. Confirmation of the meeting will be distributed to the county.
2. Dan Kerr presented the position of the township Board of Supervisors stating that they are pro growth and pro business. They are interested in stabilizing tax rates.
3. Dan K, also indicated that there is significant interest in developing the Publicker site adjacent to Linfield. The area lacks sufficient road access. The rail line and adjacent gas line provides significant advantages for some uses. There is no support from the township for a power plant on the site. The current owner has been difficult to work with, but the right deal will likely bring the owner to the table.
4. Linfield lacks public water.
5. Road access might be possible via Sanatoga interchange, but would very expensive due largely to the topography.
6. Dan K. stated that the resource protection standards to protect the north part of the township are appropriate if they do not slow development in south.
7. Dan K. reported that there was interest from a developer in turning the Limerick Airport into a museum.
8. Ken Hughes reported that both Wingsfield and Limerick Airport are important to the county's economic development.
9. Mr. Hughes expressed concerns about the development of the Overstreet property which is due to be developed by O'Neil. He has heard rumors that a Walmart or Costco were being proposed. Dan K. explained that O'Neil proposed



- a mixed use development similar to 'Worthington' in Malvern. The Township Board has taken O'Neil on his word on this development are not providing obstacle to the effort at his moment. O'Neil has promised a covenant restricting residential to one area of the development. Uses might include a restaurant row, hotel, movies, and other uses.
10. Dan K. reported that PennDOT is aware of the project and have indicated that they will be thorough in reviewing impacts prior to approving a highway occupancy permit (HOP).
 11. Oliver C. pointed out that it will be important to coordinate roadway improvements for all development in the Sanatoga Interchange area with Lower Pottsgrove Township. Dan K concurred and added that Limerick does not want to be bound to regional partnership. Chad Dixon reported that in during a meeting with Lower Pottsgrove the previous evening developers expressed interest in extending a similar overlay that exists in Limerick into Lower Pottsgrove. Interchange overlay (2001)
 12. A large amount of retail development has occurred in Limerick in the last few years. The county expressed concern that Limerick may become over built with retail and that commercial uses are too extensive in the township.
 13. Dan K. asked how the township might change the uses in a district. If not commercial than what. We also reiterated that new ratables are important to the township.
 14. Paul Chestnut asked about how the township could use a build-out analysis and the fiscal issues related to residential growth. He asked if the township had made mistakes in past growth and if there is a balance of residential and business that Limerick could use to guide growth.
 15. Oliver C. explained that the township is interested in strengthening environmental standards to decrease the impacts of residential development. There was a discussion of township's cluster ordinance. The ordinance is ineffective with weak standards. A number of possible solutions to the cluster ordinance were discussed including how to limit public sewage facilities in rural areas.
 16. Nicole Galdieri suggested the County's rural residential model ordinance might be useful for the township. Nicole G. also recommended looking into the County's riparian corridor model ordinance.
 17. Ken H. reported that there are no federal and state funds for infrastructure, projects. DVRPC is focusing on fixing bridges and reconstructing roads. Alternative funding being explored include national congestion pricing, tolling, and similar projects. Local road improvement funds are available form Act 209 developer fees.
 18. Chad Dixon reported on several roadway improvement projects. The status of several projects was discussed.
 19. Ken H. asked if there were plans to develop a trail plan. He stated that there are a number of opportunities for connecting to county trails.



May 6, 2008

Limerick Comprehensive Plan
SC# 07092.10

COMMITTEE MEETING # 3

Limerick Township Municipal Building 6:30 PM

Agenda

Review of Montgomery County Planning Commission Meeting
(minutes enclosed)

Goals and Objectives (Revised draft enclosed. Note that additions are underlined and deletions are stricken.)

Finalize for review by Board of Supervisors

Review trends and conditions data (Handout to be distributed)

Demographics
Land use
Community services
Natural features
Protected lands and resources
Transportation (Chad Dixon)
Zoning analysis
Municipal Finance

Schedule additional Committee Meeting in early June

Review Draft Recommendations

Public Meeting - June 10th

Meeting Agenda
Advertisement and press release



May 13, 2008

Limerick Township Comprehensive Plan

SC # 07092.10

Committee Meeting # 3 – NOTES

Date/Time: 05/06/08, 6:30 PM
Location: Limerick Township Building

Attending: Sam Barilla, Elaine DeWan, Carmen Italia, Cathy Regan, Dan Kerr, Paul Chestnut, Jason Giggs, and Michelle Chrisman. SC Consultant Team: Oliver Carley, Chad Dixson (TPD), Chris Lankenau, Sarah Leeper, and Peter Simone

1. Oliver Carley reported on the April 29th meeting with the Montgomery County Planning Commission to share information and coordinate efforts on the comprehensive plan. Major discussions included the county's concern about the amount of land that is zoned for retail uses in the Township and their belief that village commercial is not viable in the current market.
2. An additional Committee meeting will be held on May 20th to review preliminary recommendations. These recommendations need to be endorsed by the committee and reviewed by the Board of Supervisors prior to the public meeting on June 10th.
3. Dan K. stated that he would advertise the public meeting and Oliver C. stated that Simone Collins would prepare a press release.

