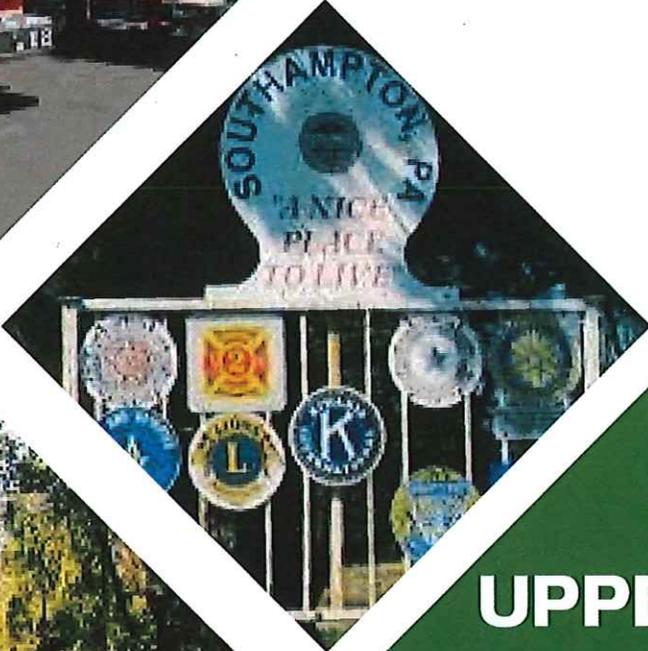


"A Nice Place to Live"

**UPPER SOUTHAMPTON
TOWNSHIP**
COMPREHENSIVE PLAN

2024



**TOWNSHIP OF UPPER SOUTHAMPTON
RESOLUTION NO. 2025-15**

**A RESOLUTION OF THE BOARD OF SUPERVISORS OF THE TOWNSHIP OF
UPPER SOUTHAMPTON, BUCKS COUNTY, PENNSYLVANIA, ADOPTING THE
2024 UPPER SOUTHAMPTON TOWNSHIP COMPREHENSIVE PLAN UPDATE.**

WHEREAS, the Pennsylvania Municipalities Planning Code (“MPC”) requires that a Municipal Comprehensive Plan shall be reviewed at least every ten (10) years;

WHEREAS, the Upper Southampton Township last adopted a Comprehensive Plan in 2010;

WHEREAS, the Upper Southampton Township Planning Commission has prepared a revision to the Township’s Comprehensive Plan titled, “2024 Upper Southampton Township Comprehensive Plan Update”;

WHEREAS, the revised Comprehensive Plan has been reviewed by the Township’s Planning Commission and the Bucks County Planning Commission and both bodies recommend its adoption;

WHEREAS, the Comprehensive Plan has been forwarded to the adjoining Municipalities, Warminster Township, Northampton Township, Lower Southampton Township, Lower Moreland Township, and Upper Moreland Township, along with the Centennial School District for review and comments;

WHEREAS, the Public Hearing was advertised pursuant to Public Notice under the MPC for the October 14, 2025 Board of Supervisors meeting, and all Public Notice requirements are thereby met;

WHEREAS, pursuant to the MPC, Upper Southampton Board of Supervisors has held a public hearing on the below listed date to consider the adoption of this revised 2024 Upper Southampton Township Comprehensive Plan Update; and

WHEREAS, the general public has set forth their comments concerning the Comprehensive Plan at the Supervisors’ hearing as well as other public meetings before Township bodies.

NOW, THEREFORE, BE IT RESOLVED, by the Board of Supervisors of the Township of Upper Southampton, Bucks County, Pennsylvania, that the 2024 Upper Southampton Township Comprehensive Plan Update is hereby adopted in full including all of the maps and charts set forth therein and all the appendices attached thereto.

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RESOLVED AND ADOPTED this 14th of October, 2025, by the Board of Supervisors of Upper Southampton Township, Bucks County, Pennsylvania.

ATTEST:

**UPPER SOUTHAMPTON TOWNSHIP
BOARD OF SUPERVISORS**



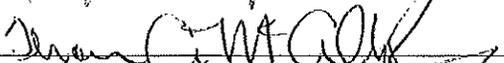
Keith E. Froggatt, Sr., Secretary/Treasurer

By: 

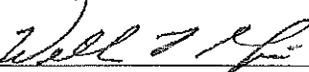
Raymond M. Grossmuller, Chairman

By: 

Margaret M. Hoeger, Vice-Chairperson

By: 

Thomas A. McCullough, Assistant Secretary

By: 

William J. McGowan, Member

CHAPTER 1: INTRODUCTION AND PURPOSE

Introduction, Purpose, and Background

Upper Southampton last updated its Comprehensive Plan in 2010. Certain recommendations of the *2010 Comprehensive Plan* materialized, indicating that such planning provides a proactive approach to accommodating change and can assist the Township in realizing many of its goals. In 2010, the now-recognized need for sustainable actions and activities was not as pressing of an issue as it is today. The intervening years have shown that planning for sustainability and resiliency is an important concern. Therefore, this Plan update seeks to address these topics, among others, from the perspective of and with the principles of Smart Growth, Green Growth, and Sustainability.

Although changes within the Township since the adoption of the last Comprehensive Plan have been modest in population growth and development, Upper Southampton must plan for a sustainable future that enhances the quality of life and promotes economic vitality with renewed vigor. Thus, the Township's initiative to update the 2010 Comprehensive Plan is very necessary. The update will provide a guide for the vision of the Township and direct the appropriate pathway forward for growth.

This update of the Upper Southampton Township Comprehensive Plan is prepared under the authority granted by the Commonwealth of Pennsylvania to municipalities to prepare comprehensive plans in accordance with the provisions of the PA *Municipalities Planning Code* (MPC). Article III of the MPC provides requirements regarding the content and information that must be included as part of a comprehensive plan.

A comprehensive plan should provide recommendations and a foundation for local planning in a regional context, a ready resource containing the policies that guide land use decisions in a community. It can help a community to shape and/or re-shape its future by guiding the formulation of zoning and subdivision ordinances, the acquisition/preservation of open space, transportation improvements, the protection of natural and historic resources, the provision of community facilities, and appropriate commercial, retail, and industrial revitalization. A comprehensive plan may also include any additional topic areas that are determined to be necessary in paving the future plan for the Township. This update is intended to ensure that the Upper Southampton Township Comprehensive Plan continues to serve as such a resource.

The plan provides a road map for housing, land use, community facilities, and transportation. It is not a legally binding document, but it does provide guidance of support for the Township regarding decision-making and processes such as pursuing grants. It contains no rules or regulations but forms the basis for zoning regulations. It has a broad scope and examines the physical, social, and economic characteristics that come together to form what exists today and applies this knowledge to the future.

While issues are addressed in general terms, the Comprehensive Plan can make specific recommendations. It is a document that examines how the past has shaped the present, develops a forecast about what is likely to happen in the future, and describes how this future can be shaped to meet a community's wishes. It is recommended that future development/redevelopment applications be required to relate their plans with applicable provisions of this updated 2024 Comprehensive Plan in order to maintain the Township's vision for the future.

With these principles in mind, this Plan Update has evolved from addressing the following four questions:

Where is the Township today?

Identification of major characteristics of land use and recent development and disproportionate tax burden on

residential property owners, as well as opportunities and constraints that affect the Township’s future development and redevelopment.

What are the trends for the future?

Examination of local and regional forces impacting the Township, including study of population changes and development trends as well as the ever-increasing Township costs. Make use of emerging sustainability and resiliency measures, guidelines, resources, and programs.

Where does the Township want to be?

Articulation of the township’s goals for the future that reflect community desires and their vision for the future, including input from residents, and the business community, and key stakeholders as well as the achievement of economic sustainability and vitality.

How do we achieve our goals?

Examination of the policies of the *2010 Comprehensive Plan* and land use controls in order to formulate recommendations that will guide growth/development, and re-growth/re- development (revitalization) toward desired outcomes. A guide for implementation that includes prioritized projects and strategies, estimated timelines and costs, and potential funding sources can assist in guaranteeing actionable results from the Plan.

A. The Planning Process

The comprehensive plan update began in late 2021 with the Township retaining a Consultant. The Consultant and Township Administrative Staff met to determine the timeline and plan process. The Upper Southampton Planning Commission was consulted in the process giving feedback following the review of updated chapters. The *2010 Comprehensive Plan* contained a strong structure for this 2024 update and was utilized as much as possible to expedite the planning process.

Over the course of time, various edits, revisions, and additional content were accomplished based on input from the Upper Southampton Planning Commission, Township Consultant, and the Township Administrative Staff. An initial draft was completed and presented to the Planning Commission and Township Supervisors for comment prior to preparing the Final Draft for submission to the Bucks County Planning Commission and neighboring municipalities for comments prior to the final required public hearing and adoption, pursuant to the requirements of the *PA Municipalities Planning Code*.

B. Structure of the Plan

To achieve the purposes outlined above, the update contains the following elements:

1. Introduction and Background

This section introduces the Plan, by describing its purpose and format. An overview of the planning process, and the parties involved in the process are also presented.

2. Guiding Goals and Objectives

This section establishes the major guiding goals that set the general direction of the 2024 Plan. The goals were derived from the goals and policies of the *2010 Comprehensive Plan* where and when deemed applicable, as well as those found in other relevant planning documents.

3. Existing Land Uses

This section inventories the current land uses and zoning to preserve and enhance the diversified mix of urban, suburban, rural, and natural land uses by concentrating development and redevelopment.

4. Characteristics

This section presents the Township's history and examines past and present data on socioeconomic demographics from the U.S. Census, evaluating changes, trends, and projections to inform the Plan's recommendations.

5. Natural and Historic Resources

This section identifies and inventories natural, scenic, and historic resources from past plans and documents so as to sustain, preserve, and enhance them for the benefit of current and future generations, while accommodating appropriate planned and desired growth.

6. Economics and Economic Development

This section identifies the recommendations from the *2010 Comprehensive Plan*, the influence of economics on the Comprehensive Plan, the current and projected conditions, the economic strengths of the Township, and the need for future assessment based on the 2020 U.S. Census data, plus the relationship of this section to the Revitalization Chapter.

7. Transportation

This section describes transportation facilities in the Township. The efficiency of the existing circulation network in moving goods and people throughout the region is analyzed and improvements such as traffic calming, signalization, congestion mitigation, and pedestrian crossings are evaluated to enhance driving, walking, and bicycling as modes of travel. Alternatives to automobile use are also examined.

8. Recreation and Community Facilities

This section, based on past and current planning studies and plans, inventories and identifies the general adequacy and projected needs of existing recreational, educational, and municipal facilities, libraries, and postal services for current and future residents. It further develops strategies to improve existing services where identified as needed.

9. Utilities

This section inventories and identifies existing utilities (water resources and solid waste) to provide services to meet the current and projected needs in the Township, to protect the environment and public health, to evaluate the adequacy of such utilities, and to support development/redevelopment and revitalization consistent with the desired and identified future patterns for the Township.

10. Housing

This section characterizes existing housing and recommends the continuation of diverse, affordable and adequate housing to meet the current and anticipated future needs of households and located in a manner consistent with revitalization and the future land use plan.

11. Revitalization Plan

This section brings forward past plans and studies for revitalization primarily for the Second Street Pike Corridor, and the "Town Center" area. It identifies and evaluates the recommendations of the Economics and Economic Development Chapter, while evaluating special study areas, including the Street Road

Corridor, Second Street Pike Corridor, and the industrial and commercial areas and zoning districts comparing and identifying gaps in land uses, future opportunities and strategies for implementing current styles of redevelopment and revitalization, based on the resident surveys and input from business associations. Detailed improvements are recommended and supported by the Chapters on Transportation, Future Land Use Plan, and the Plan of Action.

12. Growth Areas and Future Land Use Plan

This section identifies where redevelopment, in-fill, and revitalization are applicable and achievable. It also considers previous plans and studies, as well as the Revitalization Chapter's recommendations. It also considers current zoning regulations and zoning district boundaries for their appropriateness in light of existing conditions and assesses whether such regulations and boundaries serve to maintain and enhance the community or not.

13. Planning and Coordination

This section discusses the compatibility of this Plan's elements to each other. It also identifies the relationship between conditions in the Township and in adjacent municipalities. The County Comprehensive Plan is examined to ensure consistency with its goals, objectives, policies, and recommended actions. The 2010 Delaware Valley Regional Planning Commission's *Connections 2035 – the Regional Plan for a Sustainable Future*, is also examined for this comprehensive plan update's consistency with it. This section focuses on the relationships among land uses, the natural environment, transportation, and community needs and the interdependencies among all these elements of the Plan. It also reviews and considers the existing and future land use plans of contiguous municipalities in a regional context and identifies areas of concern and recommended actions.

14. Plan of Action/Implementation

This final section of the Plan sets forth the general goals and objectives of the Plan with stated recommendations to carry out over time the full spirit and intent of this Plan as adopted.

C. Municipalities Planning Code Compliance

This Comprehensive Plan has been prepared to be consistent and in compliance with and to the Pennsylvania Municipalities Planning Code (MPC), as amended and supplemented through its current edition. Further and in accordance with Section 301 (a) (6), this Comprehensive Plan and subsequent implementation actions are in compliance with the following Pennsylvania State Statutes, brought forward by the MPC, and as may be applicable:

1. Act of June 22, 1937 (P.L. 1987, No. 394), known as "The Clean Streams Law"
2. Act of May 31, 1945 (P.L. 1198, No. 418), known as the "Surface Mining Conservation and Reclamation Act"
3. Act of April 27, 1966 (1st SP.SESS.P.L. 31, No.1), known as the "The Bituminous Mine Subsidence and Land Conservation Act"
4. Act of September 24, 1968 (P.L. 1040, No. 318), known as the "Coal Refuse Disposal Control Act"
5. Act of December 19, 1984 (P.L. 1140, No. 223), known as the "Oil and Gas Act"
6. Act of December 19, 1984 (P.L. 1093, No. 219), known as the "Non-coal Surface Mining Conservation and Reclamation Act"
7. Act of June 30, 1981 (P.L. 128, No. 43), known as the "Agricultural Area Security Law"
8. Act of June 10, 1982 (P.L. 454, No. 133), entitled "An Act Protecting Agricultural Operations from Nuisance Suits and Ordinances under Certain Circumstances"
9. Act of May 20, 1993 (P.L. 12, No. 6), known as the Nutrient Management Act"...regardless of whether any

agricultural operation within the area to be affected by the plan is a concentrated animal operation as defined under the act

CHAPTER 2: GUIDING GOALS AND OBJECTIVES

Vision for the Future

The 2024 Township Comprehensive Plan update seeks to build upon the goals and objectives from the 2010 Comprehensive Plan while at the same time examines the changes that have occurred during the years since and provides for strategies that can better meet the challenges that the Township faces now and in the foreseeable future. Many of the goals and objectives set forth in the previous plan are still relevant today. For that reason, the goals and objectives of this updated Plan will, in some part, reflect upon those goals while also recognizing the changes that have occurred and what issues and/or opportunities have arisen due to said changes.

The 2010 Comprehensive Plan established the Township's position regarding land use and development issues. It served as the framework for the land use controls and established the general course the Township wished to follow.

Objectives are means through which the Township may achieve goals. Policies set forth specific actions that the Township may use to meet the objectives.

A. Overall Goal of this Comprehensive Plan Update

The overall goal of this 2024 Comprehensive Plan Update is to provide a roadmap in terms of specific goals and objectives for the enhancement of the quality of life of the residents of Upper Southampton Township as well as for the overall economic sustainability of the community. Protection of the health, safety, and welfare of the citizens of Upper Southampton is paramount. The goals and objectives of the 2010 plan were strongly considered and are included in this section.

The following goals and objectives are organized by topics that generally correspond to each topical section/chapter of the Comprehensive Plan. A goal is an ideal or desired future condition and is usually not quantifiable or time dependent. An objective defines the purpose and commitment to achieve a goal or condition. To implement these goals and objectives, detailed recommended actions were created for each Chapter. Overall guiding goals are as follows:

- Promotion of "Smart Growth" principles, which encourage a concentration of development and diversity of uses. This approach is intended to guide development and conserve natural systems, utilizing existing infrastructure, revitalizing growth centers, and encouraging alternative means of transit such as walking and biking.
- Promotion of "Sustainability" principles to preserve environmental resources for future generations. It encourages green building design in compliance with Leadership in Energy and Environmental Design (LEED) standards and the use of solar, geothermal, wind, or other on-site regenerative energy production for both public and private development projects, and bicycle traffic alike.
- Proper accommodation of the 2020 population as reported in the census in sound housing supported by reliable municipal services.
- Maintenance and/or re-establishment of land use patterns which create healthful, convenient, and prosperous living and working arrangements, including employment opportunities for township residents considering new and innovative overlay zoning provisions for revitalization.
- Development of adequate tax rates that will allow the township sufficient income to provide required municipal services without placing a disproportionate tax burden on residential property owners.

- Provision of adequate, operationally efficient, energy-efficient, and cost-effective public facilities and utilities.
- Development of efficient, convenient transportation facilities, including improvements to major intersections, circulation improvements, congestion mitigation, including vehicular, pedestrian, and bicyclers alike.
- Ensure that development and redevelopment is fully compatible with the overall goal of this Comprehensive Plan Update by requiring land development and redevelopment applications to compare their plans with the guiding goals and provisions of this Plan.
- Prevent environmental degradation through appropriate regulations and guidance.
- Provide recreational, educational, and cultural facilities for Township residents.
- Protect and promote green open space and park land.
- Address existing storm water management issues including MS4 state-mandated requirements where needed in the Township.
- Encourage the use of professionals including the Township Solicitor, Township Engineer, Township Traffic Engineer and Township Planner to achieve the goals and objectives of the Plan.

B. Development Today and Projected Changes

1. Nonresidential Development

Goal:

Encourage sustainable nonresidential development and redevelopment that is well integrated and compatible with the surrounding land uses and character of the area and that has minimal impact on the highway network and other services.

Objectives:

- a. Encourage high-quality office, commercial, and industrial development and/or redevelopment to enhance the tax base within the township and support its economic sustainability and operations, based on the suggestions of a variety of associations and agencies.
- b. Promote adaptive reuse and redevelopment initiatives for abandoned/vacant industrial and commercial sites.
- c. Require high standards to control nuisances such as objectionable odors, noise, smoke, lighting glare, and hazardous material of any kind.

2. Residential Development

Goal:

Provide safe and adequate housing for present and future residents.

Objectives:

- a. Preserve the diversity of existing housing types.

- b. Ensure that zoning and land development regulations incorporate provisions of Sustainable design and Smart Growth.
- c. Continue to promote the public health, safety, and welfare by ensuring a quality living environment that provides quality housing through sound zoning and subdivision and land development standards and modern building and fire codes.
- d. Explore the feasibility of the incorporation of alternative housing developments in appropriate locations in the Township, specifically Traditional Neighborhood Development (TND), and mixed users in the Second Street Pike, Street Road, and Industrial Corridors to accommodate higher density residential uses to coincide with redevelopment.

3. Existing Land Use & Zoning

Goal:

Maintain and/or re-establish land use patterns which contribute to healthy, convenient, and prosperous living and working conditions, including employment opportunities for township residents, and which contribute to economic sustainability of the township operations and supporting budget to continue to provide high-quality services. Encourage sustainable nonresidential development and redevelopment that is well integrated and compatible with the surrounding land uses and character of the area and that has minimal impact on the highway network and other services.