Action: OC to prepare press release.

4. Revised Goals and Objectives were distributed. Elaine DeWan suggested that maintenance of the township's rural character be kept in the objectives. Other comments should be sent to Oliver Carley who will remind the committee about sending comments.

Action: ALL – Submit comments to Oliver

5. Once all comments are incorporated, the Goals and Objectives will be sent to the Board of Supervisors for review by Dan K.

Action: Dan K. to forward Goals and Objective to Board of Supervisors

Oliver C. presented background demographic, land use, and community facilities information using a PowerPoint presentation. Chad Dixson and Chris Lankenau discussed transportation issues and government finance respectively. In addition to the information recommends presented (a copy of the PowerPoint presentation has been distributed with these minutes), the following issues were raised:

6. In reviewing demographic information, Jason Giggs suggested that a study for Act 209 program done by TPD might be of use in preparing information for the comprehensive plan. Chad D. commented that the study was done in 2000 and much of the information is outdated.
7. Paul Chestnut suggested that Limerick may currently be at the 2015 projected population of roughly 19,000. Oliver C. said he would look into more recent data or other ways to informally estimate population.

Action: OC to call school district

8. Elaine W. asked whether the township had to demonstrate housing provisions to meet federal housing requirements. Oliver C. Stated that he would look into the requirements and address any requirements in the plan.

Action: OC to review 'fair share' requirements

9. In discussing recommendations for the residential land uses, Jason G. suggested that the R-1 district be split and an R-1A district be created that prohibits public sewerage in the northern part of the township.
10. A suggestion was made that the height restrictions in the R-4, R-5, and VC be increased to allow for taller buildings.
11. Paul C. stated that parking is an issue in Limerick Village. He suggested that a cross-access alley to provide rear parking might be a solution. He asked whether it was possible make such an improvement given the private ownership of land. Peter Simone suggested that the township adopt an official map to designate desired roadway improvements such as alleys. It was suggested that the township develop an official map in the near term, prior to the completion of the comprehensive plan.
12. The existing sewage facilities plan was discussed. There are a few areas in the township that have failing on-lot systems. The exact extent of the problem is not known. Carmen Italia suggested contacting Mike Stokes to ask his opinion. Paul C. suggested contacting the Health Department to get a record of complaints they have had.

Action: OC to call Mike Stokes

13. In discussing a potential recommendation for a civic arts center and library, Paul C. reported that the township received a proposal for a straw bail civic center a number of years ago. He is not sure of the status of the proposal. It was also stated the a new library is being planned in Upper Providence that would serve Limerick and other surrounding communities.
14. Recommendations for strengthening the woodlands ordinance were discussed. Paul C. suggested that the ordinance just needs to be changed so that it regulates woodlands on a specific lot and not woodlands as a whole, which is ineffective.
15. Michele Chrisman stated the township had an inventory of scenic resources. Pete S suggested that the inventory could be used as the basis for a protective ordinance.

Please notify SC within 10 days if these minutes differ from your understanding or important items were omitted. SC will make appropriate revisions; otherwise these minutes will become the basis to proceed.

Respectfully Submitted,

SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE

A handwritten signature in black ink, appearing to read "O. Carley", with a stylized, flowing script.

Oliver Carley



May 20, 2008

Limerick Comprehensive Plan
SC# 07092.10

COMMITTEE MEETING # 4

Limerick Township Municipal Building 6:30 PM

Agenda

June 10th Public Meeting

- Existing Conditions
- Goals and Objectives
- Next steps – Third public meeting in early September to review draft plan

Zoning Build Out Analysis

Initial Recommendations

- R-1A District
- Cluster Standards
- Environmental performance standards
- Growth areas



May 28, 2008

Limerick Township Comprehensive Plan

SC # 07092.10

Committee Meeting # 4 – NOTES

Date/Time: 05/20/08, 6:30 PM
Location: Limerick Township Building

Attending: Cathy Regan, Dan Kerr, Paul Chestnut, Jason Giggs, and Michelle Chrisman. SC Consultant Team: Oliver Carley, Chris Lankenau (Urban Partners), Sarah Leeper, and Peter Simone

1. Oliver Carley reviewed the agenda for the June 10 public meeting, which will go over existing conditions, goals and objectives, and the next steps in the planning process.
Action: -OC to draft a press release.
-DK to advertise the meeting in local papers and issue the release
2. Peter Simone asked whether the Goals and Objectives had been distributed to the Board of Supervisors.
Action: DK to distribute goals and objectives to BOS
3. Oliver C. described initial recommendations using a PowerPoint presentation (enclosed).
4. The township's "fair share" housing obligation was discussed. The prevailing case in Pennsylvania is *Surrick v. Zoning Hearing Board of Upper Providence Township*, which provides a "fair share" analysis. The analysis focuses on the zoning parameters of vacant undeveloped land and not what has already been built on the ground. A summary of the analysis is enclosed.
5. A preliminary map was presented that shows a large rural resource area in the northern part of the township and four future growth areas: Airport light industrial and business commercial area, Limerick Village infill growth area, commercial interchange overlay, and the Linfield industrial growth area.
6. The rural resource area is suggested as an R-1A district that prohibits public sewerage and clustering. The remainder of the proposed R-1 District allows for clustering with greater density bonuses and greater open space requirements. A sliding density bonus is proposed that allows greater density with a larger open space set aside.

7. Paul Chestnut suggested that the density for the proposed R-1A district be decreased as much as possible. Oliver C. said that he would investigate options for lower density districts.
Lot sizes exceeding two acres per unit require “extraordinary justification” relating to the public interest. We can recommend a lower density – one unit per 3 acres – but I am not sure that we can establish “extraordinary justification.” Prime agricultural soils, which don’t exist in the township, are a justification that have been defended in the courts.
8. Dan K. commented that in the proposed R-1 district that the Board was not likely to support the use of alternative sewage treatment systems. The committee agreed that the use of alternative systems should be removed and that the subject district was narrow enough to allow the use of public sewer with the improved clustering options.
9. In discussing growth areas, Jason Giggs suggested that the official map be used to layout a street network for the Publicker site. Peter S. suggested that it might be premature to layout a road network on the site until its desired reuse is better understood.
10. Dan K. commented that for the Sanatoga Interchange area, the township should coordinate with Lower Pottsgrove on street layouts and similar common facilities. He also suggested that it would be appropriate to recommend future uses despite the pending application to develop a large part of the area around the interchange.
11. The committee commented that a large portion of the Publicker is wooded and does not have the development limitation of the built area of the site.
12. In reviewing proposed recommendations to the environmental overlay standards, Paul C. suggested that a width be add to the water courses. Peter S. suggested that 20 feet from the centerline might be appropriate.
13. To strengthen the Woodlands ordinance, it was recommended that “wooded areas” be clearly defined and that replacement standards be recommended.
14. The committee suggested that the recommendations to protect the environment might be more appropriate in the subdivision and land development ordinance rather than in the zoning ordinance.
15. The committee suggested that the Swamp Creek Riparian Overlay might be used for some of the recommendations suggested.
Action: Paul C. to provide the overlay ordinance to SC.
16. Chris Lankenau presented an “in process” build out analysis for residential, commercial and industrial zoned areas based on vacant lands. The build out was compared to DVRPC 2035 population and employment projections. Preliminary economic impacts on revenues for the Township and the Spring-Ford School District were provided. It was suggested that the employment sector ratios used for employment projections needed to be better adjusted to Limerick’s trends and that expenses also need to be considered. This type of analysis is not normally provided in a comprehensive plan, but it provides a strong basis for decision making about future land use. Chris will continue to refine this analysis.

Please notify SC within 10 days if these minutes differ from your understanding or important items were omitted. SC will make appropriate revisions; otherwise these minutes will become the basis to proceed.

Respectfully Submitted,

SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE

A handwritten signature in black ink, appearing to read 'Oliver Carley', written in a cursive style.

Oliver Carley



July 1, 2008

Limerick Comprehensive Plan
SC# 07092.10

COMMITTEE MEETING # 5

Limerick Township Municipal Building 6:30 PM

Agenda

June 10th Public Meeting

- Public Feedback (*Reporter Article*)

Review of Draft Recommendations (Emailed on 6/27)

Draft Sections (To be handed out at meeting)

- Table of Contents and Sections 1 through 3

Next Steps

**July 11	<i>Comments on Sections 1 through 4 due to SC</i>
July 25	Section 4 Recommendations emailed to committee
**August 8	<i>Comments on Recommendations due to SC</i>
August 22	Draft Plan sent to Committee
**September 2	<i>Comments on Draft Plan due to SC</i>
September 9	Third Public Meeting – Draft Plan
October 7	Committee Meeting 6 (agree on draft plan changes and review action plan)
October 31	Send Committee final draft
November 11	Final Public Meeting



July 2, 2008

Limerick Township Comprehensive Plan

SC # 07092.10

Committee Meeting # 5 – NOTES

Date/Time: 07/01/08, 6:30 PM
Location: Limerick Township Building

Attending: Sam Barilla, Michele Chrisman, Elaine DeWan, Jason Giggs, Dan Kerr, and Cathy Regan. SC Consultant Team: Oliver Carley, Chris Lankenau (Urban Partners), Sarah Leeper, and Peter Simone, Heather Sherk (TPD)

1. Oliver Carley briefly reviewed the June 10 Public Meeting, which was lightly attended but well received by the members of the public who were there.
2. Oliver C. Reviewed the meeting agenda which included deadlines for the committee to get draft plan comments to Simone Collins. Comments are due from the Committee as follows:

July 11	Sections 1 through 4
August 8	Revised Recommendations
September 2	Draft Plan

3. In reviewing the schedule for the next public meetings Michele Chrisman asked when the Board of Supervisors would act on the plan. Oliver C. stated that after the public outreach, the Plan would be recommended by the Planning Commission to the Board. Peter Simone stated that the plan would also need to go the County and surrounding municipalities for review.

Action: SC - Send the draft plan to the BOS on August 22nd.

Michele C.- Ask the PC to add a review of the plan to their agenda in October.

Dan K. - After the final plan has been presented to the public (Nov.) Send the plan to the County, adjacent municipalities, and the school district.