Objectives:

- a. Maintain and/or re-establish land use patterns which contribute to healthy, convenient, and prosperous living and working conditions, including employment opportunities for township residents, and which contribute to economic sustainability of the township operations and supporting budget to continue to provide high-quality services.
- b. Address the planning and development problems and issues identified in the Special Study Areas (as shown in the Future Land Use Plan and Map) and presented in the chapter on Revitalization.
- c. Encourage high-quality office, commercial, and industrial development and/or redevelopment to enhance the tax base within the township and support its economic sustainability and operations.
- d. Promote adaptive reuse and redevelopment initiatives for vacant industrial and commercial site.
- e. Require high standards to control nuisances.

4. Natural and Historic Resources (Natural)

Goal:

Maintain, protect, and enhance the natural resources found in the Township, whether on public or private lands.

Objectives:

- a. Recognize that the protection of natural resources has direct effects on the health, welfare, and safety of the community.

- b. Continue and enhance provisions for the protection of critical natural resources including watersheds, groundwater, floodplains, floodplain soils, wetlands, steep slopes, woodlands, and streams.

5. Natural and Historic Resources (Historic)

Goals:

Recognize and protect the cultural, architectural, and historical resources of Upper Southampton Township so that they are preserved for future generations.

Objectives:

- a. Recognize and protect the cultural, architectural, and historical resources of Upper Southampton Township so that they are preserved for future generations.
- b. Preserve and protect historic resources in established historic areas and districts.
- c. Promote the preservation of historic resources outside of the established historic areas and districts.
- d. Continue to support efforts of individuals and groups to identify sites worthy of eligibility on the National Register and efforts to place resources deemed eligible onto the Register where and when appropriate.
- e. Consider the merits of establishing a historic district ordinance under the authority of The PA Historic District Act, of June 13, 1961.
- f. Consider applying for historical markers through the Historic Marker Program of the PHMC or developing a local-based historic marker program to designate the Township's significant resources.
- g. Consider applying for Certified Local Government status if a historic district ordinance is established under Act 167.
- h. Seek funding sources for historic resources in need of rehabilitation.

6. Recreation and Community Facilities (Recreation)

Goal:

Continue to provide adequate parks and recreation facilities for all age groups and interests and promote the preservation of open space as a means to contribute to the quality of life of township residents, as stated in the Township's 2007 Parks, Recreation and Open Space Plan.

Objectives:

- a. Recognize that the provision of parks, recreation opportunities, and open space contribute to the quality of life for township residents by offering relief from stress, enhancement of mental and physical fitness, and the ability to be closer to nature and to escape from the built-out environment.
- b. Make use of existing infrastructure and natural and/or man-made corridors for recreation opportunities.
- c. Coordinate and cooperate with governmental agencies and other recreation providers to support their efforts to achieve this goal and these objectives.
- d. Pursue to the fullest extent possible the recommended park and recreation facility improvements cited in the Township's 2007 Parks, Recreation and Open space Plan.

7. Recreation and Community Facilities (Municipal Service)

Goal:

Continue to provide necessary municipal services within the constraints of the township's fiscal abilities.

Objectives:

- a. Foster the efficient and cost-effective provision and utilization of community services and facilities (i.e., police, fire protection, medical services, library).
- b. Continue to provide adequate public protection and preserve Upper Southampton Township as a safe and desirable community within which to reside, recreate, and conduct business.
- c. Continue to upgrade municipal facilities to ensure compliance with ADA requirements.
- d. Continue to replace storm water management facilities that are "aging out" and are in need of repair or replacement.
- e. Continue to mill and resurface road on an annual basis with the use of Liquid Fuels Funding.

8. Utilities (Water and Sewer)

Goal:

Protect the township's water quality, ensure an adequate water supply to support future growth and development, provide for continuing and enhanced stormwater management that focuses on water quality and groundwater recharge, and provide adequate wastewater transfer treatment capacity to allow for sustainable future development and redevelopment within the township and to be coordinated with and based on the programs of the Upper Southampton Municipal Authority (water and sewer).

Objectives:

- a. Protect groundwater supply in the township by regulating the use of the land in the area around wellheads, where applicable, serving community water supply systems.
- b. Control the quality and quantity of stormwater runoff to prevent the degradation of waterways and flooding.
- c. Protect wellheads of community water supply systems from contamination by inappropriate land uses.
- d. Provide for and/or maintain water supply and wastewater facilities that effectively serve the existing and anticipated service requirements of residents and businesses.
- e. Coordinate all water supply, water quality and wastewater transfer activities with the Upper Southampton Township Municipal Authority.

9. Utilities (Solid Waste)

Goal:

Strive towards achieving state-of-the-art performance by implementing Best Management Practices (BMPs) for the waste stream items to be recycled.

Objectives:

- a. Review existing and comply with all laws and regulations.
- b. Expand the Township's education obligation to reach all residents and business owners using newsletters, the Township website, and social media.
- c. Continue to work cooperatively with Bucks County Waste Advisory Committee.
- d. Continue to operate the Upper Southampton Electronics' Recycling Program available to its residents.

10. Utilities (Electricity, Energy Efficiency)

Goal:

Improve local energy efficiency and the community economy, while encouraging and developing sustainable energy practices.

Objectives:

- a. Identify barriers to energy efficiency.
- b. Select projects that are cost-effective and implementable.
- c. Determine environmental impacts and economic benefits of projects.
- d. Select leadership and participants for successful implementation.
- e. Promote energy surveys in the areas of residential, industrial/commercial and transportation.

11. Transportation and Circulation

Goal:

Achieve a safe, efficient, rapid, and pleasant circulation system for both necessary and pleasure trips incorporating a variety of modes, including vehicular, bicycle and pedestrian travel in which to serve the needs of residents, visitors, commuters, those that pass-through and the business entities located within the Township.

Objectives:

- a. Encourage the expansion and utilization of mass transit and non-automotive modes of transportation.
- b. Maintain and promote vehicular and pedestrian mobility, access, and safety throughout the Township.
- c. Establish, maintain, and promote a cooperative process for the future improvement of critical corridors in the region such as Second Street Pike, Street Road, and other roadways associated with these corridors.
- d. Promote access management techniques along arterial and collector roads including limiting the number and location of access points; marginal access streets; shared driveways; and reverse frontage streets.
- e. Carry out sustainability actions and activities to lessen vehicle miles traveled to the maximum extent possible.
- f. Support the accessibility and circulation needs of the revitalization measures identified in this plan.
- g. Utilize Smart Traffic signalization measures where appropriate.

12. Revitalization Plan

Goal:

Accommodate the needs of the Township's existing and proposed business/industrial community and enhance the business climate by improving the Township's quality of life, workforce, and infrastructure.

Objectives:

- a. Provide an attractive economic "business friendly" environment in which the Township's existing and future businesses can thrive.
- b. Expand the township's tax base through appropriate commercial and industrial development and redevelopment, thus contributing to the Township's economic and budgetary sustainability.
- c. Enhance the effectiveness and efficiency of the Township's operation and financing when and where possible to foster, promote and make revitalization a reality.

13. Growth Areas and Future Land Use Plans

Goal:

Maintain and/or re-establish land use patterns which contribute to healthy, convenient, and prosperous living and working conditions, including employment opportunities for township residents, and which contribute to economic sustainability of the township operations and supporting budget to continue to provide high-quality services.

Objectives:

- a. Promote and implement the planning principles established in this Plan for future development and redevelopment/revitalization in the pre-established core areas centered primarily around and along Second Street Pike, Industrial Boulevard, Jaymor Road, James Way, Knowles Avenue, and Street Road.
- b. Address the planning and development problems and issues identified in the Special Study Areas (as shown in the Future Land Use Plan and Map) and presented in the chapter on Revitalization.

14. Growth Areas and Future Land Use Plans (Special Study Areas)

- a. Implement mixed-use commercial/light industrial overlay zoning district for the Second Street, Industrial Boulevard, Knowles Avenue/James Way, Jaymor Road, County Line Road, and Street Road Corridor areas designated for revitalization measures and recommendations.
- b. Amend the Township's land use regulations to implement recommendations of the Comprehensive Plan's Revitalization associated recommendations, such as: revitalization overlay districts for the stated corridors which would include guidelines for appropriate building scale, setback and streetscape features for vehicular and pedestrian inter-modal circulation factored with safety enhancements.
- c. Establish gateway features at roadway entrances along Second Street Pike and Street Road to include appropriate signage, landscaping and lighting, as part of the revitalization program effort and implementation.
- d. Consider establishing design guidelines to provide more detailed and updated descriptions and illustrations, particularly in those areas and corridors recommended for revitalization from past and current plans.

Summary

Many changes internal and external to the Township have occurred since the 2010 Comprehensive Plan was prepared. It can be expected that many more changes could occur, particularly due to the technological changes on the horizon and beyond that may be a factor in shaping the future of the Township in many facets. It is recommended that these goals, objectives, and resulting policies be revisited from time to time to assess the impact of change over the next 10 plus years.

This Chapter reflects the major goals and objectives contained in the Plan of Action, as well as the more detailed recommendations contained in each applicable chapter. Therefore, implementation of this plan is recommended. It is recognized that this Plan needs to be in consistent with adjacent municipal comprehensive plans.

CHAPTER 3: EXISTING LAND USE AND ZONING

General Description and Development Patterns

The evaluation of existing and projected land use is a crucial element to the comprehensive planning effort. The location of existing parks, schools, utilities, commercial uses, wetlands, and industry are all important to planning for Upper Southampton today and in the future. A review of existing land use is presented below followed by a discussion of zoning in the Township.

A. Land Use Classifications

The land uses in the Township have been classified as follows: Single Family Residential, Multi-Family Residential, Industrial, Transportation, Commercial, Community Services, Recreation, Agriculture, Wooded, and Vacant. The Township is primarily built-out, meaning that there is little land available for new development or public use. As of the date of this Plan, a very small percentage of the Township is undeveloped. Most undeveloped parcels are small in size with the possible exception several, which are larger. The parcels less than one acre are in areas of industrial, commercial, and residential development. Some of the vacant parcels less than one acre in size are residential and are part of uncompleted subdivisions. Where surrounded by existing development, development on these vacant parcels should be consistent with their surroundings.

B. Land Use Characteristics and History

1. Residential

Because the township is almost built-out and vacant parcels are surrounded by existing development, it is important that development on these parcels coordinate with the character of the surrounding area to minimize conflicts with incompatible land uses. There are very limited agricultural lands in the Township.

Most of Upper Southampton Township is residential with predominantly single-family dwellings. Single-family residential uses are located throughout the township, primarily in suburban style subdivisions with curvilinear streets and cul-de-sacs. There are numerous residential neighborhoods in the township, all of which are well-kept and attractive. The average lot size for the Township is approximately one-half acre. Most homes in Upper Southampton Township are served by public sewer. Public water is available to most homes as well. Approximately 100 single-family units are served by on-lot systems because they are too far from a public sewer line to be hooked up economically and/or opted to not be connected to public sewers. The oldest subdivisions were developed in the 1940's. Much of the single-family residential development occurred in the late 1950's, 1960's and 1970's.

2. Multi-Family

The single-family development was followed by townhouse communities in the 1980s and 1990s. At one time, the Township had two (2) large apartment complexes but now only has one as the one was converted into condominiums. Multi-family residential developments compose approximately three percent of the land area in the Township and are mostly located along or easily accessible to Street Road and/or Second Street Pike corridor. This use is contained in complexes made up of attached housing and apartments which are owned or rented.

3. Senior Housing

In addition, Southampton Estates is a large residential retirement community with a significant number of

residents aged 60 and old build in the 1970s. The Province of Southampton is a large residential retirement community built in the late 2010's that provides specialized care for the senior population. Both communities are located on Street Road. In the mid-2010s, an over age 55 community of condominiums known as The Villages of Southampton was built.

Development continues today but on a smaller scale as the remaining vacant land is minimal. A few large lot residential uses with single-family dwellings on-lots of five acres or more exist. Some of these uses are on parcels which also contain limited/minor agricultural use. They are located throughout the Township. Today, residential land uses comprise over 50% of all land area in the township.

4. Commercial

The commercial center of the Township is located at the intersections of Knowles Avenue/ Second Street Pike and Street Road/Second Street Pike. These uses included retail, service, and office establishments. These commercial establishments are concentrated mainly in the four shopping centers on Second Street Pike between Street Road and the Pennsylvania Turnpike overpass. These centers are the Redwood, Southampton, Hampton Square, and Pike Plaza shopping centers. In addition to the shopping centers, several fast-food restaurants are located on Second Street Pike. There has been little change to the acreage as described in the 2010 Comprehensive Plan to the present.

The central area of the Township is primarily commercial. However, numerous small residential uses are located there as well. Many residential buildings have been converted to commercial use including mixed uses with parking lots located in the front yard. Due to the traffic on Street Road and Second Street Pike, the small residential uses appear out of character of the majority use, which is commercial. Most of these small residential lots have individual driveways which also presents problems for access management. The number of curb cuts along the road permits uncontrolled access; turning movements from the road slow traffic; both create potentially hazardous situations.

The corridors in the central area have changed in character from residential to commercial. There are several small houses along Street Road between Davisville Road and Gravel Hill Road occupied by residents that have been converted to commercial enterprises. The newer homes built along Street Road as part of residential developments front on interior streets and are separated from Street Road by landscaped berms with trees and shrubs. These provisions shield the residences from the effects of traffic.

In contrast, there are seven (7) built homes at Pickering and Street Road, and six (6) of them have curb cuts on Street Road. However, a recently approved 32-unit townhouse community known as Forest Park will use an extension of Provident Road as a single entrance onto Street Road. This community is located between the single-family dwellings and The Province retirement community. This development took into account the traffic curb cut issue and provides transition from residential to commercial in these areas of the township. As the Township and surrounding area have grown, traffic along this corridor has increased and the character of the road has changed. In both neighboring Lower Southampton Township and Warminster Township, the Street Road artery has almost completely changed to commercial corridor with individual stores and shopping centers with parking lots which front on the street. Residential developments in Upper Southampton Township which have been built in the past have provided berms and landscaping to protect the neighborhood from the effects of the traffic on Street Road.

5. Institutional

Schools, faith-based institutions, and government uses are found along major arteries as well as in residential neighborhoods. The Township offices along with Southampton Free library, Southampton Fire Company #1 and Upper Southampton Municipal Authority are all part of the complex located on Street Road.

6. Recreation

Upper Southampton Township has passive and active recreational areas. Tamanend Park is the Township's largest park, at 102 acres, and is located along the east side of Second Street Pike between Bristol and Street Roads. Smaller park-like areas are located within residential neighborhoods and incorporate natural resources, primarily streams and woodlands. These areas offer unofficial passive open space as well as water recharge areas, natural stormwater catchment areas, and wildlife habitat. In addition, active recreation facilities are provided at Veterans Park, Willi Schaefer Complex, Southampton Community Center and Tamanend Park.

In addition, The SEPTA Line was converted to the Newtown Rail Trail. This project was undertaken by Bucks County. The Newtown Rail Trail was opened to the public in Spring 2022 and connects to the Montgomery County Pennypack Trail System. The Newtown Rail Trail is part of the Township Park and Recreation Area. An entrance to the trail has been constructed in Tamanend Park and provides parking and ADA access. A grant from the Commonwealth of Pennsylvania was used for these improvements. Actual construction to extend the trail into Northampton Township has commenced.

7. Utility/Transportation

Transportation and utility uses are located in the township. Two rail lines, the SEPTA and Conrail lines travel through Upper Southampton Township and are bridged only at major arteries. The SEPTA line was used until 1983 when service was discontinued due to the fact that the line is not electrified and the lack of ridership. The Pennsylvania Turnpike also passes through the southeastern section of the township. A variety of smaller municipal utility uses such as water storage tanks and wells also make up this use.

Table 3.1 is intended to demonstrate that the Township's (nearly built-out) land uses are comparable to the region. As shown in the below table of composite land use by the Delaware Valley Regional Planning Commission, the land use in Upper Southampton is roughly equivalent to the surrounding Townships. There are fewer commercial services in Upper Southampton than the surrounding Townships. Upper Southampton has significantly more agricultural and wooded areas than most Townships adjacent to Upper Southampton, which demonstrates the suburbanized character of the Township.

Figure 3.1 - 2015 Land Use (In Acres and by percentages)

	Total Acres	Residential	Industrial	Transportation	Utility	Commercial	Institutional	Recreation	Agriculture	Wooded	Water	Undeveloped
Upper Southampton	4,238	2,430	104	477	10	161	78	120	65	663	7	108
		57.3%	2.5%	11.3%	0.4%	3.8%	1.8%	3%	1.5%	15.8%	0.2%	2.5%
Lower Southampton	4,285	2,366	109	518	7	213	202	166	17	517	31	139
		55.2%	2.5%	12.1%	0.2%	5.0%	4.7%	3.9%	0.4%	12.1%	0.7%	3.2%
Warminster	6,511	3,230	259	969	64	274	251	543	49	423	25	374
		50.4%	4.0%	14.9%	1.0%	4.2%	3.9%	8.3%	0.8%	6.5%	0.4%	5.7%
Northampton	16,712	8,345	170	1,106	56	142	228	840	1,753	2,915	308	849
		49.9%	1.0%	6.6%	0.3%	0.8%	1.4%	5.0%	10.5%	17.4%	1.8%	5.1%
Lower Moreland	4,652	2,414	84	424	27	99	190	442	198	541	29	204
		51.9%	1.8%	9.1%	0.6%	2.1%	4.1%	9.5%	4.3%	11.6%	0.6%	4.4%
Upper Moreland	5,106	2,470	162	752	62	290	117	412	109	614	23	95
		48.4%	3.2%	14.7%	1.2%	5.7%	2.3%	8.1%	2.1%	12.0%	0.5%	1.9%

Source: DVRPC

Figure 3.2 shows the total residential acreage along with housing units and units per residential acre, which shows that Upper Southampton falls in the middle in terms of density when compared to surrounding municipalities, with Lower Moreland falling at the lowest density and Warminster and Upper Moreland at the higher densities.

Figure 3.2 Housing Units

Municipality	Residential Acres	Housing Unit Estimate	Housing Units per Residential Acre
Upper Southampton	2,430	6,113	2.52
Lower Southampton	2,366	7,360	3.12
Warminster	3,280	13,528	4.12
Northampton	8,345	14,437	1.73
Lower Moreland	2,414	4,620	1.91
Upper Moreland	2,470	10,474	4.24

Source: DVRPC

C. Current Land Use Plan

The current land use plan/zoning map and zoning ordinances reflect moderate growth rates, a balanced land-use mix and conservation of natural resources. Preserving open space and parklands throughout, and especially at its edges, creates gateways into the community that defines Upper Southampton Township as a true “place” and not just one developed area that expanded and sprawled into the next.

D. Recent Changes in Land Use

The past land use plan reflected moderate growth rates, a balanced land use mix and conservation of natural resources. Little has changed in the past decade with minor exceptions for new residential subdivisions scattered throughout the Township. New or rehabilitated development should remain in character with the vision of this municipality as one that is rooted in conservation and having a small-town feel. To maintain its predominantly residential character, it is important to promote the commercial activity in the core areas and maintain the high quality of the surrounding residential neighborhoods. Preserving open space and parklands throughout will continue to be important.

E. Zoning

As of 2022 zoning in Upper Southampton Township closely reflects the existing land use. Over 41 percent of the land area is zoned R-2 for low density residential, only a slight decrease from 42% in 2010. The R-1 Residential Conservation District makes up 22.7 percent of the land area, followed by the R-3 Moderate Density Residential at 18.2 percent. The commercial district includes Controlled Commercial, CC, and Retail Services, RS, which make up 2.3 percent and 3.4 percent of land area, respectively.

More detail on the location of zoning in Upper Southampton Township can be obtained from the zoning map in this section. Appendix A. of this Plan also contains the Township's Zoning tables showing classifications, permitted uses, dimensional standards, and allowed densities of development, etc.