4. Peter S. suggested that Simone Collins should meet with township staff on September 3rd to review any last changes to the draft plan. Elaine DeWan stated that she is also interested in attending the meeting, which is scheduled for 10:00 A.M. on the 3rd.

The remainder of the meeting focused on the draft plan recommendations. Oliver C. described the Future Land Use Map (distributed at the meeting) and identified the Resource Conservation, Growth, and Community Enhancement Areas. The Resource Conservation Area is in the North of the township. Four growth areas are identified:

Limerick Village, Linfield Village, Airport Business Center, and Sanatoga interchange. The Conservation Enhancement Area encompasses developed areas of the township that fall outside the growth and conservation areas.

Linfield Village Improvement Area

5. Dan Kerr asked that the discussion of the proposed transportation improvements in Linfield be reworded to make the description of development more positive.

Text has been edited.

6. Dan K. stated that the township had approached the Game Commission and that the Commission stated they are willing to swap their lands in Linfield for other appropriate lands within or beyond the township.
7. Jason Giggs suggested that the recommendation to fund water infrastructure in Linfield be expanded to also include other infrastructure including natural gas.

Action: SC to amend recommendation

8. Elaine DeWan suggested recommendations for Limerick Village (creating a logo, and promoting the historic scale) also be included for Linfield

Changes have been made.

Limerick Village

9. For Limerick Village, the committee suggested that more parking options are needed in the village, particularly around the intersection with Limerick Road.

Action: SC to add a recommendation to create more parking opportunities.

Sanatoga Interchange

10. The committee discussed whether the recommendation for sketch plans should be encourage or required. Michele C. asked whether a township response time period is started with sketch plans.

Action – SC will investigate current case law. The MPC addresses sketch plans in Article VII A. Traditional Neighborhood Development.

MPC Section 707-A. Sketch Plan Presentation. The municipality may informally meet with a landowner to informally discuss the conceptual aspects of the landowner's development plan prior to the filing of the application for preliminary approval for the development plan. The landowner may present a sketch plan to the municipality for discussion purposes only, and during the discussion the municipality may make suggestions and recommendations on the design of the developmental plan which shall not be binding on the municipality.

Airport Business Area

11. Dan K. suggested that potential developers in the area be asked to address infrastructure issues similar to what is recommended for infrastructure improvements at the Sanatoga Interchange.

Recommendations have been added.

Resource Conservation Area

12. The committee stated that the 1995 comprehensive plan identified specific farms for preservation and that these properties are still appropriate for preservation.

Action: Research preservation targets from 1995 comp plan.

Community Enhancement

13. The majority of the discussion focused on changes to the township clustering standards. The committee was concerned that the open spaces provided by clustering developments do not contribute to the overall quality of the township's open space because they are not accessible, they are not contiguous, and they do not respect natural features. Peter S suggested that requiring sketch plans with *conditional* clustering projects is one way for the township to ensure that the open space created is beneficial. Jason Gigggs suggested that the township use a planner to help with this and other issues.

Action: SC to strengthen cluster standards further to better protect natural resources and enhance accessibility.

Housing

14. Chris Lankenau reviewed recommendations for locating new housing. Recommendations included determining the desired location and intensity of housing in Limerick and Linfield.
15. The recommendation for requiring review escrows from developers is already in place.

Open Space, Natural Features, and Cultural Resources

16. The committee discussed how to develop tree clearance and replacement standards. Jason G. Suggested that North Coventry's standards are very rigorous.

Action: SC to investigate legal standards for strengthening woodland protection and forest harvesting standards.

Transportation

17. The committee did not discuss transportation recommendations in the interest covering other areas and because there is general agreement in this regard.

Community Facilities

18. Oliver C. read the recommendations. No changes were suggested.

Water Resources

19. Oliver C. read the recommendations. No changes were suggested.

Energy Conservation

Oliver C. read the recommendations. No changes were suggested.

Economic Development

20. Chris L. explained the build-out analysis and the projected square footages anticipated for office, industrial, and retail uses. He stated the numbers have been updated due to interpretations in the employment projects.

Please notify SC within 10 days if these minutes differ from your understanding or important items were omitted. SC will make appropriate revisions; otherwise these minutes will become the basis to proceed.

Respectfully Submitted,

SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE

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Oliver Carley



June 10, 2008

Limerick Comprehensive Plan

Limerick Township

SC# 07092.10

PUBLIC MEETING #2 – AGENDA, 6:30 PM

INTRODUCTIONS

EXISTING CONDITIONS ANALYSIS

GOALS AND OBJECTIVES

NEXT STEPS – PLAN RECOMMENDATIONS

Upcoming Public Meetings:

Sep 9	Public Meeting #3 - Present draft plan
Nov 11	Public Meeting #4 - Present Final Plan

Project Consultant Contact Info:

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Chad Dixon (Traffic Planning and Design)

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June 15, 2008

Limerick Township Comprehensive Plan

SC # 07092.10

Public Meeting # 2 – NOTES

Date/Time: 06/10/08, 6:30 PM
Location: Limerick Township Building

Attending: Sign-in sheet attached. SC Consultant Team: Oliver Carley, Chad Dixon (TPD), and Peter Simone

1. Dan Kerr opened the public meeting and introduced the planning process, the steering committee, and the consultant team.
2. Peter Simone gave an overview of the presentation which included descriptions of existing conditions, goals and objectives, and the next steps.
3. Oliver Carley presented a series of slides describing background information on demographics, land use, and community facilities. Chad Dixon presented on transportation issues, and Peter S. discussed Urban Partner's build out analysis which will look at the fiscal impacts of future development.
4. During Chad D.'s presentation, a member of the public asked if it was possible to figure out where people are moving to Limerick from. He suggested that residents that move to Limerick from the city may be more interested in public transportation than those that move in from rural areas.

The following data on Place of Birth and Residence is available from the US Census. Note that about 8% of 2000 residents lived in a central city in 1995 prior to moving to Limerick. The data does not differentiate place of residence beyond the central city. Also note that this data is more than ten years old.

RESIDENCE IN 1995 - METROPOLITAN/NONMETROPOLITAN		
Population 5 years and over	12,302	100.0
Living in an MSA/PMSA in 2000	12,302	100.0
Same house in 1995	5,692	46.3
Different house in the United States in 1995	6,537	53.1
Same MSA/PMSA	5,058	41.1
Central city	460	3.7
Not in central city	4,598	37.4
Different MSA/PMSA	1,354	11.0
Central city	487	4.0
Not in central city	867	7.0
Not in an MSA/PMSA	125	1.0
Elsewhere in 1995	73	0.6

5. Another attendee of the meeting asked how many farms there are in Limerick. This data is difficult to determine from tax data, but the USDA maintains an agricultural census, the most recent year for which is 2002 (data for 2007 has not been published yet). Data is provided for the three zip codes which fall within Limerick. Note that the majority of the farms described below fall outside of the township, especially for Schwenksville. Also note that the number of small farms in Schwenksville has increased dramatically between 1997 and 2002.

Zip Code	Place Name	1997				2002			
		All farms	1 to 49 acres	50 to 999 acres	1,000 acres plus	All farms	1 to 49 acres	50 to 999 acres	1,000 acres plus
19464	Pottstown	49	24	25	0	41	30	11	0
19468	Royersford	23	12	11	0	19	6	13	0
19473	Schwenksville	26	11	15	0	61	43	17	*

* - Data withheld for categories with one to four farms. Farm counts for these zip codes are included in the "State Total" category.

6. Peter S., Oliver C. and Chad, read the goals and selective objectives. The public was encouraged to comment on the goals and objectives.
7. Some general clarifications were requested, but no objections or additions were suggested.
8. Peter S. described the next steps in the planning process including the development of recommendations and next meeting dates.

Please notify SC within 10 days if these minutes differ from your understanding or important items were omitted. SC will make appropriate revisions; otherwise these minutes will become the basis to proceed.

Respectfully Submitted,

SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE



Oliver Carley

Appendix A

Tuesday, June 10, 2008 6:30 PM @ Limerick Township Building

SIMONE COLLINS • LANDSCAPE ARCHITECTURE
511 OLD LANCASTER ROAD • BERWYN, PENNSYLVANIA 19312 (610) 889 0348



October 7, 2008

Limerick Comprehensive Plan
SC# 07092.10

COMMITTEE MEETING # 6

Limerick Township Municipal Building 6:30 PM

Agenda

September 9 Public Meeting

Comments on Draft Plan

Proposed Edits

- Overlay District for Limerick
- Addition of recommendation to incentivize projects that provide sustainable development and enhance community cohesion.
- Changes to Conservation Resources Area

Next Steps

Send Draft to Montgomery County, Spring-Ford School District,

October 31 Send Committee final draft

November 11 Final Public Meeting

Adoption



October 9, 2008

Limerick Township Comprehensive Plan

SC # 07092.10

Committee Meeting # 6 – NOTES

Date/Time: 10/07/08, 6:30 PM
Location: Limerick Township Building

Attending: Sam Barilla, Paul Chestnut, Michele Chrisman, Elaine DeWan,
 and Dan Kerr. SC Consultant Team: Oliver Carley

The meeting focused on the three changes to the draft recommendations as outlined in the agenda. The Committee discussed each of the changes:

1. Conservation Resource Area. Oliver Carley explained that in the Draft Plan the overall Future Land Use Map on Page 97 provided a smaller conservation area than the map on Page 109. This was a mapping error that Barry Jefferies from the County pointed out. The committee discussed what the appropriate extent of the Conservation Resource Area and proposed R-1W district should be. There was concern from some committee members that township residents would prefer to see single family detached units north of Ridge Pike rather than a larger number of clustered units even if open space was preserved.

The committee agreed to expand the Resource Conservation Area to include more of the larger tracks closer to Ridge and Swamp Pikes and beyond the Act 537 sewer service area. (map enclosed)

Action: Revise Conservation Resources Area

*Committee should **send comments by October 17.***

2. Limerick Overlay District. The committee discussed revising recommendation 1.13 from "increase the residential density in Limerick Village" to creating an overlay. The committee supported this change and noted that it was important to provide incentives for property owners in the village to improve their properties.