Figure 3.3 – Zoning Summary - Upper Southampton Township		
	Total Acres	Percent of Total
CI - Campus Industrial	3.48	0.08%
CC - Controlled Commercial	95.72	2.3%
R-6 - Highest Density Residential	17.97	0.4%
R-5 - High Density Residential	50.25	1.2%
R-4 - Moderately High Density Residential	157.65	3.7%
R-3 - Moderate Density Residential	773.42	18.2%
R-2 - Low Density Residential	1770.74	41.7%
R-1 - Residential Conservation District	964.38	22.7%
RS - Retail Services	145.3	3.4%
LI - Limited Industrial	263.68	6.2%
Total	4242.59	
Source: Upper Southampton Zoning Data, ArcGIS Online		

Summary

Generally, the land uses reflect the zoning throughout the Township with the exceptions where land uses have been changed via variance applications and approvals. The Township is considered near fully developed, with a small percentage designated being undeveloped. Residential land uses and zoning take a leading role in the land use of the Township. Of significance is the central commercial, retail, and industrial core of the Township. Industrial land uses in proximity to the commercial core area are in a state of change. Industrial facilities have some vacancies and other uses, such as office and recreational facilities, are taking the place of former industrial uses.

Recommendations

To maintain the residential character of the community in the future, it will be important to promote and revitalize the commercial activity in the core area(s), such as Street Road and Second Street Pike, while maintaining the high quality of life in the surrounding residential neighborhoods.

New or rehabilitated development should remain in character with the vision of this municipality as one that is rooted in conservation and having a small-town feel. Preserving open space and parklands throughout will continue to be important.

Existing land uses and patterns should be re-examined in light of the developed nature of the Township, particularly for the Future Land Use Plan, insofar as revitalization and redevelopment need to occur in the commercial, retail and industrial zones and areas to match the current and future projection of needs, populations, regional effects and the like for sustainability of the natural and fiscal environment. This reexamination is an essential ingredient to Chapter 11, Revitalization. Consideration must be given to the needs and uses of current and future regional populations that are likely to frequent the Township. The future plan must be both reactive and proactive to the near-term changes and the changes that are forecast to be.

It is also essential to evaluate, for the purposes of creating the plan for future land use, the current plan, current zoning, and any approved or applied for waivers and variances. After the adoption of this 2024 Plan Update, the Zoning Hearing Board and the Board of Supervisors of the Township should refer to this Plan and especially to Chapter 12, Future Land Use, when considering zoning departures.

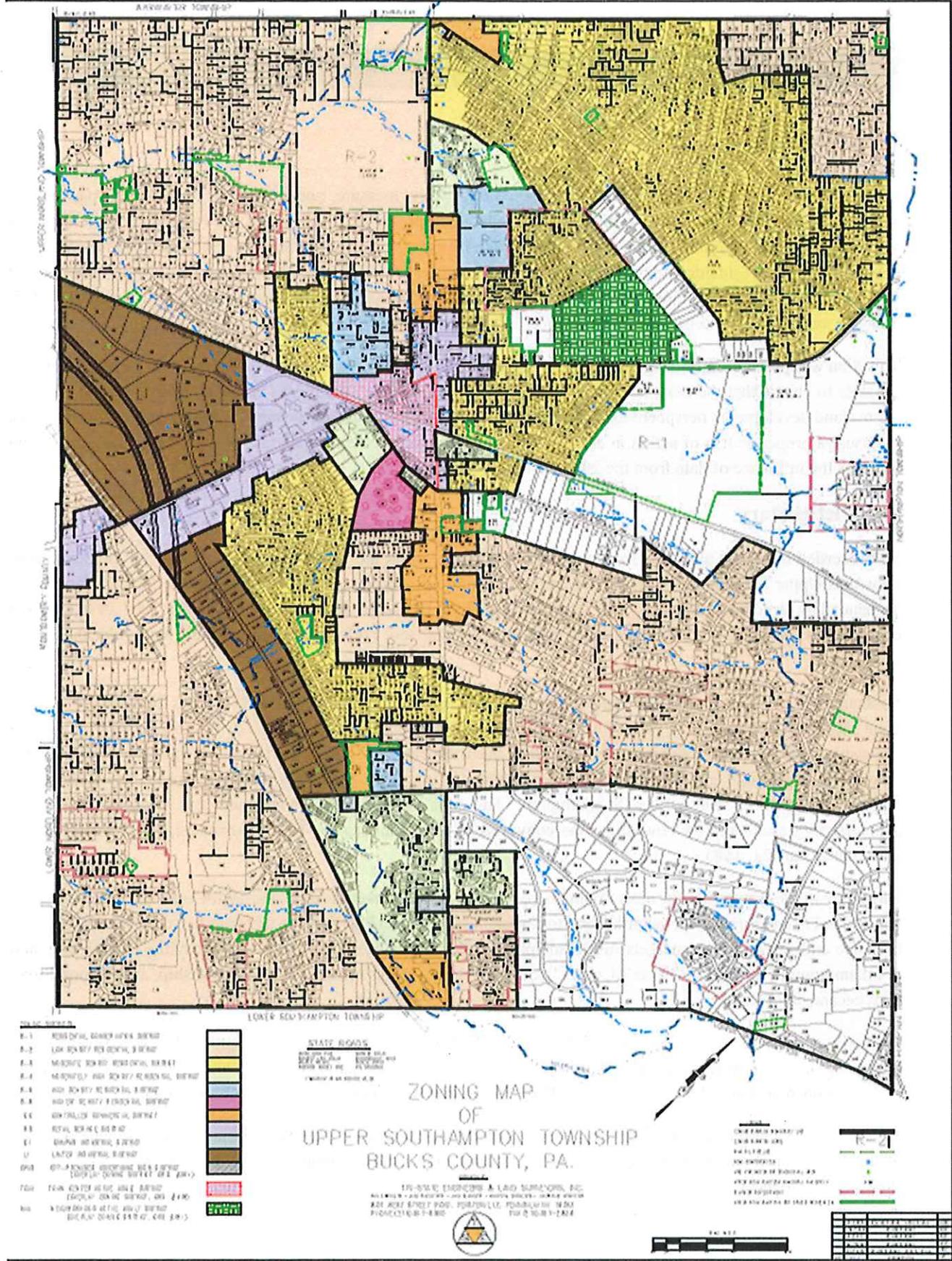
The Central Area and associated studies and plans need to be brought forward into the future land use plan, including the zoning recommendations for implementation as well as the redevelopment and revitalization plans and elements of this 2024 Comprehensive Plan Update. Consideration should be given to the influence that changing demographics and the revitalization efforts of communities in the region will have on the future opportunities afforded the Township.

It is essential that the Township continue to work with the business community and organizations to maximize revitalization and redevelopment that satisfies the needs and visions of both. Lastly, both the existing land uses and zoning of abutting municipalities as well as their future land use plans need to be carefully evaluated and noted, particularly where the uses and zoning are not compatible. Where changes are proposed by these municipalities which may further negatively impact residents in the Township, concern is to be noted and documented.

Goals

1. **Encourage sustainable nonresidential development and redevelopment that is well integrated and compatible with the surrounding land uses and character of the area and that has minimal impact on the highway network and other services.**
 - a. Encourage high-quality office, commercial, and industrial development and/or redevelopment to enhance the tax base within the township and support its economic sustainability and operations.
 - b. Promote adaptive reuse and redevelopment initiatives for vacant industrial and commercial sites.
 - c. Require high standards to control nuisances.
2. **Maintain and/or re-establish land use patterns that contribute to healthy, convenient, and prosperous living and working conditions, including employment opportunities for township residents, and which contribute to economic sustainability of the township operations and supporting budget to continue to provide high-quality services.**

- a. Promote and implement the planning principles established in this Plan for future development and redevelopment/revitalization in the pre-established core areas centered primarily around and along Second Street Pike, Industrial Boulevard, Jaymor Road, James Way, Knowles Avenue, and Street Road.
- b. Address the planning and development problems and issues identified in the Special Study Areas (as shown in the Future Land Use Plan and Map) and presented in the chapter on Revitalization.



CHAPTER 4: TOWNSHIP CHARACTERISTICS

Introduction

When preparing a Comprehensive Plan, it is essential to study, measure, and evaluate a community's past and its socio-economic and demographic character to identify changes and to make projections based on historic data and values and to chart the future of the community. When making projections for the future for the accommodation of current and future residents and businesses, it is desirable to evaluate past trends and consider origins, actions, and which result in valid projections to maintain and improve upon the quality of life under changing circumstances. This analysis was undertaken for Upper Southampton Township to update the 2024 Plan.

This Plan was prepared following the release of the US Census 2020 decennial data. This data was utilized whenever possible to ensure that the most accurate information was used. Given the nearly built-out nature of the Township, from a land development perspective, the new data from the 2020 Census may be more minor in nature. Nevertheless, to ensure a proper course of action in carrying out this Plan over the next decade or more, this plan recognizes and includes the influence of data from the 2020 Census.

A. Brief History

Full recorded history is available from a variety of sources within the Township and at the Library. The area now known as Upper Southampton was part of a tract of land purchased by William Penn from the Lenni Lenape Chief Tamanend by Deed dated June 23, 1683. Changes to the rural landscape were initiated by the first English settlers and continued by the Dutch who migrated south from Long Island, New York. Others followed and have made their mark over time.

Southampton, PA is a namesake of Southampton, England, the seaport from which adventurous followers of William Penn sailed to the Province of Pennsylvania. By 1685, Southampton was recognized by the Provincial Council as a Township, and the lands within its borders had been allocated to thirteen original purchasers. Southampton's boundaries at that time extended eastward to Bensalem, and it was not until 1929 that the township was divided into Upper Southampton and Lower Southampton. The area between the Pennypack and Neshaminy Creeks, encompassing Southampton Township, was conveyed by the Lenni-Lenape Chief Tamanend, to William Penn by Deed dated June 23, 1683.

Farming was the way of life for most Southampton residents throughout the 18th and 19th Centuries, and roads were constructed from farm to mill, to market and to church. Second Street Pike was the thoroughfare used to carry produce by horse and wagon to the markets in Philadelphia. In the mid 1800's the villages of Davisville, Churchville, and Southamptonville (formerly "Fetter's Corner") sprouted at the various crossroads in the township, and Second Street Pike became a toll road.

The railroad arrived in the 1870's and brought with it many changes. "Southamptonville" was shortened to Southampton, and farmers now had a faster and more efficient way to market their milk and produce. Tradesmen and craftsmen opened shops along Second Street Pike, and residents began commuting into Philadelphia.

Changes continued through the 20th Century. Electricity and telephone lines were installed, and Street Road was widened, and a railroad overpass constructed, necessitating the removal and/or demolition of the toll house, several shops, and residences.

Upper Southampton Township has embraced industry and development but retains a certain small- town feeling. It is a "nice place to live."

The Depression and World War II brought growth to a virtual standstill, although a new high school was constructed in 1932. The return of peace brought explosive development, starting with Southampton Heights, which was planned as an extension of the existing village, then continuing with more typical, decentralized suburban developments. The passage of a zoning code in 1954 and a township comprehensive plan in 1968 have helped to control and maintain a balance between residential and commercial / industrial development.

In 1955 Upper Southampton joined with Warminster and Ivyland to create the Centennial School District. Recreational facilities in the township were developed, beginning with the Youth Center on Willow Street. In 1974 the township and school district purchased the former Southampton Nursery, including the historic Leedom homestead, transforming it into Tamanend Park.

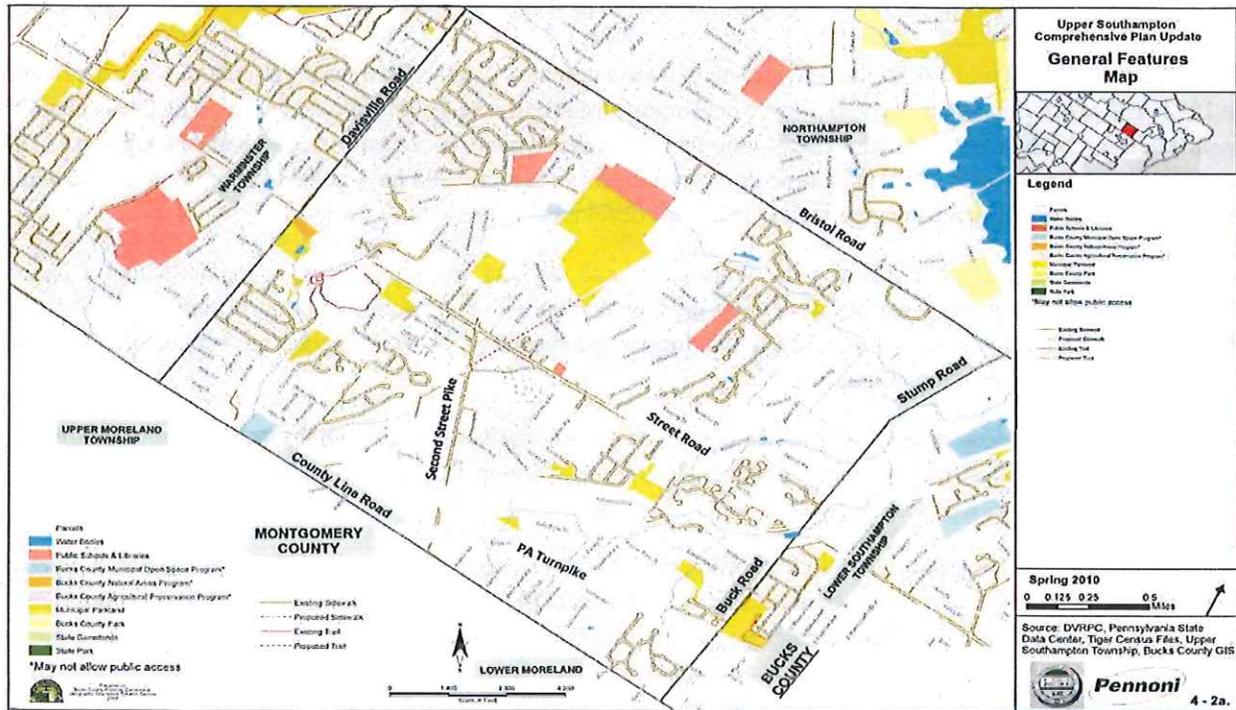
The past 60 years have seen Southampton change from a rural, agricultural community to an almost completely developed suburb. Despite these changes, Southampton remains "a nice place to live," proud of its past and working to preserve that heritage for the future.

Upper Southampton Township has buildings with recognized historical significance. The Southampton Baptist Church and Cemetery has the National and Bucks County Register of Historic Places designation. The Leedom House located in Tamanend Park, the Davisville Seminary and the Gravel Hill Arch Bridge each have the Bucks County Register of Historic Places designation. Two buildings in Upper Southampton Township, the Southampton Train Station, and the Harry Parker house, may have historical significance but have not been designated as historic landmarks to date.

B. General Demographics

Planning for a community is best achieved when based on detailed knowledge of the demographics, population, employment, and housing data and trends of the residents. This data can inform school expansion, community recreation facility, housing allocation, and workforce policy on a local and regional level. This section presents population and employment data and trends from the US Census 2020 and the ACS 2019, the Delaware Valley Planning

Commission population and employment projections, and available data from adjacent municipalities.



1. Population

Upper Southampton was a rural community with a population of approximately 1,300 in 1940. In 1950, the population grew rapidly and reached 13,936 by 1970. This period of explosive growth occurred at a rate of 587 percent between 1950 and 1970 and ended by 1980. Growth in the Township slowed to 13 percent between 1970 and 1980, 1.6 percent between 1980 and 1990, and there was a decline between 1990 and 2000 and 2000 and 2010, -1.9 and -3.9 percent, respectively. There was slight population growth between 2010 and 2020 with a 0.8% change.

Two communities adjacent to Upper Southampton Township, Warminster Township and Lower Southampton Township, show tremendous growth rates similar to those of Upper Southampton between 1950 and 1970. However, between 1970 and 1990 Warminster lost 6 percent of its residents and Lower Southampton grew by 13 percent. Between 1990 and 2020, Lower Southampton lost 5 percent of its population and Warminster grew by 2.3 percent.

The population increase picture for the County was similar to that of Upper Southampton Township and its neighbors. Bucks County's population exploded between 1940 and 1970, growing by 287 percent. Most of that growth took place in lower Bucks County in areas such as Levittown and Fairless Hills, in the 1950s. Growth in the 1960s and '70s was in lower and parts of Central Bucks. Growth slowed to 30 percent between 1970 and 1990. The population of Bucks County increased by 19% percent between 1990 and 2020.

Municipality	1930	1940	1950	1960	1970	1980	1990	2000	2010	2020
Upper Southampton	1,229	1,314	2,027	7,941	13,939	15,806	16,067	15,764	15,152	15,269
Lower Southampton	1,077	1,843	3,562	12,619	17,578	18,305	19,860	19,276	18,909	20,599
Warminster	1,452	1,977	7,127	15,994	34,900	35,543	32,832	31,393	32,682	33,603
Northampton	1,375	1,734	2,248	6,006	15,807	27,392	35,406	39,384	39,726	39,915
Lower Moreland	1,298	1,451	2,245	5,731	11,665	12,472	11,768	11,281	12,982	13,917
Upper Moreland	4,023	5,103	8,936	21,032	24,866	25,874	25,313	24,993	24,015	26,116
Bucks County	96,727	107,715	144,620	308,567	416,728	479,211	541,174	597,635	625,249	646,538

Source: Penn State Data Center and US Census 2000

Projected population values are periodically calculated by the Delaware Valley Regional Planning Commission (DVRPC). In the below table, population projections between 2020 and 2045 are shown. Upper Southampton Township is projected to grow by 4.9% between 2020 and 2045 while Bucks County is projected to grow by approximately 8%. Lower Southampton and Upper Moreland are projected to lose a small percentage of their populations while Lower Moreland, Warminster, and Northampton are projected to grow by a small degree, 2.7%, 3.8%, and 4%, respectively.

	2020 Population	2025 Forecast	2030 Forecast	2035 Forecast	2040 Forecast	2045 Forecast	Absolute Change 2020-2045	Percent Change 2020-2045
Upper Southampton	15,152	15,419	15,570	15,701	15,809	15,900	748	4.9%
Lower Southampton	20,599	19,389	19,515	19,623	19,712	19,788	-811	-3.9%
Warminster	33,603	33,473	33,918	34,304	34,620	34,889	1,286	3.8%
Northampton	39,915	40,262	40,691	41,012	41,276	41,500	1,585	4.0%
Lower Moreland	13,917	13,631	13,839	14,020	14,168	14,294	377	2.7%
Upper Moreland	26,116	24,812	25,107	25,362	25,572	25,749	-367	-1.4%
Bucks County	646,538	654,792	669,299	681,273	691,111	699,498	52,960	8.2%

Source: DVRPC

The age breakdown of the Township can be used to provide the appropriate community services to all age groups of the population. In 2020, the median age of Upper Southampton Township was 50.7, which is older than the median ages of surrounding municipalities as well as Bucks County which range between 40.7 and 46.2 years of age. This reflects the growing need for providing housing and other services for an aging population.

Table 4.3 - Population by Age Group, 2020						
Municipality	Ages 5-19	Ages 20-44	Ages 45-64	Ages 65+	Median Age	People over 18
Upper Southampton	2,542	3,762	4,766	3,904	50.7	12,609
Lower Southampton	4,381	6,234	5,308	3,223	40.7	15,230
Warminster	6,271	9,512	8,466	8,240	46.3	26,930
Northampton	9,466	9,732	12,406	7,659	46.2	30,780
Lower Moreland	3,198	3,263	3,943	2,763	46.2	10,249
Upper Moreland	5,535	8,181	6,283	4,115	39.5	19,067
Bucks County	143,197	178,624	191,267	110,718	43.9	497,637
Source: US Census 2020 Decennial Data						

2. Race and Ethnicity

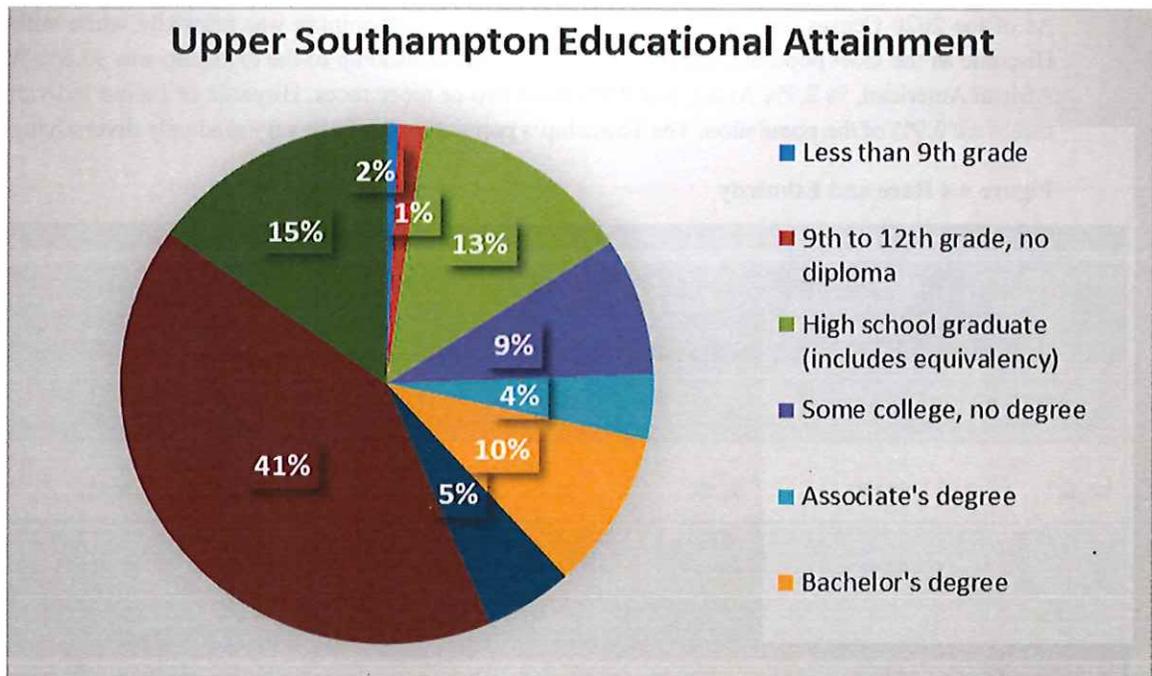
As of the 2020 Census, the racial composition of Upper Southampton was primarily white with Asian and Hispanic as the most populous minority groups. The racial makeup of the township was 95.5% White, 0.3% African American, % 2.7% Asian, and 0.6% from two or more races. Hispanic or Latino individuals of any race were 0.9% of the population. The Township's population has been very gradually diversifying over time.

Figure 4.4 Race and Ethnicity

Race/Ethnicity	Upper Southampton Township	Lower Southampton Township	Northampton Township	Warminster Township	Lower Moreland Township	Upper Moreland Township	Bucks County
One race	99.4%	98.5%	98.7%	98.3%	98.6%	96.1%	98.0%
White	95.5%	93.9%	92.4%	87.1%	81.5%	84.6%	87.6%
Black or African American	0.3%	1.3%	1.5%	3.4%	3.2%	5.7%	4.0%
American Indian and Alaska Native	0.3%	0.0%	0.1%	0.1%	0.1%	0.1%	0.2%
Asian	2.7%	2.8%	4.3%	4.1%	13.6%	4.8%	4.8%
Native Hawaiian and Other Pacific Islander	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%
Some other race	0.6%	0.5%	0.3%	3.6%	0.2%	0.9%	1.3%
Two or more races	0.6%	1.5%	1.3%	1.7%	1.4%	3.9%	2.0%
Hispanic or Latino origin (of any race)	0.9%	1.9%	2.9%	7.4%	1.7%	5.1%	5.3%
White alone, not Hispanic or Latino	95.1%	92.6%	89.9%	83.6%	80.2%	80.7%	84.1%

Source: US Census ACS 2019

Figure 4.5 Educational Attainment



In 2020, the median household income in the township was \$85,963. Approximately 4.3% of the population is below the poverty line. In regard to surrounding municipalities, Upper Moreland has the highest population under the poverty line at 6.9% and Bucks County and Warminster both have 5.9% of the population under the poverty line.

Figure 4.6 Median Household Income

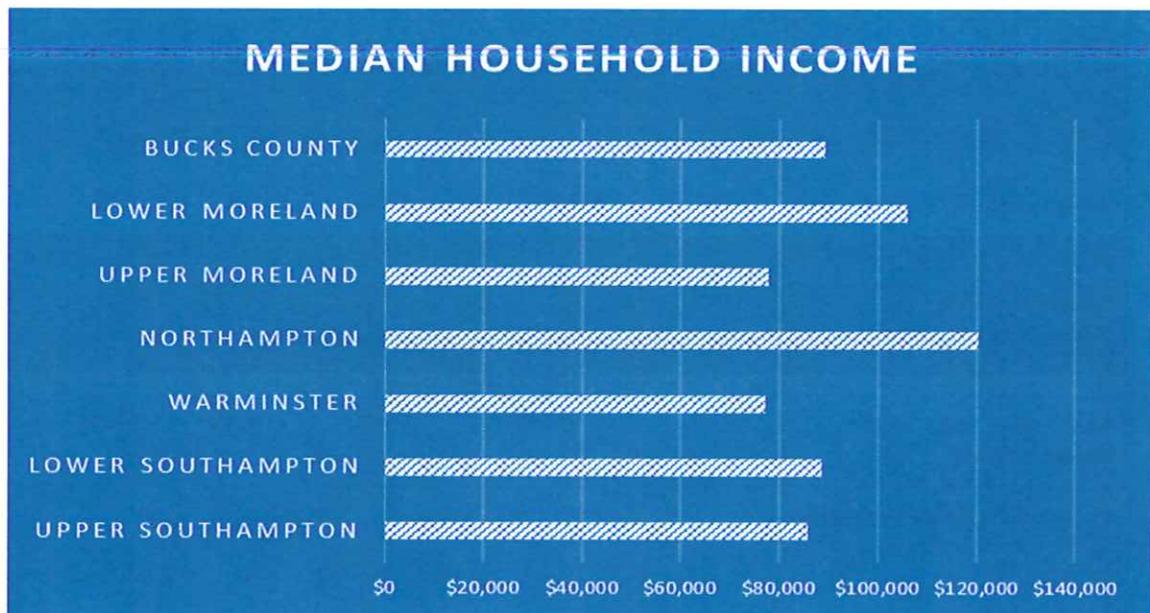
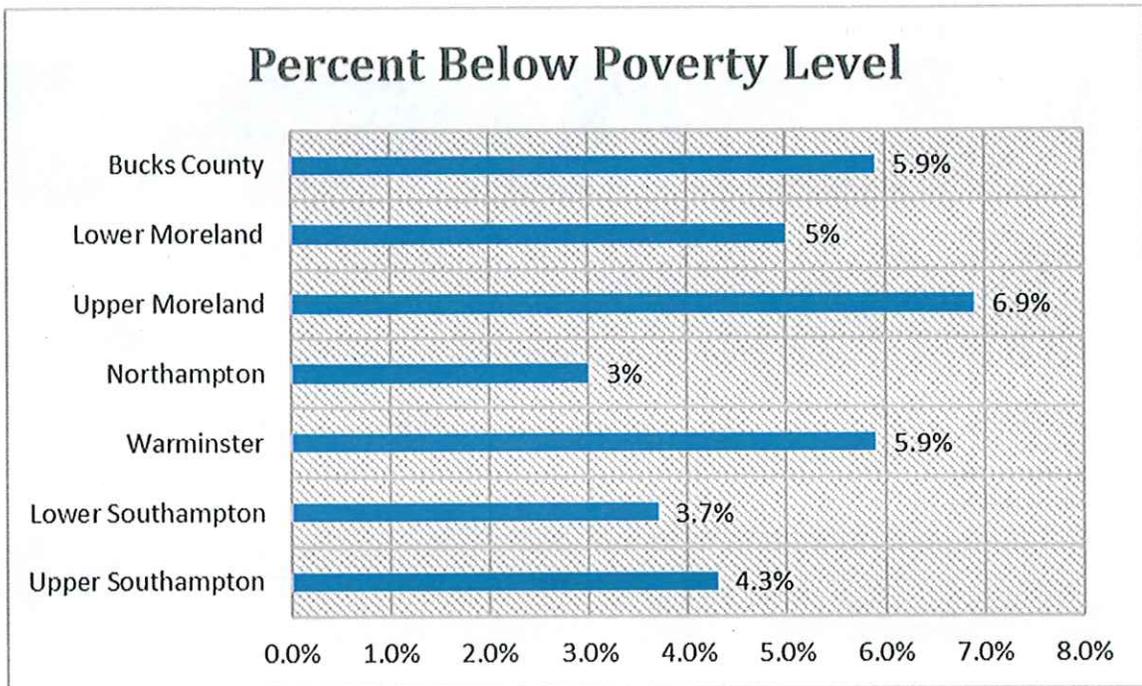


Figure 4.7 Percent Below Poverty Level



3. Employment

Employment statistics are used to gauge both the employment status of residents of the Township and the employment opportunities within the Township. Census 2020-based employment trends were such to indicate that residents of a municipality rarely work within the same municipality.

Residents of Upper Southampton Township and the surrounding municipalities were employed in a variety of trades. The US Census categorized jobs into five types, as shown in the table below. Approximately 44% of residents in Upper Southampton were employed in Management, Business, Science and Arts related occupations. This was close to the Bucks County value for those occupations, 45%. The next highest occupation category in the township was the Sales and Office occupations category, with 26.2%. This category was greater than the Bucks County value of 14%. Approximately 13.8% of the population is employed in the service industry.

Figure 4.8 Employment

	Upper Southampton Township	Lower Southampton Township	Warminster Township	Northampton Township	Lower Moreland Township	Upper Moreland Township	Bucks County
Civilian employed population 16 years and over	8,005	10,515	16,929	20,462	6,469	13,018	331,860
Management, business, science, and arts occupations	3,487	4,196	6,724	11,422	3,409	5,468	148,144
Service occupations	1,101	1,560	2,845	2,178	710	1,892	46,549
Sales and office occupations	2,104	2,400	4,049	4,508	1,304	3,272	75,646
Natural resources, construction, and maintenance occupations	610	1,176	1,348	1,069	357	1,157	25,820
Production, transportation, and material moving occupations	703	1,183	1,963	1,285	689	1,229	35,701

The Delaware Valley Regional Planning Commission (DVRPC) provides employment projects between 2020 and 2045. Upper Southampton is projected to have a 4.5% growth in employment by 2045. Comparatively, Bucks County overall is expected to experience 11% growth in employment by 2045, Warminster 16.1%, Lower Moreland 5.6%, Northampton 3.4%, Upper Moreland 3.2%, and Lower Southampton 0.8%.

Figure 4.9 Employment Projections

Employment Projections 2020-2045								
	2020	2025	2030	2035	2040	2045	Absolute Change	Percent Change
Upper Southampton	10,006	10,026	10,053	10,322	10,618	10,459	453	4.5%
Lower Southampton	13,289	13,334	13,387	13,457	13,512	13,401	191	0.8%
Warminster	16,109	17,210	17,536	17,956	18,424	18,702	2,593	16.1%
Northampton	14,801	14,953	15,113	15,233	15,310	15,299	498	3.4%
Upper Moreland	18,395	18,536	18,650	18,853	19,092	18,977	582	3.2%
Lower Moreland	8,225	8,331	8,424	8,551	8,692	8,685	460	5.6%
Bucks County	598,434	614,469	629,563	642,996	654,966	664,385	65,951	11%
Source: DVRPC								

Analysis

An understanding of population and housing characteristics and projections will assist Township officials to guide growth and redevelopment in the upcoming decades as well as help to meet the needs of present and future residents.

Existing employment data and forecasts are useful for setting the stage for sustainable redevelopment and revitalization and understanding the region’s effects on the Township’s retail, commercial and industrial areas. This data will assist the Township in steering the development towards a strategy for the future, particularly in the central portion of the Township recognized as “Town Center” and referred to as the “Core Area.

Upper Southampton Township has seen tremendous growth after 1950 and the population is projected to increase in the future, albeit much more slowly. Bucks County and the townships surrounding Upper Southampton grew at similar rates and are also expected to continue to grow.

Several demographic characteristics distinguish Upper Southampton from the surrounding municipalities and the County as a whole. The average age in 2020 was 50.7 years, which is higher than the county average of 37.7 years. This clearly points towards an aging population. The existing population pyramid for the Township shows that the age groups between 50 and 69 years are among the largest population groups. These age group concentrations indicated a need for assisted living and active adult communities, as well as senior services and health care facilities, locally and regionally.

The median household income in 2020 was \$85,963, whereas the County level was \$89,139 per year according to the U.S. Census. Approximately 44% of the Township's workers were employed as managers and professionals, whereas 45% of the county's workforce were employed in this category. Age trends show that the population is aging and housing and services will need to be considered to provide for future needs.

Summary

It is essential to understand that these statistics play a key role in Chapter 6, Economics and Economic Development and serve as indicators upon which to base future needs projections. Given the historic changes over the last decade and that to come, it is important that data is monitored and that the comprehensive plan is updated in the required 10 years to remain up to date and consistent with demographic trends

CHAPTER 5: NATURAL AND HISTORIC RESOURCES

Introduction

Natural and historic resources are co-partners in the use of land and quality of life of and in a community. The physical environment and natural resources quite often are associated in and around places of historic significance and the *PA Municipalities Planning Code* considers them as a unit of inventory and an element for/of planning. Certain information from the 2007 Upper Southampton Township Park, Recreation and Open Space Plan was used. The sheer magnitude of natural and environmental topics below gives credence to their importance. Clearly the “Smart Growth, and “Sustainability” initiatives bear this out, and in the interest of protecting these valuable assets to the public good, this Comprehensive Plan update stresses adherence to these initiatives.

A. Natural Resources Elements, Recommendations, and Summary

Upper Southampton Township is largely “built out.” However, diverse natural resources remain that should be properly managed by ecologically sound approaches for the benefit of future generations. Understanding the natural resources of the Township is crucial for making decisions concerning all land use planning and development. Conservation of natural resources helps to maintain the character of a place and enhances the municipality, overall. Ultimately, if natural resources are destroyed, they cannot be replaced.

Among the important natural resources that should be protected and regulated in Upper Southampton are steep slopes, woodland, wetlands, and floodplains. Other related topics of environmental concern for an urbanized municipality such as Upper Southampton would be air quality and water quality. The natural features of the Township help to make it a desirable place to live. The 2010 Comprehensive Plan for Upper Southampton Township addressed the critical natural features. Over the years, the Township has adopted zoning ordinance provisions to implement protection of many natural features. The plan’s review continues to emphasize a strong protection policy of natural resources. This policy is based on the Constitution of the Commonwealth; in particular, Article I, Section 27.

The Township’s natural resource protection policy is reinforced by Article VI of the Pennsylvania *Municipalities Planning Code* which authorizes “provisions for the protection and preservation of natural resources and agricultural land and activities.” The *Municipalities Planning Code* has charged local governing bodies with the responsibility of protecting the citizens’ health, safety and welfare through comprehensive planning and land use ordinances. The code permits local governing bodies to regulate the use of land, watercourses, and bodies of water not only by area requirements and lot sizes, but also by the determination of densities and the location and amount of open space. In addition, Section 605(2) specifically authorizes local officials to regulate, restrict or protect land uses and structures at or near natural or artificial bodies of water; (iii) places of relatively steep slope or grade, (vii) flood plain areas and other places having a special character or use affecting or affected by their surroundings.” Through Comprehensive Planning, the Township has the power to adopt conservation goals and development guidelines which protect environmentally sensitive areas.

A high-quality natural environment is an important goal for the Township. Development without concern for the natural limitations and amenities of the land can be costly for people, as individuals and as taxpayers in the community. Development in flood plains, alluvial soils, and filling of lakes, ponds, and watercourses can result in property damage and the loss of life due to increased flooding. The overuse of steep slopes and the stripping of woodland and vegetative cover can cause undue soil erosion and excessive sedimentation in the natural drainage systems. Flooding, stormwater runoff, and erosion can all have a significant impact on water quality and the health of aquatic species and their habitat.

Through the use of various sources, the natural features have been mapped on a base map to analyze and determine the extent of their influence on land use planning. The purpose of this analysis is to identify natural feature protection areas and appropriate sustainability and resiliency practices.

1. Geology

Upper Southampton is located mostly within the Triassic Lowland section of the Piedmont Province, an uplifted plain formed on relatively soft, red sandstone and shale. Higher ridges mark the locations of sheets of hard, dense rock or lenses of quartz conglomerate. The general level of this rolling plain is less than 400 feet above sea level. The southeastern corner of the Township is located within the Piedmont Upland section of the Piedmont Province. This section contains metamorphosed igneous rock of the pre-Cambrian geologic era.

Two major subsurface geological formations underlie the Township. These are the Stockton Lithofacies of the Triassic Lowland section and Gneiss of the Piedmont Upland section. The Stockton formation, one of the best groundwater sources in the county, covers more than three-quarters of Upper Southampton. However, today, most of the Township is dependent upon public water supply, rather than upon private well water.

A unique underlying dike of the metadiabase borders on the lower eastern edge of the Township. This dike is about 300 feet thick and extends 1.4 miles in Bucks County. Southward, it continues approximately an equal distance into Montgomery County; to the northeast it is overlain by the Stockton Lithofacies. The metadiabase dike was injected into a fracture in the Gneiss along the Cream Valley-Huntingdon Valley fault and was subsequently metamorphosed.

2. Slopes

Surface characteristics in Upper Southampton range from a topography that is nearly level to gently sloping in valleys, to sloping on ridges. The areas of steep slopes are those areas where the average slope is greater than 8 percent. Slopes of 8 to 15 percent grades are moderate steep slopes and construction activity will produce moderate rates of erosion and sediment loading if not controlled. For slopes in the 8 to 15 percent range, construction employing proper engineering methods is safely possible. However, those areas of steeper slopes should be considered as sites more suitable for development which would disturb less soil and leave more land open and undisturbed.

Slopes of 15 to 25 percent grades are considered steep and disturbed areas will yield heavy sediment loads, while very steep slopes over 25 percent grade produce heavy erosion and sediment loading areas should have at least 80 percent undisturbed open space.

Specifically, the Township Zoning Ordinance, Section 185:20 deals with natural resource restrictions, and should serve as the guiding rule for encroachment on steep slopes, allowing an encroachment coverage of 30% maximum permissible for slopes with gradients of 15 to 25%, and a maximum permissible encroachment coverage of 40% for slopes with gradients of 8% to 15%. Areas of steep and very steep slopes that are less than 1,000 square feet are exempted from these standards.

3. Woodlands

Loss of woodlands could impact other environmentally sensitive areas. For Upper Southampton, this would be of importance particularly along the Township's stream valleys, where some of the land is steeply sloped, or else is flood prone.