Action: Committee should send comments by October 17.

3. Additional Community Enhancements Area recommendation. The community enhancements area, as described in the draft plan, focus on public improvements to enhance mostly residential land uses. A comment was received after the last public meeting that the enhancements area contains many land uses and infill development opportunities. To respond to this issue an additional recommendation was added to the plan as follows:

1.36 Promote Community Connection and Sustainable Infill The township should provide density and other development incentives to projects in the

Community Enhancements Area that enhance community connections and provided sustainable development.

Action: Committee should send comments by October 17.

4. Next Steps. After the final edits and changes to the recommendations are made, the plan will be sent to the County for review. This will occur in the next couple of weeks depending on when edits are sent in to Simone Collins. The County has 45-day review period.

The fourth public meeting will be held around November 11. More information will be sent once the date has been settled on.

After we have received the County's comments and made appropriate changes, the Board of Supervisors will hold a public hearing and then vote for adoption at a subsequent meeting.

Please notify SC within 10 days if these minutes differ from your understanding or important items were omitted. SC will make appropriate revisions; otherwise these minutes will become the basis to proceed.

Respectfully Submitted,

SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE



Oliver Carley

Existing Land Use	Specific Use
Commercial	1-STORY STRIP STORE
	AIRPORT
	ANIMAL HOSPITAL/DOG KENNEL
	AUTO SERVICE CENTER - PEP BOYS, E
	AUTOMOBILE SHOWROOM
	BANK
	BAR OR TAPROOM
	BEVERAGE DISTRIBUTOR
	BOWLING ALLEY
	CAR WASH
	COMMON ELEMENT - COMMERCIAL CONDO
	COMMON ELEMENT-INDUST. BLDG CONDO
	CONTRACTOR'S FACILITIES
	CONVIENCE STORE (7-11,WAWA)
	DAIRY STORE
	DAY CAMP
	DAY CARE CENTER
	DINER
	DISC. STORES(K-MART, JAMESWAY, ET
	FARMER'S MARKET
	FAST FOOD OPER. (MCDONALDS, HARDE
	FUNERAL HOME
	GAS STATION
	GAS STATION, MINI MARKET
	IND VAC LAND 50.00+ ACRES
	IND:INDUSTRIAL BLDG CONDO
	IND:MUL STORY WHSE MFG 100000+ S.
	LUMBER YARDS
	MEDICAL-DENTAL CENTER
	MISC./VARIED COMMERCIAL
	MULTI-TENANT MINI STORAGE FACILIT
	OFFICE: 1 STORY 15000-50000 S.F.
	OFFICE: CONDO
	OFFICE: CONDO COMMON ELEMENT
	OFFICE: FLEX BUILDINGS
	OFFICE: MUL STORY 15000-50000 S.F
	OFFICE: MUL STORY UNDER 15000 S.F
	PARKING LOTS
	REPAIR SHOP OR GARAGES
	RESIDENTIAL CONVERSION 5 OR MORE
	RESIDENTIAL-COMMERCIAL NON-CONFOR
	RESTAURANT W/LIQUOR LICENSE
	RESTAURANT WITHOUT LIQUOR LICENSE
	RETAIL AND SHOP
	RETAIL SHOWROOM (FURNITURE, ETC)
	RETAIL, OFFICE, APTS. - MULTI-USE

Existing Land Use	Specific Use
Commercial	SHOPPING CENTER - COMMUNITY(FOOD
	SHOPPING CENTER - NBHD(MAJOR FOOD
	SKATING RINKS
	STORAGE TANKS
	TAXABLE CEMETERIES (PRIVATE)
	TAXABLE CHURCH
	TRANSMISSION FACILITIES (Towers e
	TRUCK TERMINAL
	USED CAR DEALER
Industrial	AIRPORT
	IND VAC LAND 40001-60000 SQ FT
	IND:MUL STORY WHSE MFG 100000+ S.
	IND:ONE STORY MISC./VARIED
	REPAIR SHOP OR GARAGES
Institutional	ASSESSED WITH
	EXEMPT - BD OF ED, HIGH SCHOOL
	EXEMPT - BD OF ED, PRIMARY
	EXEMPT - BD OF ED, SECONDARY
	EXEMPT - BD OF ED, UNIVERSITY
	EXEMPT - LOCAL MUNICIPALITY
	EXEMPT CEMETERIES (PRIVATE)
	EXEMPT CEMETERIES (RELIGIOUS)
	EXEMPT CHURCH
	EXEMPT CHURCH PARKING LOT
	EXEMPT FIREHOUSES
	EXEMPT PARSONAGES
Open Space	COMMON AREA - AMENITIES
	DETENTION BASIN
	EXEMPT - COUNTY GOVERNMENT
	EXEMPT - LOCAL MUNICIPALITY
	EXEMPT - STATE GOVERNMENT
	EXEMPT CLUBS & FRATL ORGANIZATION
	EXEMPT CONVENTS, RETREAT HOUSES
	EXEMPT- FEDERAL GOVERNMENT
	EXEMPT MISCELLANOUS
	EXEMPT OTHER CHARITABLE ORGANIZAT
	OPEN SPACE/COMMON AREA
	PARKS, REC. FAC., POOLS (PRIVATE)
	PREFERENTIAL ASMT EXEMPT 319
	PREFERENTIAL ASSESSMENT
	TAXBL CLUBS & FRATL ORGANIZATIONS
Recreation	EXEMPT - LOCAL MUNICIPALITY
	GOLF COURSES
	PREFERENTIAL ASMT EXEMPT 319
	PREFERENTIAL ASSESSMENT
	SINGLE FAMILY