According to the *Bucks County Natural Resources Plan*, for development sites not located on environmentally sensitive or other designated preservation areas, woodland protection standards may be more flexible. On those sites, 50 percent open space protection may be implemented per the *Bucks County Natural Resources Plan* (1986) P. 19

Street trees are another element related to woodland resources in urbanized areas. Trees planted along streets and in parks are valued for aesthetic and recreational purposes. Furthermore, they screen out noise and aid in pollution abatement. The Township has acknowledged the importance of street trees with a subdivision and land development ordinance requirement for street tree planting within any land development or subdivision where suitable trees do not exist. The Township also has formed a Shade Tree Commission that reviews plans of proposed street tree planting. In addition, the historic tracts of land that compose Tamanend Park, where a nursery once stood, contain many rare specimen trees that are prized by both residents of the community and visitors to the Township.

Section 185:20 of the Township Zoning Ordinance provides that woodlands, in all zoning districts, shall following these standards:

Woodlands in environmentally sensitive areas – no more than 20% of woodlands shall be altered, re-graded, cleared or built upon. For other areas, no more than 50% of woodlands which are not located in.

environmentally sensitive areas (as defined in Subsection B.1 (1) (a) shall be altered, re-graded, cleared or built upon. Consideration should be given to the impact of invasive species of vegetation and their negative impacts to the native species of woodlands and associated vegetation. Native plant materials should be utilized and there are a number of viable sources and resources of information available for this region of the State and region.

Further, it may be prudent to establish and enforce a tree-replacement program such as afforestation and reforestation to supplement existing woodland resources, particularly along riparian areas. Such a program as *TreeVitalize* could help supplement these resources.

4. Wetlands

The National Wetlands Inventory Map shows that individual wetland areas larger than two acres exist throughout Upper Southampton Township, except in the northwestern quadrant. Where it is deemed necessary by the Board of Supervisors, wetlands are delineated through field surveys by professionals such as hydrologists and soil scientists, who determine their existence by analyzing vegetation, soils, and hydrology. The Township requires wetland delineations to be validated by the Pennsylvania Department of Environmental Resources and the U.S. Army Corps of Engineers.

Typically, wetlands occur as marshes, swamps, and bogs. Often, they are saturated lands or areas that display a seasonal high-water table. Some of the wetland areas in Upper Southampton Township are along creeks or coincide with streams, creeks, and ponds. Even in built out and urbanized areas, wetlands are important. They help to improve water quality by filtering toxins. In addition, wetlands assist with groundwater recharge. Wetland areas act as natural retention basins for stormwater, after storms. After a storm, the slow release of the water helps to reduce the amount of flooding for the surrounding areas. The Natural Resources Map- Hydrology shows these wetland areas within the township and should be utilized for general planning purposes only. A qualified environmental or soil scientist should perform an onsite reconnoiter to establish the actual presence of wetlands on any given site.

The Township's zoning ordinance requires 100 percent protection of wetlands. Furthermore, any encroachment for approved dedicated roadways must have permits from the Pennsylvania Department of Environmental Resources and the U.S. Army Corps of Engineers. The Township zoning ordinance also

requires a wetland margin as a transitional area extending from the delineated wetland boundary. Only limited intrusion into wetland margins is permissible only in accordance with regulations.

5. Watersheds

Both Southampton Creek and Mill Creek flow through the Township. Southampton Creek has a total drainage area of 5.8 square miles at its confluence with Pennypack Creek outside of the Township. Mill Creek has a total drainage area of 17.4 square miles at its confluence with the Neshaminy Creek, also outside the Township. These two waterways drain the entire 6.7 square mile area of the Township. Southampton Creek, which is within the Pennypack watershed, drains about a third of the Township. Mill Creek, which is within the Neshaminy Watershed, drains the remaining part of Upper Southampton Township. The Natural Resources Map- Hydrology shows the HUC-11 watershed located within the township. HUC-11 watersheds are the smallest individual watersheds studied and/or monitored by regulatory agencies such as the Department of Environmental Protection.

6. Floodplain and Alluvial Soils

Floodplains are areas adjoining streams that accommodate floodwater. The floodplain is defined by the 100-year or base flood which has a 1 percent chance of being equaled or exceeded in a given year. The floodplain includes floodways and flood fringes.

A floodway is defined as the watercourse channel and adjacent lands reserved to carry the base flood without cumulatively increasing the base flood elevation more than a designated height. The maximum increase allowed by the National Flood Insurance Program is one foot.

The flood fringe is part of the base floodplain outside of the floodway. Under the National Flood Insurance Program (NFIP) obstructions causing any rise in the base flood elevations are prohibited. The flood fringe, on the other hand, may be developed under federal guidelines. However, structures must be elevated or flood-proofed up to the base flood elevation.

Floodplain soils, or alluvial soils, indicate where flooding has occurred in the past. Sometimes, these soils appear in areas that have not been mapped under the National Flood Insurance Program. However, areas where alluvial soils exist, or had existed in the past, must be considered as part of the floodplain. An enforceable buffer needs to be established for all floodplain areas as a development management device.

The current Upper Southampton Zoning Ordinance does not permit encroachment coverage in streams, rivers, watercourses, ponds, flood hazard areas, or floodplain soils. The Township's Flood Hazard Area Map is based on land delineated by the *Flood Insurance Study* for the Township of Upper Southampton as performed by the Federal Emergency Management Agency/Federal Insurance Administration (FEMA/FIA), and by the Interim Soil Survey Report, Volume II, prepared by Soil Conservation Service. The flood hazard area has also been designated by the U.S. Army Corps of Engineers. The Natural Resources Map- Hydrology shows the FEMA q3 data, which demonstrates the approximate locations of the 100-year flood boundaries based on FEMA's flood insurance panels for the Township.

7. Water Quality

As an urban/suburban area, Upper Southampton Township's creeks may exhibit the unacceptable types of water quality problems that are generally associated with automobile dependent, residentially developed communities. Nonpoint source pollutants stem from urban runoff such as gasoline and motor oil on parking lots. Sidewalks, driveways, and other residential yard surfaces produce pollutants from the use of herbicides, pesticides, and fertilizers. These materials flow into storm drains which in turn may affect the entire creek.

Furthermore, construction sites contribute to stream pollution by erosion and sedimentation carried in runoff washing into storm drains. The runoff transports suspended solids and other toxins that may harm organic and aquatic life in streams. Therefore, Upper Southampton Township like any urbanized community must plan for water quality and remediation to address stream maintenance and stormwater collection systems. Also, there is a small portion of the municipality where residential dwellings use on-lot sewage disposal facilities. Regular maintenance of these types of facilities, i.e., septic tank inspection and pumping, is essential to avoid contamination. It is also helpful for urbanized communities to perform an environmental inventory to include mapping of significant natural features and wetlands, and institute public education programs about these areas regarding damage from nonpoint pollutants.

8. Air Quality

Upper Southampton Township lies within the Philadelphia Consolidated Metropolitan Statistical Area (CMSA) which has been characterized as a severe nonattainment area for air quality because of unacceptable levels of ozone, carbon monoxide, and particulate matter. Typical pollution that is experienced in the area may be attributed to regional industrial activity and motor vehicle emissions. Subsequently, the Township should address how air pollution affects public health, plant, and animal life. Although Upper Southampton Township is an automobile dependent suburb, it will be important to plan future development and redevelopment (revitalization) to be sustainable in efforts to reduce pollution and to improve air quality. Businesses which are in the Philadelphia Consolidated Metropolitan Statistical Area (CMSA), should, and are encouraged to, plan an Employee Trip Reduction Program that is designed to increase Average Passenger Occupancy (APO). In the region, there are several Transportation Management Associations (TMA's), like the Bucks County TMA, which can work with employers, and the Delaware Valley Regional Planning Commission offers various programs to encourage ride-sharing and monetary rewards for mass transit usage through employment firms.

9. Water Resources Protection

Protection of water resources involves management of the supply and demand for water. The use of water conservation devices, changes in water use habits, and changes in individual water consumption processes will extend the life of existing water supplies and alleviate the need for the development of new sources.

Groundwater resources serve many Township residents. These resources must be protected from contamination to ensure their quality and adequacy for future use. This issue is important when industrial parks are located in a community. Processes used in these areas may pose potential groundwater pollution problems. It is very difficult and costly to remediate contaminated groundwater supplies to the extent that they meet drinking water standards. The impacts of polluted water are not only harmful to the health of the residents, but also to a community's economic health because new businesses and residents are reluctant to move into such areas. However, measures can be taken to prevent the contamination of groundwater resources from industrial processes.

10. Wellhead Protection

The Federal Safe Drinking Water Act Amendments of 1986 required the establishment of State Wellhead Protection Programs to protect public groundwater supplies. The goal of the legislation is to make sure that public water supply wells are not contaminated due to certain land use activities. Wellhead protection actions involve the careful management of certain types of land use activities in and around public water supply wells to prevent water quality contamination.

Some municipalities in Pennsylvania have taken the initiative to protect their water supplies by developing Wellhead Protection Programs, which protect limited geographic areas around wells and well fields that

provide public water supplies. Because Upper Southampton Township relies on groundwater for some of its needs, proper planning and water resource management, including groundwater pollution prevention is critical to ensure the quality and quantity of future water needs.

Pennsylvania's state wellhead protection program also addressed protection. Some municipalities and water systems across the state have begun implementing local programs. In addition, incentive grant money has been available for water supply planning and wellhead protection and may continue to be available through the United States Environmental Protection Agency and the Pennsylvania Department of Environmental Resources.

11. Riparian Buffer Requirements

Riparian buffer requirements are designed to protect woodlands, soils, and floodplains along streams and waterways as well as enhance water quality and stormwater management. A buffer is an area where clearing, grading, paving, and structures are not permitted within a designated setback from a stream to provide an added degree of protection. A minimum width buffer can be established on private land and landowners should be encouraged to plant streamside vegetation.

The PA Department of Environmental Protection has prepared a guidance document (#394-5600-001) entitled: *Riparian Forest Buffer Guidance*, which recommends installation and protection of riparian forest buffers based on a two-zone approach, which could establish a foundation for a Township riparian buffer requirement. Riparian forest buffers should be located on stable areas along perennial or intermittent streams, rivers, lakes, ponds, and reservoirs. If there are trees and shrubs in the area along the perennial or intermittent stream, river, lake, pond, or reservoirs, the project sponsor should determine whether or not there is an existing riparian forest by using classification criteria set forth in the guidance document. Both recommended zones are intended to filter surface runoff as sheet flow and down slope subsurface flow which occurs as shallow groundwater. Zone 1 is basically undisturbed forest trees/vegetation. Zone 2 is considered managed forest trees and shrubs. Beyond these two zones, concentrated flow along with accelerated erosion and sedimentation being controlled is suggested.

12. Environmental Advisory Council (EAC) & Southampton Creek Improvements

Upper Southampton Township already has an EAC, as permitted by Pennsylvania Act 148, to advise the Township on matters dealing with protection, conservation, management, promotion, and use of natural resources. The EAC identifies environmental problems, recommends plans and programs to the appropriate agencies, promotes a community environmental program, keeps an index of all public and private open areas in the Township, and communicates closely with the Planning Commission and Park and Recreation Board. Participation in the EAC should be encouraged and the Township government should continue to work closely with the EAC in all environmental and natural resource matters.

13. Low Impact Development

Low-Impact Development (LID) is a principle of site development and environmental protection that is typically integrated into municipal ordinances. LID is a comprehensive land planning and design approach intended to protect and maintain water resources and focuses on maintaining and conserving natural systems and hydrologic functions on a site. These goals are accomplished by a combination of planning and design strategies to reduce site development impacts. The LID development strategy includes one or more of the following:

- Preserve open space and minimize land disturbance;
- Protect natural systems and processes;

- Examine the use and sizing of traditional site infrastructure and customize site design to each site;
- Incorporate natural site elements as design elements; and
- Decentralize and manage stormwater at its source.

Under Pennsylvania Act 167, which regulates stormwater management planning on a watershed basis, all current and future stormwater proposals will be encouraged to use these practices. Site specific improvements include preserving natural drainage features, protecting natural depression storage areas, avoiding the introduction of impervious surface areas, reducing street widths, using permeable paving materials, reducing building setbacks to allow for more green space elsewhere, and constructing cluster developments. The use of these strategies in development and redevelopment in Upper Southampton Township would help to maintain the natural features of the community.

14. Sustainable Development Practices

Sustainable development and redevelopment practices will maintain and preserve the existing natural resources in the Township and the region. In addition to protecting the above resources through zoning and subdivision and land development ordinances, additional sustainability and environmental protection measures should be explored and evaluated. The following subjects can be regulated during development or redevelopment of any type of land use in the Township.

- Density requirements that reduce the need for automobiles and encourage walking near the central business district
- Explore and investigate the feasibility of alternative energy sources, like solar panels, geothermal heating, and wind power.
- Permit feasible site-sensitive design to take advantage of sun orientation and natural features on the site, such as existing trees and proximity to open space.
- Amend the subdivision and land development ordinance to regulate land clearing and topsoil removal over large areas and limiting permissible site area disturbance.
- Amend the subdivision and land development ordinance to require replacement of trees that are removed or destroyed during development.
- Amend the zoning ordinance to include a riparian buffer requirement.
- Encourage continued active involvement of the Environmental Advisory Council (EAC)
- Incorporate Low Impact Development (LID) techniques into the zoning ordinance and subdivision and land development ordinance.

15. Natural Resources Summary

Upper Southampton Township contains several critical areas or tracts that may be considered environmentally sensitive to some extent, due to various ecological functions. These areas include tracts that contain one or more of the following elements: alluvial soils, wet soils, steep slopes, woodlands, and floodplains. Other related topics of environmental concern for an urbanized municipality such as Upper Southampton, are air quality and water quality. The main goal and associated objections regarding natural resources are outlined below.

Goals:

1. *Prevent environmental degradation through appropriate regulations and guidance.*

- Enforce woodland protection standards in the zoning ordinances and in land development and subdivision requirements.
- Enforce wetlands margin regulation more effectively.
- Be cognizant of wellhead protection during development.
- Continue to control stormwater runoff and reduce flooding problems in the Township in accordance with stormwater management policies.
- Enact tree and landscape regulations to reflect current standards and recommended plant materials.
- Protect the integrity of existing floodplains and wetlands in the Township.
- Enact riparian buffer requirements.
- Encourage and implement low-impact development guidelines and standards.
- Encourage and implement sustainability measures that directly impact and affect the natural resources of the Township.

2. *Maintain, protect, and enhance the natural resources found in the Township, whether on public or private lands.*

- Recognize that the protection of natural resources has direct effects on the health, welfare, and safety of the community.
- Continue to enhance provisions for the protection of critical natural resources including watersheds.

3. *Recognize and protect the cultural, architectural, and historical resources of Upper Southampton Township so that they are preserved for future generations.*

- Recognize and protect the cultural, architectural, and historical resources of Upper Southampton Township so that they are preserved for future generations.
- Preserve and protect historic resources within and outside of established historic areas and districts.
- Continue to support efforts to place resources deemed eligible onto the National Register.
- Consider applying for historical markers.
- Seek funding sources for historic resources in need of rehabilitation.

B. Historic Resources Elements, Recommendations, and Summary

The Importance of historic resources and preservation to Upper Southampton Township is a quality-of-life issue for many. Links to the past – even the distant past – provide a sense of place and belonging. Furthermore, these links provide insight into the present and create occasions to appreciate the rich cultural and historic nature of the Township.

The area now known as Upper Southampton was part of a tract of land purchased by William Penn from the Lenni Lenape Chief Tamanend by Deed dated June 23, 1683. Changes to the rural landscape were initiated by the first

English settlers and continued by the Dutch who migrated south from Long Island, New York. Others followed and have made their mark over time.

Today, Upper Southampton Township's overall massing and contemporary architectural forms with curvilinear streets, cul-de-sacs, and strip shopping centers visually depict a typical post World War II suburb. However, the Township also contains many locally significant historic properties that add to the distinctiveness of the community, such as the Southampton Baptist Church, the North and South Reformed Church, and the Davisville Seminary, the Township's first public school and cemeteries.

Upper Southampton Township's historical resources are not concentrated in any particular area. They are scattered in pockets throughout the Township similar to the pattern in which the area was first settled. Logistically, this makes historic preservation more of a challenge. Over the years, however, both Township Officials and dedicated residents have delved into the heritage of the community and have promoted efforts to preserve significant local historical resources.

Often, in communities that are growing, accelerated development and expanding neighborhoods tend to encroach upon architectural, historic, and archaeological resources, resulting in a loss of "sense of place." Ideally, sound preservation planning should occur before historic elements are threatened, since eleventh hour preservation responses are rarely effective in the long term. Ultimately the historic preservation process fosters civic pride and appreciation for historic values. In addition, appropriate preservation and restoration projects enhance and improve even surrounding non-historic property values. Therefore, the need for continued protection of cultural, historical, and archaeological resources is crucial in an urbanized suburb such as Upper Southampton Township.

In Pennsylvania, the primary responsibility for protecting historic resources falls to the owner. However, local regulations and laws may be established to preserve historic resources. The Pennsylvania *Municipalities Planning Code* Section 605(2)(vi) enables municipalities to devise zoning for regulation, restriction, or prohibition of uses and structures at or near places having unique historical, architectural, or patriotic interest or value.

The Pennsylvania Legislature has also adopted the Historical Architectural Review Act (Act 167 of 1961) which authorizes municipalities to create historic districts and architectural review boards. The purpose of the board is to review proposals that would alter or demolish buildings or change the landscape in areas of designated historic districts.

1. Involvement of the Community

In 1989, members of the Upper Southampton Township Historical Advisory Commission, through the Bucks County Conservancy, now known as the Heritage Conservancy, launched a survey to identify important local historical resources that were 50 years of age or older. All structures thus identified were photographed and on-site reports prepared briefly describing the architectural style and detail of each residence, barn, and outbuilding. As a result, the Conservancy determined that over 35 selected properties contained architectural or engineering elements of local historical significance, for which detailed reports were prepared containing chains of title and pertinent historical facts. Such an inventory is a logical beginning toward devising a workable local preservation program since a survey becomes the basis for determining priorities for future preservation planning efforts.

Another example of the support and involvement of Township residents regarding history of the Township was the publication in 1985 of a comprehensive local history of the Township in commemoration of the tricentennial of Southampton's settlement.

With the exception of the Southampton Baptist Church and a section of the northeastern border of the Township along Bristol Road, which has been listed on the National Register, most of the properties surveyed are not currently eligible for this respected listing since they do not meet the guidelines set forth in National

Register Criteria. National Register listing does not guarantee that the resource will be saved. Private owners are free to do whatever they wish to their properties. However, federal agencies must not harm registered or eligible resources. There are other effective land use tools that Upper Southampton Township will investigate to preserve elements of the Township's past (see Appendix A).

2. The Need for a Preservation Program

If the historic resources in the Township are to be retained, it is essential to develop an effective local heritage protection program. The scattered local historic resources, most of which are privately owned and maintained, are at risk unless residents are properly educated about the historic importance of their properties and are encouraged to cooperate with the Township's preservation agenda. Community-wide events that emphasize preservation and cultural and heritage protection are instrumental to inform the public about the issues.

The older, traditional commercial district of Upper Southampton Township along Second Street Pike may contain historic elements of interest. However, these are not evident in the shopping area's current format. Many other built-out communities have minimized conflicts between preserving the historic resources and providing economic development by encouraging the revitalization of central commercial districts. Special incentives are given for rehabilitation of historic or older buildings, thereby advancing preservation goals.

Various grant programs administered by the State and Federal governments as well as private foundations may be available for local preservation projects. The State Historic Preservation Officer at the Pennsylvania Historic and Museum Commission, the regional office of the National Park Service, and the National Trust will provide information regarding available funding to eligible parties.

3. National Register Criteria

The quality of significance in American history, architecture archeology, engineering, and culture is present in districts and/or areas, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- that are associated with events that have made a significant contribution to the broad patterns of our history; or
- that are associated with the lives of persons significant in our past; or
- that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- that have yielded, or may be likely to yield, information important in prehistory or history.

4. Considerations

Ordinarily, cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties that are primarily commemorative, and properties that have achieved significance within the past 50 years are not considered eligible for the National Register. Such properties will qualify, however, if they are integral parts of districts that do meet the criteria or if they fall within any of the following categories:

- a religious property deriving primary significance from architectural or artistic distinction or historical importance.

- a building or structure removed from its original location, but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event.
- a birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his or her productive life.
- a cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events
- a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived.
- a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance.
- a property achieving significance within the past 50 years if it is of exceptional importance.

Goals:

1. Promote knowledge of Southampton's history through local educational facilities.

Objectives:

- a. Coordinate with the Centennial School District to integrate the history of Southampton into the curriculum at all levels.
- b. Coordinate with the Southampton Free Library to establish and maintain a historical genealogical collection for the use of anyone interested in Southampton history or the genealogy of Southampton's past residents.

2. Identify parts of Southampton suitable for delineation as areas of historical significance by updating the survey conducted in 1989 with the Heritage Conservancy and any other sources appropriate to an inventory to reflect loss, additions, or alteration of resources, before proceeding with districting or other preservation activities.

Objectives:

- a. Cooperate with the Board of Supervisors in the drafting of a municipal historic preservation ordinance.
- b. Given the scattered historic site resources, consider potential needs and methods to protect them, such as historic overlay district zoning and adaptive reuse or other expanded use possibilities.
- c. Recognize and take measures to preserve and protect historic features, including structures, sites, waterways, villages, and landscapes having a special character or use, affecting and affected by their environment.
- d. Continue to support efforts of individuals and groups to identify sites worthy of eligibility on the National Register if qualified, and when appropriate.
- e. Consider Historic Markers designating the Township's historic resources.
- f. Seek funding sources to restore and/or rehabilitate historic resources.

CHAPTER 6: ECONOMICS & ECONOMIC DEVELOPMENT

A. Economics and the Effect on the Comprehensive Plan

Economic conditions will play a major role in the growth, development, and revitalization of Upper Southampton Township. Global, national, regional, and local economic forces need to be considered in the planning efforts of the Township. The federal government's regulations and decisions by the leadership in the State, County and Regional authorities will have an impact on the Township's ability to carry out many of the policies and actions articulated in this Comprehensive Plan. It will be important for the Township to stay current on economic conditions and trends and to adapt to the economic reality of future years.

B. Impact of United States and World Economic Conditions

United States and global economic conditions are uncertain and ever-changing and greatly influenced by world events. The policies of the United States government are also of great impact. Global and national economic decisions on growth, investment, spending, energy, and the environment will have an effect on the future growth of employment, income, investment, and development – all of which will have an effect on the Township's plan for the next decade. The Township needs to be cognizant of these issues and have the flexibility to adapt as change is needed.

C. Economic Status of the Township

Real estate tax revenue has increased despite the numerous vacant office and commercial spaces/units in the Township. Total revenue has kept pace with its ever-increasing operation costs. It is obvious that revitalization of its Town Center is needed. This will provide a measure of economic sustainability to the township. As recommendations of the Revitalization chapter are implemented, this scenario should change for the better, along with the national, state, and regional economy in the future.

D. Relationship to the Revitalization Plan Chapter

This Comprehensive Plan has expanded upon the objectives and policies that are included in the previous Comprehensive Plan's Economics Chapter and includes in Chapter 11 a *Revitalization Plan*. This chapter addresses the need to encourage high-quality economic development and focuses on the revitalization of three key commercial corridors within the Township. More information can be found is directed to Chapter 11 where economic development policies and action steps are detailed.

E. Considerations for the Future

In addition to the initiatives towards "Smart Growth" and "Sustainability" expressed by the U.S. Departments of Environmental Protection and Transportation, the United States Economic Development Administration is currently a strong national influence on building a new framework for sustainable economic growth that meets the needs of the 21st Century. These agencies, together with the U.S. Department of Commerce, have a mission to advance economic growth and job opportunities for the American people, especially in the area of environmental sustainability.

Additionally, there are strategies and implementation measures recommended by the DVRPC that support economic development and redevelopment, and an energy-efficient economy, which should be referred to and utilized where applicable.

The U.S. Economic Development Administration (EDA) and the American Planning Association (APA) stress that as companies and government agencies continue to pursue opportunities to mitigate climate change and build a cleaner

economy, it is essential for economic development practitioners to recognize and tap into trends of a cleaner and greener economy. New Projects and ventures should focus on:

- More efficient use and conservation of energy resources
- The discovery and development of renewable energy resource
- The reduction of greenhouse gas emissions through economically reasonable practices

“There is no single path for going green. Enabling and implementing green opportunities at the regional level is critical to our nation’s economic success. Economic developers can work closely with the regions to recognize that multi-tiered approaches to environment sustainability must be taken for communities to reap the benefits.” – from the U.S. Economic Development Administration’s (EDA) and the American Planning Association’s (APA) Partnership.

Goals and Recommendations

- 1. Accommodate the needs of the Township’s existing and proposed business/industrial community and enhance the business climate by improving the Township’s quality of life, workforce, and infrastructure.**
- 2. Provide an attractive economic environment in which the Township’s existing and future businesses can thrive.**
- 3. Expand the Township’s tax base through appropriate commercial and industrial development and redevelopment, thus contributing to the Township’s economic and budgetary sustainability.**
- 4. Enhance the effectiveness and efficiency of the Township’s operation and financing when and where possible to foster, promote, and make revitalization a reality.**

It is therefore recommended and encouraged that future economic development activities –not only the measures contained in this Plan’s “Revitalization” Chapter, but also others where relevant – reflect strategies to promote sustainability through economically feasible and reasonable emerging technologies, policies, and governmental (federal, state, and regional) agencies and programs. Many programs become the focus of the County Planning Commissions and MPO’s (Metropolitan Planning Organizations) such as the Delaware Valley Regional Planning Commission (DVRPC) in this region of the Commonwealth and may include possibilities of grants to support such efforts.

It is recommended that to reduce or minimize municipal expenditures, where possible joint or mutual sharing programs, such as is the case for solid waste management be instituted to at a minimum address shortfalls emanating from increasing tax burdens.

Matters of the economy and economic impacts of potential build or rebuild scenarios should be further evaluated with the goal of revitalization. This would include potential newer land uses and employment trends and needs, yet to be determined in greater detail as the Revitalization Plan process develops

CHAPTER 7: TRANSPORTATION & CIRCULATION PLAN

Introduction

Upper Southampton Township's transportation and circulation plan focuses on the current road systems, daily traffic volumes and the related impacts associated with local land uses, mass transit, pedestrians, and bicycles. Most of the roadways within the Township function as a cohesive traffic network serving the personal automobile, the primary transportation mode in the Township. Thus, issues addressed in the Township's transportation plan are improved coordination and maintenance of traffic signals to facilitate both safety and efficiency concerns, and the necessities of bicycle routes, pedestrian paths, and public transit (bus service). While transportation alternatives to the personal automobile may only nominally relieve congestion and reduce vehicular emissions, it is important to provide transportation options for the Township's residents for shorter trips within the Township and to encourage and provide for shared parking when and where possible. For revitalization of the Second Street Pike, future plans should consider wider sidewalks to accommodate bikers and walkers as desirable.

The transportation element of the Comprehensive Plan contains an inventory and description of the transportation system and infrastructure within Upper Southampton Township and presents direction for the enhancement of transportation alternatives and infrastructure within the Township. This chapter examines the existing transportation systems and provides recommendations for the various transportation modes that serve the Township to improve efficiency, safety and health of residents, shoppers, and visitors to Upper Southampton Township.

This chapter includes four sections: Objectives, Inventory of Travel Modes, Prior Planning Studies and Planning Principles, and Recommendations. The objectives offer guidance for the recommendations found throughout the chapter, shown in italics. They are summarized at the end of the chapter as well as carried over into other relevant chapters for consistency and compatibility purposes. The inventory describes the existing transportation network including streets, signalized intersections, terminals, public mass transit, and pedestrian and bicycle facilities. The planning studies and planning principals section describes one planning study and three planning principles that are applicable to Upper Southampton Township. Finally, the recommendations section provides both general and specific recommendations for subsequent implementation, including support for revitalization efforts where and when applicable.

Goals and Objectives:

1. *Facilitate vehicular, public transit, and pedestrian/bicycle movements safely and efficiently throughout the Township.*
2. *Support economic development through reduced congestion and an improved transportation network, particularly around these intersections: Second Street Pike and Knowles Avenue, Second Street Pike and County Line Road, Street Road, and Maple Avenue/Davisville Road, and Second Street Pike and Street Road*
3. *Develop a practical and strategic transportation improvement plan and identify funding sources.*
4. *Provide safe transportation operations, such as walking and bicycling, by developing safe passages between residential, recreational, community and institutional uses, which would include filling in gaps in sidewalks along current and future heavily traveled pedestrian routes.*

A. Inventory of Travel Modes

This section provides an inventory of all the transportation modes and facilities within Upper Southampton including streets, signalized intersections, terminals, public mass transit, pedestrian, and bicycle facilities.

The personal vehicle is the primary mode of transportation within Upper Southampton Township. Major regional roadways that facilitate access to and from the Upper Southampton Township area include the Pennsylvania Turnpike (I-276), US Route 1 and US Route 611. Within the Township boundaries, major roadways include Street Road (S.R. 0132), Second Street Pike (S.R. 0232) and County Line Road (S.R. 2038). There is limited bus mass transit service within the Township. Sidewalk facilities are present along many major roads and residential roadways, although there are gaps that exist which reduce the overall mobility provided by the pedestrian network which could be studied. Besides Second Street Pike between Street Road and Bristol Road, no dedicated bike lanes exist on roadway within the Township. Bike lanes do span the township along the Newtown Rail Trail, but these are not along roadways.

1. Street Hierarchy

An extensive roadway network serves Upper Southampton Township. The roadway network provides a hierarchy of streets with higher level streets providing mobility through the Township and lower-level streets providing accessibility between specific origins and destinations throughout the Township. This section provides a description of the recommended roadway classifications, as defined by the Pennsylvania Department of Transportation (PennDOT) and the Upper Southampton Subdivision and Land Development Ordinance. The categories, which basically identify the purposes that a road serves, are:

- Expressways (Limited Access)
- Arterials (Principal and Minor)
- Collector
- Local Roads

a. Expressways

Expressways provide the highest level of mobility with limited access to the rest of the roadway network. These roadways serve the regional trips passing through urban areas. There is only one such roadway in the Township, the Pennsylvania Turnpike (I-276). While this roadway passes through the Township, there is no Turnpike interchange in the Township. The closest Turnpike interchanges are approximately three (3) miles to the east at Exit 351 (US Route 1) and approximately five (5) miles to the west at Exit 343 (Route 611). As such, traffic that is oriented to or from Upper Southampton and that uses the Turnpike must also utilize other roadways outside of the Township boundaries to access the Township area. Interstate 95 and US Route 1 are other limited-access expressways that provide access to and from the surrounding region and are within relatively close proximity to Upper Southampton Township, although neither passes through the Township.

b. Arterials

Arterials typically provide service for major through movements at high speeds with limited access to abutting properties. Principal arterials serve intra-area trips and minor arterials interconnect and augment principal arterials. Principal arterials in the Township include Street Road (S.R. 0132), Second Street Pike (S.R. 0232), and County Line Road (S.R. 2038). Minor arterials in the Township include Davisville Road (from Street Road to County Line Road), Bustleton Pike (S.R. 2061) and Bristol Road (S.R. 2025) west of Second Street Pike.

c. Collectors

Collectors provide service for land access and local traffic movement. These roadways connect arterial roadways to local roadways to channel traffic from the arterials to their ultimate destinations. Collector roadways carry moderate traffic volumes over lengths typically shorter than arterials, but longer than local roadways. Collector roadways in the Township include Davisville Road, from Bristol Road to Street Road, Churchville Road (S.R. 2014), Industrial Boulevard, Gravel Hill Road, Buck Road, Bristol Road (S.R. 2025), east of Second Street Pike (S.R. 0232), Maple Avenue (S.R. 2016) and Knowles Avenue.

d. Local Roads

Local Roads provide direct access to land uses and access to higher order streets and carry little through traffic. Local roadways in the Township comprise all roadways not identified above.

Figure 7.1 Urbanized Area Functional Classification Characteristics

SYSTEM	CHARACTERISTICS
INTERSTATE HIGHWAYS, FREEWAYS, EXPRESSWAYS	<ol style="list-style-type: none"> 1. Provide service for major through movements and for long trips that bypass urban areas. 2. Serve long distance intra-city travel. 3. Include almost all fully and partially controlled access facilities
PRINCIPAL ARTERIALS	<ol style="list-style-type: none"> 1. Provide continuity for all rural arterials that intercept the urban boundary. 2. Widely spaced from other principal arterials 3. Usually carry high volumes
MINOR ARTERIALS	<ol style="list-style-type: none"> 1. Interconnect with and augments urban principal arterials. 2. Provide service to moderate length trips, although with lower level of mobility than principal arterials 3. Ideally, should not penetrate identifiable neighborhoods. 4. Ideally, should be spaced no more than one mile from other minor arterials in urbanized areas. 5. Place more emphasis on land access than principal arterials 6. Connect to rural major collectors at urban boundary
COLLECTORS	<ol style="list-style-type: none"> 1. Length is generally shorter than arterials but longer than local streets. 2. May penetrate identifiable neighborhoods. 3. Collect traffic from local streets and channels it to arterial systems. 4. Provide service for both land access and for local traffic movement within neighborhoods, commercial areas, and industrial areas
LOCAL STREETS	<ol style="list-style-type: none"> 1. Comprise all facilities not on higher systems. 2. Provide access directly to land uses and access to higher order systems. <p>Offer minimum through service</p>
<p>Source: American Association of State Highway and Transportation Officials (AASHTO). <i>A Policy on Design of Urban Highways and Arterial Streets</i>, AASHTO Washington, D.C. p. 110.</p>	

Table 7.2 summarizes the current average daily traffic (ADT) volume on the roadway network within the Township. This data is reflective of count information collected by the Delaware Valley Regional Planning Commission (DVRPC) between the years 2018-2022.

Roadway	Classification	Average Daily Traffic
Street Road (S.R. 0132) East Bound	Principal Arterial	12,230 to 13,319 vehicles
Street Road (S.R. 0132) West Bound	Principal Arterial	12,104 to 13,747 vehicles
Second Street Pike (S.R. 0232)	Principal Arterial	10,326 to 15,954 vehicles
Davisville Road (from Street Rd. to County Line Rd.)	Minor Arterial	8,904 vehicles
Bustleton Pike (S.R. 2061)	Minor Arterial	9,275 vehicles
Bristol Road (S.R. 2025, west of Bustleton Pike)	Minor Arterial	8,153 vehicles
Bristol Road (S.R. 2025, east of Bustleton Pike)	Collector	4,839 vehicles
Churchville Road (S.R. 2014)	Collector	5,854 vehicles
Gravel Hill Road	Collector	2,256 to 4,320 vehicles
Knowles Avenue	Collector	8,352 vehicles
Maple Avenue (S.R. 2016)	Collector	3,044 to 4,405 vehicles

e. Signalized Intersections

Signalized intersections are often the controlling point of the local roadway network (Arterials, Collectors, and Local Streets) within most municipalities. Optimization improvements to signalized intersections can typically result in significant overall savings to motorists in terms of reduced delay, reduced fuel consumption, and reduced emissions.

f. Level of Service

The performance of intersections and roadways in the Township can be evaluated through Level of Service, a qualitative measure of operating conditions. Level of Service are defined with letter designations from 'A' to 'F', with Level of Service 'A' representing the best operating conditions, measured by vehicular delay and travel speeds, and Level of Service 'F' the worst operating conditions. Level of Service is determined using various methodologies as outlined in the 2000 Highway Capacity Manual (Transportation Research Board, Washington, D.C.).

The Township should consider developing a capital improvements plan for vehicular transportation within the Township. This plan would evaluate intersections and roadways within the Township using the Level of Service, as described above, to establish the existing operations and to determine improvements necessary to meet an identified desired Level of Service. This Comprehensive Plan also identifies additional recommendations to improve Level of Service throughout the Township using enhanced signal timings such as a Closed Loop System or adaptive timings.

g. Terminals, Airports, Ports, Railroads, Water Transportation

There are no water-ports, active passenger railroad lines/stations, or airports in the Township.

h. Public Transit

There is limited public mass transit service today in Upper Southampton Township. In the past, a Southeastern Pennsylvania Transit Authority (SEPTA) Regional Rail served nine (9) stations along 15.2 miles of track for the Newtown Line (previously the R8) including a station in Upper Southampton, adjacent to Second Street Pike in the central area of town. Train service was terminated in January 1983, primarily due to lower ridership and cost considerations. SEPTA has removed the Newtown Line Improvement project and projected funding from the Fiscal Years 2009-2020 Capital Program and Comprehensive Plan. There are currently several Regional Rail stations that provide an alternate transportation option for Township residents located within three (3) miles of the Township border as shown in Table 7.3.

Figure 7.3 SEPTA Regional Rail Locations

SEPTA Regional Rail Line	Station	Location	Distance to Upper Southampton Border
West Trenton	Trevose	Ridge & Boundbrook Avenues, Lower Southampton Township, PA	Approximately 2 miles east along Street Road
West Trenton	Somerton	Bustleton & Philmont Avenues, Philadelphia, PA	Approximately 1.5 miles east along County Line Road
West Trenton	Bethayres	Huntingdon Pike & Welsh Road, Bethayres, PA	Approximately 3 miles south along Route 232 (2 nd Street Pike/Huntingdon Pike)
Warminster	Warminster	Jacksonville Road & Station Drive, Warminster, PA	Approximately 1.75 miles west on Street Road

SEPTA maintains a daily bus service (Route 24) from several Regional Rail stations and the Frankford Transportation Center to Jaymor Road and Second Street Pike. Additionally, Bucks County Transport, Inc. provides a limited ride-share program for Bucks County Residents. With the ride-share program, point-to-point rides can be scheduled on a first-come, first- service basis.

The Township should consider coordinating with SEPTA regarding the un-used rail line, station, and expanding bus service to, from, and within the Township including substitution for restoring the R8 line and connections thereto, elsewhere. The Township should also work with the Bucks County Transportation Management Association to research the possibility of adding a Rush-Bus service from one of the adjacent regional rail stops.

i. Pedestrian and Bicycle Facilities

Provisions for pedestrian and bicycle access have become increasingly important for suburban planning to provide an alternative to motor vehicles. The Subdivision and Land Development Ordinance requires sidewalks to be built for all new residential development. Future planning should consider redesigning the shopping areas and sites in order to create strong and centralized pedestrian/biking systems linking shops to one another as well as adjacent residential areas.

The Township is largely developed with a mix of land uses including residential neighborhoods throughout, commercial corridors along Second Street Pike and Street Road, light industrial uses along the Pennsylvania Turnpike and five public parks and two operational school facilities. The Township

was developed predominantly as single-family developments with some clustered and multi-family projects. The heavily traveled roads of Street Road, Second Street Pike and the Pennsylvania Turnpike as well as the unused rail line presently present barriers for pedestrian circulation.