Existing Land Use	Specific Use
R-Multi Family	COMMERCIAL CONDO
	COMMON ELEMENT - COMMERCIAL CONDO
	CONDO GARDEN STYLE-PRIVATE ENT. 1
	CONDO TOWNHOUSE
	DUPLEX
	EXEMPT RETIREMENT CENTERS & HOMES
	GARDEN (GROUP OF LOW RISE) < 50 U
	GARDEN(GROUP OF LOW RISE) > 101 U
	GARDEN(GROUP OF LOW RISE) > 51 UN
	QUADRAPLEX
	TRIPLEX
R-Single Family	ASSESSED WITH
	GARAGE ON LOT
	HOUSE WITH IN-LAW SUITE
	MANUFACTURED HOME - RENTED LOT
	MOBILE HOME - OWNER'S LOT
	MOBILE HOME - RENTED LOT - PARK
	MOBILE HOME PARK 100+ PADS
	MORE THA 1 HOUSE, DETACHED
	POLE BLDG, STABLE, BARN, ETC
	PREFERENTIAL ASSESSMENT
	SINGLE DWELLING GARAGE APT
State Game Lands	SINGLE FAMILY
	SUBSIDIZED HOUSING
Undeveloped	EXEMPT - STATE GOVERNMENT
Undeveloped	COM VAC LAND 10.00-19.99 ACRES
	COM VAC LAND 10001-20000 SQ FT
	COM VAC LAND 2.00- 4.99 ACRES
	COM VAC LAND 20001-30000 SQ FT
	COM VAC LAND 30001-40000 SQ FT
	COM VAC LAND 40001-60000 SQ FT
	COM VAC LAND 5.00- 9.99 ACRES
	COM VAC LAND 5000-10000 SQ FT
	COM VAC LAND 60001-87120 SQ FT
	COM VAC LAND UNDER 5000 SQ FT
	IND VAC LAND 10.00-19.99 ACRES
	IND VAC LAND 10001-20000 SQ FT
	IND VAC LAND 2.00- 4.99 ACRES
	IND VAC LAND 20001-30000 SQ FT
	IND VAC LAND 40001-60000 SQ FT
	IND VAC LAND 5.00- 9.99 ACRES
	IND VAC LAND 50.00+ ACRES
	IND VAC LAND 5000-10000 SQ FT
	IND VAC LAND 60001-87120 SQ FT
	IND VAC LAND UNDER 5000 SQ FT

Existing Land Use	Specific Use
	PREFERENTIAL ASSESSMENT
Undeveloped	RES VAC LAND 10.00-19.99 ACRES
	RES VAC LAND 10001-20000 SQ FT
	RES VAC LAND 2.00- 4.99 ACRES
	RES VAC LAND 20.00-29.99 ACRES
	RES VAC LAND 20001-30000 SQ FT
	RES VAC LAND 30001-40000 SQ FT
	RES VAC LAND 40001-60000 SQ FT
	RES VAC LAND 5.00- 9.99 ACRES
	RES VAC LAND 5000-10000 SQ FT
	RES VAC LAND 60001-87120 SQ FT
	RES VAC LAND ASS'D IN OTHER MUNC
	RES VAC LAND UNDER 5000 SQ FT
	WOOD/REC/AGR LAND 2.00- 4.99 ACRE
	WOOD/REC/AGR UNDER 5000 SQ FT
Utility	ELECTRIC GENERATION PLANT-TAXABLE
	EXEMPT PUBLIC UTILITY
	GOVERNMENTAL AUTHORITIES- EXEMPT
	OTHER UTILITY PROPERTY- TAXABLE
	PREFERENTIAL ASSESSMENT
	UTILITY REALTY - PURTA