In the Township, there are bike lanes along Second Street Pike between Bristol Road and Street Road. In addition, the Newtown Rail Trail that connects County Line Road to Bristol Road in the township can be used for biking and transportation.

As indicated in the Upper Southampton Township Comprehensive Parks, Recreation, and Open Space Plan (2007), a *Township-wide pedestrian and bicycle master plan should be developed to determine roadways and location to enhance pedestrian and bicycle facilities. The pedestrian and bicycle plan should focus on facilitating trips between residential, community, educational, recreational uses, and the commercial/retail areas. To that end, it is recommended that a Bicycle Study Commission be established. The Commission would be guided by the Township Planner and present recommendations to the Board of Supervisors.*

B. Prior Planning Studies and Planning Principles

1. Street Road Corridor Study

The *Street Road Corridor Study* was conducted in 2007 by the Delaware Valley Regional Planning Commission. The study evaluated traffic safety and mobility along the Street Road (S.R. 0132) through Bucks County. For each location, issues were identified, and recommendations were provided. The study focused on sixteen (16) locations with three locations in Upper Southampton Township. In summary, the report focused on several key areas within the Township and a brief evaluation with updates to the recommendations follow.

a. Street Road east of Second Street Pike

The *Street Road Corridor Study* was conducted in 2007 by the Delaware Valley Regional Planning Commission. The study evaluated traffic safety and mobility along the Street Road (S.R. 0132) through Bucks County. For each location, issues were identified, and recommendations were provided. The study focused on sixteen (16) locations with three locations in Upper Southampton Township. In summary, the report focused on several key areas within the Township and a brief evaluation of the recommendations follow.

This implementation of this recommendation would improve the efficiency and safety for motorists traveling along Second Street Pike and Street Road and accessing businesses along these roadways. The Access Management portion of this chapter provides additional information and recommendations for implementing Access Management within the Township.

b. Intersection of Second Street Pike and County Line Road

Issues identified are high traffic volumes along both Second Street Pike and County Line Road and high delay (i.e. "Level-of-Service F") during both the morning and afternoon commuter peak hours and a high crash rate. "Level-of-Service F" is essentially considered a failure condition in traffic flow, where traffic comes to a complete stop over time and contributes to gridlock conditions. The study recommends optimizing signal timings and constructing a connection between the northern and southern sections of Gravel Hill Road to provide relief to the intersection. Update: This intersection is scheduled for upgrades in conjunction with the development of the Wawa convenience store located on the southeast corner of the intersection. This upgrade including signal timing optimization and coordination will provide relief to congestion at this intersection. Additionally, connecting the northern and southern

sections of Gravel Hill Road would reduce the traffic traveling through the Second Street Pike and County Line Road intersection. However, Gravel Hill Road is a residential roadway and is not suited to carry heavy traffic volumes.

c. *Intersection of Street Road and Davisville Road/Maple Avenue*

Issues analysis identified high levels of delay at the intersection, especially during the afternoon peak hour. The left-turn movement from westbound Street Road to Davisville Road is very heavy and results in high delays for this movement. Additionally, the unique configuration of the intersection makes the signalized control difficult. The study recommends the construction of a far-side jug-handle for the westbound left-turn movement.

This recommendation may reduce delay at the intersection. However, a detailed analysis of the costs and benefits is necessary to determine the feasibility and practicality of the improvement. This study's recommendation should be part of the Plan of Action to solve congestion related problems.

2. Transportation Improvement Program

The Transportation Improvement Program (TIP), administered by the Delaware Valley Regional Planning Commission (DVRPC), is a list of priority projects that are federally funded or have regional significance. The TIP is updated every two years in Pennsylvania and includes highway, public transit, bicycle, pedestrian, and freight projects. In the recent past, Upper Southampton Township has submitted several applications for State and Federal funding assistance, and improvements have been made to the following:

- Second Street Pike Interconnected Traffic Signal System
- Second Street Pike and Knowles Road Intersection Reconfiguration

The Township should continue to work with the Bucks County Planning Commission to develop a list of transportation related improvements needed in the Township that incorporate the Street Road Corridor Study recommendations and other congestion-related studies/plans in the Township.

3. Access Management

Street Road (S.R. 0132) and Second Street Pike (S.R. 0232) provide mobility regionally and throughout the Township, but also provide access to the local land uses and small business. Traffic congestion and lack of roadway safety are evident along such thoroughfares. High traffic volumes along these roadways are aggregated by the 'friction' of many access points. An access management program is an important strategy for the Township officials to consider as a means to improve the efficiency of these roads. While access management ordinances apply only to new or altered development, land uses change over time. With an access management ordinance in place within the Township, any redevelopment/revitalization would be required to meet the ordinance requirements.

The number of access points along a roadway must be controlled such that the roadway can perform its intended function. With little or no access control the number of conflict points increases, which impacts the mobility along the major roadway and motorists' safety. Access management focuses on providing safe and efficient access to the abutting properties without significantly affecting the mobility of the roadway. Examples of access management practices include consolidating driveways, accessing secondary roadways, and providing auxiliary turn lanes.

4. Traffic Calming

Traffic calming principles can be implemented in areas experiencing problems with speeding or high cut-through traffic. The Pennsylvania Department of Transportation's Center for Program Development developed a Traffic Calming Handbook (PennDOT Publication 383) that contains information on various traffic calming issues. The Traffic Calming Handbook provides a comprehensive description of traffic calming objectives:

1. Traffic calming measures are mainly used to address speeding and high cut-through traffic volumes on neighborhood streets. These issues can create an atmosphere in which non-motorists are intimidated, or even endangered, by motorized traffic. Additionally, high cut-through volumes become an increased concern when larger commercial vehicles are involved. Along with the additional amount of traffic generated within the neighborhood, cut-through motorists are often perceived as driving faster than local motorists. By addressing high speeds and cut-through volumes, traffic calming can increase both the real and perceived safety of residents, pedestrians, and bicyclists, and improve/enhance the quality of life within the neighborhood.
2. The role of physical measures in traffic calming has been emphasized because they are "self-policing". This means that traffic calming measures, such as speed humps and traffic circles, have the ability to slow motor vehicles in the absence of enforcement. On the other hand, traffic control devices, such as turn prohibition signs, weight limits, and one-way streets, depend upon the level of police enforcement and the willingness of motorists to comply with the posted restrictions to be effective. Therefore, the use of traffic calming measures can often lead to a more certain accomplishment of the neighborhood's goals.

In order to initiate traffic calming projects, the Township should study developing a traffic calming policy. If appropriate, the policy should include guidelines for implementing the "three E" stages of traffic calming: Education, Enforcement and Engineering. This policy can then be utilized if cut-through or speeding problems arise on one of the Township's residential or local roadways.

5. Smart Transportation

The historic transportation and land use cycle and "wider and faster" roadway construction approach is no longer sustainable for various reasons including financial, social and environmental. The goal of *Smart Transportation* is to provide a revised way of roadway design that integrates context-sensitive design and smart growth principles to create transportation solutions that address the needs of all users in a safe, efficient, and affordable manner. Context-sensitive designs are "a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility." Additionally, Smart Growth emphasizes environmental preservation, compact development, alternative transportation and social quality through walk-able neighborhoods, community and stakeholder collaboration, mixed land uses, preservation of open space; and predictable, fair, and cost-effective decisions.

There are six principles of Smart Transportation that are described below.

1. *Tailor solutions to the context.* All projects should consider and enhance the community, transportation, and financial context of the project area.
2. *Tailor the approach.* The project should be developed and designed by all stakeholders for the specific location and community since all "projects vary in need, type, complexity and range of solutions".
3. *Plan all projects in collaboration with the community.* State officials, local officials and citizens should

all collaborate in the development and design of the project.

4. *Plan for alternative transportation modes.* Pedestrians, bicyclists, and transit users must all be considered in the design process.
5. *Use sound professional judgment.* There is no one-size-fits-all solution to transportation problems. Additionally, “the smart solution on some projects may be to seek design exemptions or waivers to allow for true context-based design.”
6. *Scale the solution to the size of the problem.* “Find the best transportation solution that fits within the context, is affordable, is supported by the communities, and can be implemented in a reasonable time frame. Examine lower scale alternatives like network additions or transportation system management before developing alternatives such as new or widened roadways. If safety and not congestion is the problem, consider focused solutions that can improve safety without increasing capacity. Safety must be considered on all roadway projects.”

C. Goals and Recommendations

1. Goals

Achieve a safe, efficient, rapid, and pleasant circulation system for both necessary and pleasure trips incorporating a variety of modes, including vehicular, bicycle and pedestrian travel in which to serve the needs of residents, visitors, commuters, those that pass- through and the business entities located within the Township.

- Encourage the expansion and utilization of mass transit and non-automotive modes of transportation.
- Maintain and promote vehicular and pedestrian mobility, access, and safety throughout the Township.
- Establish, maintain, and promote a cooperative process for the future improvement of critical corridors in the region such as Second Street Pike, Street Road, and other roadways associated with these corridors.
- Revisit the concept of a Pennsylvania Turnpike Exit onto Second Street Pike or other appropriate location in the Township.
- Promote access management techniques along arterial and collector roads including limiting the number and location of access points; marginal access streets; shared driveways; and reverse frontage streets.
- Carry out sustainability actions and activities to lessen vehicle miles traveled to the maximum extent possible.
- Support the accessibility and circulation needs of the revitalization measures identified in this plan.
- Utilize Smart Traffic signalization measures where appropriate.

2. General Recommendations

- Develop a Township-wide pedestrian and bicycle master plan to determine roadways and location to enhance pedestrian and bicycle facilities, including walkways and closing of gaps in sidewalks along roadways used for that purpose.
- Work with the Bucks County Planning Commission to develop a list of projects (Township Transportation Capital Improvement Plan) to recommend for the region’s Transportation Improvement Program.

- Establish membership and work with the Bucks County Transportation Management Association.
- Practice Context-Sensitive Design, using PennDOT's recently developed 'Smart Transportation' approach as roadways are being considered for reconstruction.
- Continue to analyze optimizing the existing roadway network including maximizing the capacity of existing signalized intersections to function as designed, particularly along Second Street Pike and at the Knowles Avenue intersection.
- Continue to require developers to install pedestrian facilities such as bus shelters, sidewalks (appropriately located and installed) in addition to necessary street upgrades for all new construction.
- Use right-of-way areas by providing marked crosswalks, safe school crossings, pedestrian signalization, sidewalks, signage, and pedestrian overpasses when and where appropriate, particularly along major thoroughfares, key intersections and in support of revitalization efforts.
- Plan for bicycle facilities which include bike paths, bike lanes, and bike routes that link recreational trails to neighborhoods and with road network.
- Apply for funding through federal and local programs to complete operational and safety improvement projects to the Township's transportation network.

3. Specific Recommendations

- Complete short-term improvement at intersection of Second Street Pike and Knowles Avenue to implement 'split-phasing' as complete intersection reconfiguration has been completed.
- Follow up short-term traffic signal timing improvements at Second Street Pike and Knowles Avenue with long-term improvements including expansion and additional widening of the intersection..
- Consider improving, expanding and widening of the intersection of Bristol Road and Second Street Pike along with the replacement traffic signals and reconfiguration of the intersection.
- Consider conducting a Township-wide study that evaluates the efficiency of the existing signal timings and coordination settings at the signalized intersections within the Township, particularly along Second Street Pike, Street Road, and County Line Road. Also, identify congestion reduction measures such as improved signage, lane utilization, and delay reduction to improve the flow of traffic and reduce congestion while improving air quality and accessibility to various sites in the vicinity of these intersections and points in between. This may also be conducive to the planned revitalization efforts to Second Street Pike, Street Road, Industrial Boulevard, Jaymor Road and James Way.
- Consider implementation of a Closed Loop Traffic Signal System within the Township that includes traffic-responsive or adaptive timing capabilities.
- Provide improved directional and way-finding signage at key intersections including, but not limited to: Industrial Boulevard and Second Street Pike, Street Road & Second Street Pike, Churchville Road/Knowles Ave. and Street Road, Maple/Davisville Roads & Street Road, and County Line Road and Second Street Pike.
- Consider implementation of Internally Illuminated Street Name Signs at signalized intersections along arterials and major collector roadways.

- Develop a Traffic Calming Policy for Residential Areas.
- Investigate additional enhancements to access the central business district, and more particularly Second Street Pike as part of the revitalization plans and programs with early-on emphasis of the former rail station area near Knowles Avenue at Second Street Pike.
- Conduct a study and plan of missing sidewalks connections and gaps, particularly along portions of Davisville Road, Maple Avenue, Jaymor Road, Second Street Pike, and other locations of high pedestrian movements in the interest of safety and separation of vehicular and pedestrian flows. This would also involve a plan of action for filling in the missing sidewalk gaps.
- That the recommendations of this chapter be brought forward in support, as a priority, of revitalization and future land use plan implementation and the overall Plan of Implementation component.
- That a future traffic and Transportation Plan be accomplished to address other issues that do not directly support revitalization but are community-wide in addressing circulation and the traveling needs of motorists, pedestrians, hikers, and bikers throughout the Township recognizing the traveling needs of abutting and adjacent municipalities as well.
- Refer to and apply strategies and measures presented by DVRPC when carrying out implementation of this chapter and other relevant chapters and provisions of this Plan.

CHAPTER 8: RECREATION AND COMMUNITY FACILITIES

Parks, Recreation, and Open Space

Though almost built-out with development, Upper Southampton is fortunate to have several public parks and private recreational areas. To plan for parks and recreation areas, the Township initiated a planning process to best strategize for the future of parks, recreation, and open space. In 2007, the Township worked with an experienced consultant to prepare the *Upper Southampton Township Comprehensive Park, Recreation, and Open Space Plan* as a guide to enrich the quality of life of the community through enhancing park and recreation resources. The plan provides a strategy for improving park and recreation facilities, enhancing programs, and meeting the needs of the changing population of Upper Southampton. This section summarizes the 2007 Plan. More detailed information on facilities, recreation programming, and maintenance and financing techniques can be found in the 2007 Plan.

Goals:

The Park and Recreation Plan committee developed four goals that represent the long-term ideal condition of the parks and recreation services of the Township:

- Establish a premier system of parks, recreation facilities, greenways, and trails balanced for resource conservation and responsible public use.
- Provide recreation opportunities, programs and services that will enrich the quality of life for the people who live, work, and visit in Upper Southampton Township.
- Manage the park and recreation system in a professional manner that conveys the greatest possible benefit to the public.
- Invest in park and recreation to sustain and enhance the quality of life in Upper Southampton in the 21st Century.

These goals and accompanying recommendations present a course of action for Upper Southampton Township to pursue over the next ten years. The Township can work on the actions incrementally, through an annual action plan, a medium-term program over five to ten years, and long-term programs that require more detailed planning and implementation strategies. As noted in table 8.1, improvements have been initiated and planned, when compared to the 2007 Park, Recreation, and Open Space Plan.

A. Park Facilities

Upper Southampton has approximately 192 acres of land dedicated to park or recreation uses. Existing parks and recreation facilities include four large park areas and several smaller neighborhood parks and school sites that are used for public recreation. Existing parks are as follows and facilities are shown in the following table. Detailed information on the size and type of each recreation facility can be found in the 2007 Plan.

Figure 8.1 – Upper Southampton Township Recreational Facilities		
	Acreage	Facilities
Township Parks		
Community Center	8	5 baseball fields, 1 football field, 1 announcing booth, 1 batting cage, 2 outdoor basketball courts (resurface 2024), 1 outdoor volleyball court, 1 playground complex (with a multi-purpose area and a separate swing area), including indoor facilities as well
Schaefer Field (Gravel Hill)	15	1 Baseball, 1 Softball, 1 concession stand, restrooms, 2 soccer fields (1 regular, 1 8v8 field & 3 mini-soccer fields)
Veterans Field (Formerly Shelmire Field)	14.8	2 soccer fields, 1 walking path, 1 combination restrooms /concessions/storage bldg., 1 playground area, a veterans' remembrance area
Tamanend Park	103 +/-	3 softball fields, 1 batting cage, restrooms, concession stand, picnic area, bandstand, 2 tennis courts, 1 sand volleyball court, picnic areas, 2 pavilions, 5 miles of walking trails, a pond, 1 outdoor theater
Newtown Rail Trail	2 miles	A walking and biking trail located on a former rail line located from County Line Road to Bristol Road. Connects to Montgomery county's Pennypack Trail to the south. Plans approved to extend trail into Northampton Township
Other		
Davis Elementary School	9.6	School closed to be rebuilt, equipment unknown at this time
Klinger Middle School	31.3	1 baseball, 2 softball, 1 football, 4 basketball, 1 gym, multi-purpose room, 1 swimming pool, exercise trail/track
Southampton Estates		3 soccer fields (1 listed as a regular field, and 2 as 8v8 fields)
Total	191.9 +/-	
Source: 2007 Park, Recreation, and Open Space Plan, Township Park and Recreation Department for revisions		

B. Recreation Programs

The Upper Southampton Township Parks and Recreation Department offers programs in a variety of recreational categories, from major community events to sports and arts programs that last several weeks. The Township offers or facilitates over 200 programs annually in many types of activity classification, including music, drama, dance, fitness and wellness, sports, self-improvement, arts, crafts, special events and volunteerism. These programs take place in a variety of municipal parks, outdoor recreation facilities, and indoor locations, as needed. Summer Camp is offered for juveniles and teens and includes a Counselor

- in-Training Program for those ages 14 and older. Other programs such as Touch - a- Truck and Holiday events are also held throughout the year.

There are several large-scale community events as part of the Township programming, such as Tamanend Park Day, Southampton Day Fair, and the annual Independence Day Parade. These events draw from the larger region as well as from Upper Southampton Township. Another key factor to the success of recreational programs in the Township is partnerships with other providers of services in the region, such as the Northampton Township Parks and Recreation Department and commercial providers of recreation classes, such as dance and martial arts studios and sports camps.

The Township also offers opportunities and facilities for self-directed recreation activities such as tennis. The Friends of Tamanend Park have produced both a birding guide and nature and history maps for the trails in the park to facilitate self-directed recreation. A Story Time Trail is also available in the Park.

The residents of Upper Southampton have other options for recreational services providers beyond the Township Park and Recreation Department, including the Southampton Free Library, the various Youth Sports Clubs (football, basketball, baseball, and soccer) , and the Centennial School District. The Township Park and Recreation Department includes their programs in Township guides and bulletins and encourages collaboration with these providers whenever possible.

C. Current Recommendations/Responses

Open Space Preservation - beyond Tamanend Park and other public spaces, the Bucks County Open Space Plan is underway, which also includes pedestrian linkages. The general features map in Chapter 4 of this Plan shows those areas designated as water bodies, public schools and libraries, parcels designated as Bucks County Municipal Open Space Program components, and municipal parklands, as they relate to Upper Southampton and portions of adjoining municipalities. The Township has reviewed and commented on the Draft Planning Map and is expected to comply. Open Space recommendations actions beyond the above are contained in the full edition of the referenced 2007 Park, Recreation and Open Space Plan, as adopted. Given the nearly built-out composition of the Township, additional open spaces may be more of a function of remaining development and set-asides or ordinance requirements, rather than raw undeveloped land options for increasing open spaces.

The Park and Recreation Board has previously suggested that, in association with the announced sale and structure demolition of/on the existing Bethanna property, the use of the field adjacent to the lower parking lot at the community center could be a space for football or needed additional parking, and other associated uses. Current development plans for the site do not include this use but does provide additional parking as well as preserving a substantial amount of open space.

D. Management and Financing

As part of the 2007 plan, the team compiled a management and financing assessment to review operations, revenues and Expenditures of the Park and Recreation Department. The assessment addressed organizational structure, staffing, employee development, public involvement, maintenance, information, and budget including revenues and expenditures.