Prime and other Important Farmlands

Montgomery County, Pennsylvania

Map symbol	Map unit name	Farmland classification
AsB	Athol silt loam, 3 to 8 percent slopes	All areas are prime farmland
BnA	Birdsboro silt loam, 0 to 3 percent slopes	All areas are prime farmland
BnB	Birdsboro silt loam, 3 to 8 percent slopes	All areas are prime farmland
BsB	Brecknock channery silt loam, 3 to 8 percent slopes	All areas are prime farmland
CaA	Califon loam, 0 to 3 percent slopes	All areas are prime farmland
CaB	Califon loam, 3 to 8 percent slopes	All areas are prime farmland
CgA	Chester silt loam, 0 to 3 percent slopes	All areas are prime farmland
CgB	Chester silt loam, 3 to 8 percent slopes	All areas are prime farmland
Ch	Codorus silt loam	All areas are prime farmland
DuB	Duffield silt loam, 3 to 8 percent slopes	All areas are prime farmland
EcB	Edgemont channery loam, 3 to 8 percent slopes	All areas are prime farmland
GdB	Gladstone gravelly loam, 3 to 8 percent slopes	All areas are prime farmland
GnB	Glenelg silt loam, 3 to 8 percent slopes	All areas are prime farmland
GsA	Glenville silt loam, 0 to 3 percent slopes	All areas are prime farmland
GsB	Glenville silt loam, 3 to 8 percent slopes	All areas are prime farmland
LaA	Lansdale loam, 0 to 3 percent slopes	All areas are prime farmland
LaB	Lansdale loam, 3 to 8 percent slopes	All areas are prime farmland
LeA	Lawrenceville silt loam, 0 to 3 percent slopes	All areas are prime farmland
LhA	Lehigh silt loam, 0 to 3 percent slopes	All areas are prime farmland
LhB	Lehigh silt loam, 3 to 8 percent slopes	All areas are prime farmland
MaB	Manor loam, 3 to 8 percent slopes	All areas are prime farmland
MoA	Mount Lucas silt loam, 0 to 3 percent slopes	All areas are prime farmland
MoB	Mount Lucas silt loam, 3 to 8 percent slopes	All areas are prime farmland
NhB	Neshaminy silt loam, 3 to 8 percent slopes	All areas are prime farmland
PaB	Parker gravelly loam, 3 to 8 percent slopes	All areas are prime farmland
PcA	Penn channery silt loam, 0 to 3 percent slopes	All areas are prime farmland
PcB	Penn channery silt loam, 3 to 8 percent slopes	All areas are prime farmland
PeB	Penn silt loam, 3 to 8 percent slopes	All areas are prime farmland
PIB	Penn-Lansdale complex, 3 to 8 percent slopes	All areas are prime farmland
RaA	Raritan silt loam, 0 to 3 percent slopes	All areas are prime farmland
RaB	Raritan silt loam, 3 to 8 percent slopes	All areas are prime farmland
ReA	Readington silt loam, 0 to 3 percent slopes	All areas are prime farmland
Rt	Rowland silt loam, terrace	All areas are prime farmland
RwA	Rowland silt loam, 0 to 3 percent slopes	All areas are prime farmland
RwB	Rowland silt loam, 3 to 8 percent slopes	All areas are prime farmland
AbA	Abbottstown silt loam, 0 to 3 percent slopes	Farmland of statewide importance
AbB	Abbottstown silt loam, 3 to 8 percent slopes	Farmland of statewide importance
AsC	Athol silt loam, 8 to 15 percent slopes	Farmland of statewide importance
BsC	Brecknock channery silt loam, 8 to 15 percent slopes	Farmland of statewide importance
BwA	Buckingham silt loam, 0 to 3 percent slopes	Farmland of statewide importance
BwB	Buckingham silt loam, 3 to 8 percent slopes	Farmland of statewide importance
CfA	Chalfont silt loam, 0 to 3 percent slopes	Farmland of statewide importance
CfB	Chalfont silt loam, 3 to 8 percent slopes	Farmland of statewide importance
DuC	Duffield silt loam, 8 to 15 percent slopes	Farmland of statewide importance
EcC	Edgemont channery loam, 8 to 15 percent slopes	Farmland of statewide importance
Gc	Gibraltar silt loam	Farmland of statewide importance
GdC	Gladstone gravelly loam, 8 to 15 percent slopes	Farmland of statewide importance
GnC	Glenelg silt loam, 8 to 15 percent slopes	Farmland of statewide importance
KIB	Klinesville channery silt loam, 3 to 8 percent slopes	Farmland of statewide importance

Prime and other Important Farmlands

Montgomery County, Pennsylvania

Map symbol	Map unit name	Farmland classification
LaC	Lansdale loam, 8 to 15 percent slopes	Farmland of statewide importance
LeB	Lawrenceville silt loam, 3 to 8 percent slopes	Farmland of statewide importance
LhC	Lehigh silt loam, 8 to 15 percent slopes	Farmland of statewide importance
MaC	Manor loam, 8 to 15 percent slopes	Farmland of statewide importance
MoC	Mount Lucas silt loam, 8 to 15 percent slopes	Farmland of statewide importance
NhC	Neshaminy silt loam, 8 to 15 percent slopes	Farmland of statewide importance
PaC	Parker gravelly loam, 8 to 15 percent slopes	Farmland of statewide importance
PcC	Penn channery silt loam, 8 to 15 percent slopes	Farmland of statewide importance
PeC	Penn silt loam, 8 to 15 percent slopes	Farmland of statewide importance
PIC	Penn-Lansdale complex, 8 to 15 percent slopes	Farmland of statewide importance
ReB	Readington silt loam, 3 to 8 percent slopes	Farmland of statewide importance
ReC	Readington silt loam, 8 to 15 percent slopes	Farmland of statewide importance
RhA	Reaville silt loam, 0 to 3 percent slopes	Farmland of statewide importance
RhB	Reaville silt loam, 3 to 8 percent slopes	Farmland of statewide importance
RhC	Reaville silt loam, 8 to 15 percent slopes	Farmland of statewide importance