The Township Park and Recreation Department consists of two full-time employees, several part-time Community Center attendants, and over 100 seasonal and part-time employees and independent contractors. The Director of the Department, a full-time employee, reports to the Township Manager and oversees the Facilities Coordinator that is also a full-time position. The Parks and Recreation Director is responsible for implementing the policy directives of the Board of Supervisors (conveyed by the Township Manager) by administering the day-to-day functions of the Parks and Recreation Department.

The Township’s organizational structure is set up to empower the Director to manage day to day operations with guidance, as necessary, from the Park and Recreation Board and Township Administration. Four main functional areas emerged in the assessment: Recreation Programs & Services, Parks, Maintenance, and the Community Center.

C. Educational Facilities

This section will focus on the existing and planned educational facilities within the Township and the educational needs of the school-aged and adult populations. The analysis will focus on both youth and adult educational facilities.

1. Schools and Enrollment

The Township is within the Centennial School District, which encompasses Ivyland Borough, Upper Southampton Township, and Warminster Township. In 1990, the school board amended the division of classroom attendance. The Elementary School grade range became kindergarten through 5th grade, Middle School became 6th grade through 8th grade, and High School became 9th grade through 12th grade. This shifted some students into the middle school category but, in general, better accommodated the needs of middle school students.

Enrollment statistics are compiled each year by the Centennial School District. These numbers can be seen below. 2022 had the second highest enrollment year for elementary schools since 2019.

Grade	2018	2019	2020	2021	2022
K	468	496	421	480	456
1	474	475	492	426	497
2	475	494	474	497	446
3	466	483	497	491	515
4	520	469	485	511	501
5	492	531	472	485	520
Totals	2,895	2,948	2,841	2,890	2,935

Grade	2018	2019	2020	2021	2022
6	530	523	519	480	504
7	510	543	516	524	494
8	479	510	534	527	529
Totals	1,519	1,576	1,569	1,531	1,527

Figure 8.4 – Enrollment in High School (9-12)					
Grade	2018	2019	2020	2021	2022
9	532	498	508	532	535
10	528	523	489	494	524
11	511	516	515	473	486
12	488	492	497	485	442
Totals	2,144	2,117	2,082	2,050	2,074

Source: Centennial School District Annual Report, 2022

2. School Board

The Centennial School Board is comprised of representatives from each municipality. Upper Southampton Township holds three seats out of nine on the board.

3. School District Construction

Since the adoption of the 2010 Comprehensive Plan, the School District implemented changes to the elementary school distribution in the District.

The *Elementary Feasibility Study*, completed in February 2008, analyzed the facilities, amenities, and projected student population needs for elementary students in the School District. (Capacity and projected enrollment for high school and middle school students were not part of this study.) As a result of questions and concerns raised by the School Board Directors and the public, a follow up study was conducted. The findings of this study established the School District’s Building and Construction Plan entitled “*Centennial School District Inspiring Students, Building Intellect, Forging Partnerships.*” The following actions were taken.

- Renovation of William Tennent High School
- Renovation of Willow Dale Elementary School
- A new school was built behind the existing McDonald Elementary School
- Stackpole, Longstreth and Leary Elementary Schools were closed and sold
- Rebuilding Davis Elementary School

D. Southampton Free Library

The Southampton Library has been in Upper Southampton since 1921. The original location was on Second Street Pike and a new library was built on Street Road in 1971. The library is located at 947 Street Road, close to the Fire Station and Administration Building. The library receives funding from the Township and individual gifts. A 3,000 square foot addition was completed in 1990, and a new elevator was added in 2008. Township residents can borrow books and take part in educational programs at the Southampton Free Library.

The library is affiliated with the Bucks County Free Library Network and is one of eleven community public libraries in Bucks County that receives support from the Bucks County Free Library with: various levels of administration and funding assistance, interlibrary loan, cataloging, purchasing services, program support, reference resources, and professional training.

The Southampton Free Library (SFL) Board and Staff addresses facilities, finance, marketing, and programs by stating objectives, action plans, resources needed, timelines and responsibilities. For facilities, the goal is to renovate the interior, exterior including the roof and HVAC systems by improving the ambience and comfort of the interior space. For finance, the goal is to increase outside funding for library improvements and programs, thereby reducing dependence upon tax dollars. For marketing, the goal is to develop a strong marketing/communications initiative by improving public awareness of services offered by SFL. For programs, the goal is to broaden program offerings by developing and implementing a teen program with more features.

E. Municipal Services

1. Township Administration

The Township Administration facilities are located at 939 Street Road in the center of the Township. The main building houses the offices of the Township Manager, Assistant Manager, Finance Director, elected Tax Collector, Code and Building Department (including Code, Building, Zoning and Fire and Safety Issues), the Police Department and the Public Works Garage/Office. Adjacent buildings house the volunteer fire and ambulance companies, Upper Southampton Municipal Authority and Library. The Community Center houses the Park and Recreation Department where offices are maintained by the Park and Recreation Director and Facilities Coordinator.

Specific responsibilities include the coordination of all departmental operations, establishing the goals and objectives for each department, meeting all local, county, state, and federal guidelines, and reporting requirements for governmental entities in the Commonwealth. One of the most important jobs, however, is to provide service to all residents in the Township both with information and the resolution of complaints from services or problems. This is provided through a combination of services offered by employees and independent contractors.

Another area of responsibility is the financial operation of the Township. Funds provide services in the following areas:

- Budget Oversight
- Building and Zoning
- Insurance Administration
- Fire hydrant maintenance
- Fire protection
- Grant Administration
- Liability, Workers Comp and Health Insurance Administration
- Highway maintenance
- Library
- Police
- Parks and Recreation
- Pension Fund Administration
- Public Works
- Purchasing
- Refuse collection and disposal
- Rescue Squad
- Storm sewer construction / maintenance Street lights

2. Police Services

The Upper Southampton Police Department consists of 22 full-time sworn police officers and three administrative personnel. Staffing includes a police chief, lieutenant, two detectives, four patrol sergeants, 14 patrol officers and one canine. The Police Department has special operations including the Tamanend Park Patrol, bicycle patrol in the business district and park areas, a crime prevention unit, and a highway safety unit.

Several officers from the department also participate in the South-Central Emergency Response Team (S.E.R.T.). The team is designed for emergency responses to tactical situations which include hostage situations, barricaded subjects, and high-risk warrant services. The officers perform several roles ranging from tactical operators to crisis negotiators.

Some officers also participate with the Bucks County Major Incident Response Team (M.I.R.T.) This team, which has representatives from nearly every police department in Bucks County, is trained to respond to major incidents within Bucks County. One of the most recent incidents responded to was to provide extra security during the tremendous floods in Yardley and New Hope.

The detectives, as well as a few officers, are sworn as special Bucks County Detectives. They perform narcotic investigations throughout the County with emphasis on their jurisdiction and assist other agencies with their investigations.

Upper Southampton Township is a community of slightly less than seven square miles located north of the City of Philadelphia, with a population of just over 15,000 and a considerably larger transient population. The need to enforce the laws of the Commonwealth of Pennsylvania, Upper Southampton Township, and to uphold the Constitution of the United States, is a common procedure of law enforcement agencies and is a requirement subscribed to by Upper Southampton Police Department.

3. Fire Protection

The Southampton Fire Company responds to fire calls in the Township and is located at 925 Street Road. The company is all-volunteer and is aided by nearby companies on multiple alarm calls. The fire company's central location in the Township places it within good proximity of residential areas. The Insurance Service Office (ISO) standards for fire protection, a national industry service group, recommends that suburban neighborhoods be within a 2.5-mile radius of a fire station with a first response engine.

The company's equipment consists of two pumpers, a ladder truck, and a heavy rescue vehicle. The staff consists of approximately 50 volunteer firefighters and four fire chiefs. The company is supported by the donations, gifts, annual request for subscriptions, and Township tax. The Township's fire protection facilities are adequate.

Fire protection is provided to Upper Southampton Township by volunteers. Staffing shortages have not been an issue to date due to strong volunteerism and participation, but it is anticipated that it may become an issue due to the limited number of new volunteers and attrition of existing staff. Because of the cost and expense of staffing a full time paid professional fire service, this is not a viable option at this time. A combination of paid and volunteer staff may be needed in the future. The township is exploring incentive programs in an effort to attract and maintain the strong volunteer base enjoyed to date.

4. Public Works

The Upper Southampton Public Works Department consists of a Public Works Director, full-time employees, and seasonal employees. The department is responsible for maintaining all Township- owned roads, storm

sewers, traffic lights, signs, public buildings, and Park and Recreation facilities. The department has a full-time mechanic that maintains the fleet of Township vehicles for all Departments as well as Township equipment. The Director plans and schedules all of the employees in managing new construction, renovation, and maintenance of all of these facilities. The Public Works Garage and Office are connected to the Administration Building and the Library.

The township maintains a pavement management program whereby approximately five miles of roads are paved annually, along with sidewalk, handicapped ramp construction, and curbing maintenance. Additionally, street sweeping, and snow plowing are all handled by the department.

5. Emergency Medical Services

The mission statement of the Tri-Hampton Rescue Squad reflects that it is dedicated to providing the best possible emergency Medical Services, Marine Rescue Operations, Disaster and General Support to the residents and visitors to Bucks County, Pennsylvania in general, and the Bensalem, Lower Southampton, Northampton, and Upper Southampton Township area specifically. These services will be provided in times of illness, injury, crisis, or disaster and will be rendered in a professional manner, twenty-four hours a day. The Squad will succeed in this mission through the dedication of its highly trained and devoted personnel, with help from the communities, including their governing bodies, residents, and businesses.

The Upper Southampton location of the Squad is based out of a building at Street Road, adjacent to the Township Fire Station. The Tri-Hampton Rescue Squad—Feasterville, which works with the Southampton Squad, under a mutual contract, serves a small area in the northeastern portion of Upper Southampton and is located on Bridgetown Pike just east of Buck Road in Lower Southampton Township. The squads are obligated under state law to transport a patient to the nearest hospital unless a waiver is signed. The Squad is composed of an Executive Board, Administrative Officers, Operational Line Officers, and other key people, such as: medical director, clinical & training coordinator, communications officer, supply & logistics officer, and a privacy officer. Based on past service studies, the Township has been adequately served by both Basic and Advanced Life Support service. The Upper Southampton Station is number 113, Feasterville is 114, and Richboro (headquarters) is 115.

The Rescue Squad has paid staff on-duty during the daytime hours and is staffed primarily by volunteers around the clock. At this time, the squad will continue to rely on a combination of paid and volunteer staff and should continue volunteer recruitment efforts to increase the staff. The Southampton Squad is financially supported by an annual Contribution from the Township.

6. 911 Service – Hazard Mitigation – Emergency Operations Plan

The 911 emergency service is functional within Upper Southampton Township. The service is connected to police, emergency medical, and fire service stations.

In addition, The Township has also adopted a hazard mitigation plan in accordance with the Disaster Mitigation Act of 2000. This allows the township to receive federal disaster mitigation funds.

Finally, the Township has an Emergency Operations Plan, with an appointed Emergency Management Coordinator and Deputy Coordinator, to allow the Township to continue to operate in the case of emergency circumstances.

7. Postal Services

The US Postal Service office is located at 1050 Street Road. This location is a full-service post office that offers passport application services, PO Boxes, and an automated postal center.

Recommendations for Utilization of the School District and Library Educational Facilities

Detailed several policy recommendations for the schools and educational facilities of the Township as follows:

- Maintain flexibility in school planning by considering improvement or expansion to existing facilities.
- Further the cooperative use of school and Township facilities
- Encourage, support, and implement educational programs and library services of the Southampton Free Library including the possible expansion of the library to meet the growing needs of the community.
- Maintain a capital improvement program to address long-term needs concerning library facilities.

Goals and Objectives

1. Parks and Open Space

Continue to provide adequate parks and recreation facilities for all age groups and interests and promote the preservation of open space as a means to contribute to the quality of life of township residents.

- Recognize that the provision of parks, recreation opportunities, and open space contribute to the quality of life for township residents by offering relief from stress, enhancement of mental and physical fitness, and the ability to be closer to nature and to escape from the built-out environment.
- Make use of existing infrastructure and natural and/or manufactured corridors for recreation opportunities.
- Coordinate and cooperate with governmental agencies and other recreation providers, including the sports organizations that operate in the township, to support their efforts to achieve this goal and these objectives.
- Pursue to the fullest extent possible the recommended park and recreation facility improvements cited in the Township's 2007 Parks, Recreation and Open Space Plan

2. Community Facilities

Continue to provide needed and desirable services within the constraints of the township's fiscal abilities by fostering the efficient and cost-effective provision of community services and facilities.

- Foster the efficient and cost-effective provision and utilization of community services and facilities (i.e., police, fire protection, medical services, Library).
- Continue to provide adequate public protection and preserve Upper Southampton Township as a safe and desirable community within which to reside, recreate, and conduct business.
- Continue to upgrade municipal facilities to ensure compliance with ADA requirements.
- Continue to seek out grant program opportunities.
- Support the goals and objectives of the Library and support the volunteer agencies operating within and for the Township.
- Evaluate whether solar panels are feasible, and if so, and seek any available grants to fund the installation.

Summary

Recreation and community facilities and services are an essential ingredient to the quality of life and success of a community such as Upper Southampton Township. This chapter brought forward the recommendations of the Park and Recreation Board and the Library Board and staff. As time progresses, the need for improved or new facilities and services will be assessed annually. Based on these assessments, recommendations to address any shortfalls will be submitted to the Township Administration.

CHAPTER 9: UTILITIES

Introduction

This chapter describes the existing utilities service, features, and network in Upper Southampton Township as well as any known plans for future expansion of the utilities infrastructure. A more detailed study of each service or facility should be undertaken if the Township determines that extensions, expansions, or other major changes to facilities or service levels are required. The types of utilities described here include: wastewater, water, solid waste, stormwater management, gas, and electric. Planning for these services should be interrelated with land use planning, redevelopment and revitalization efforts to plan efficient growth within the Township.

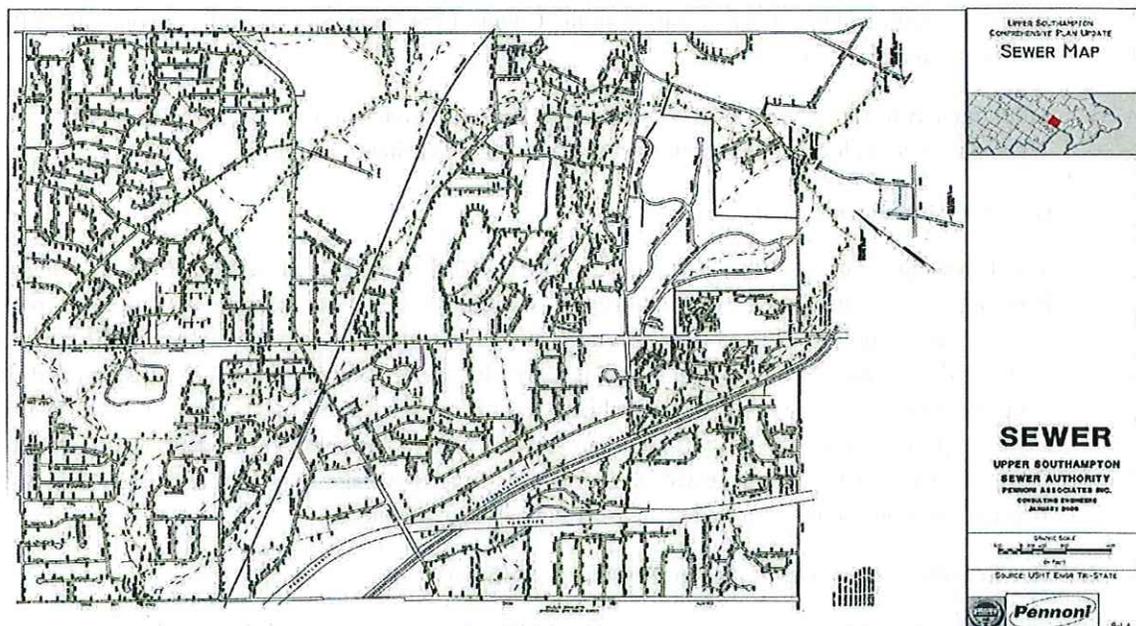
A. Utilities Services

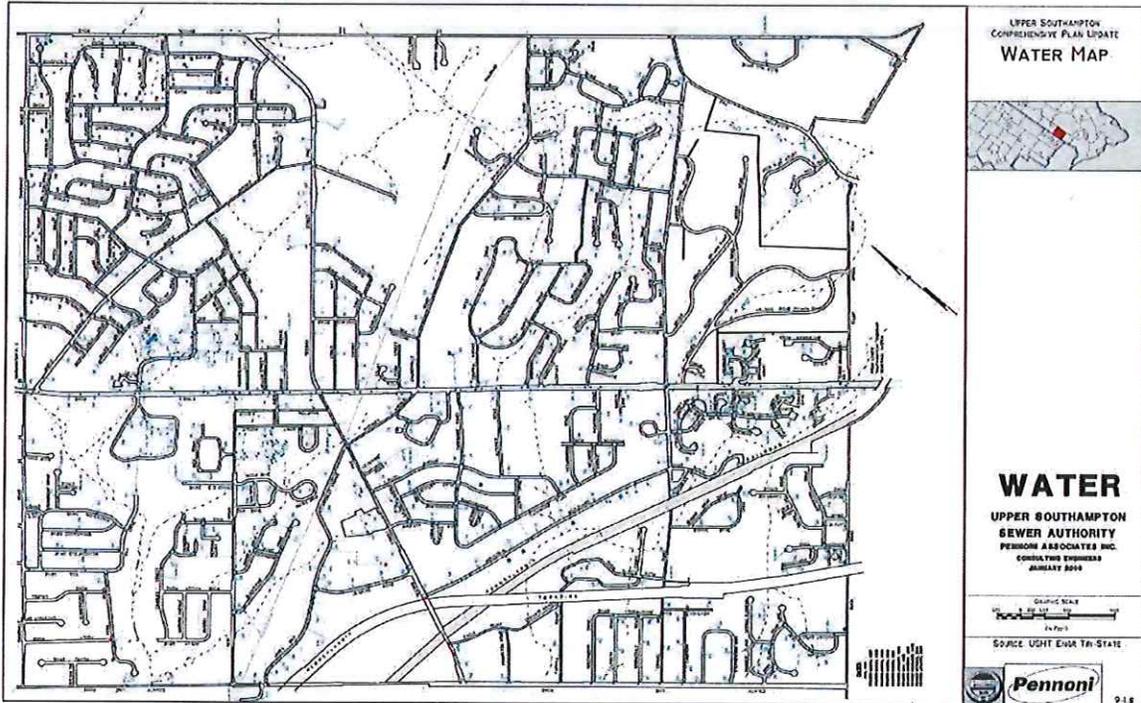
1. Waste Water Service: Upper Southampton Municipal Authority

a. Existing Conditions

All sewage flows through Lower Southampton Township to Philadelphia's Northwest Treatment Plant. The Authority owns and operates approximately 80 miles of 8-inch through 24-inch sanitary sewer main, 1,700 manholes, 5 pump stations and conveys wastewater for approximately 5,500 residential, commercial and industrial facilities in Upper Southampton, 1,235 residential, commercial and industrial properties in Lower Southampton, 687 residential properties in Northampton and 264 residential properties in Lower Moreland. A map of wastewater system is attached.

Current information on sewer service tapping fees including connection, capacity, and collection fees, are available at the offices of the Authority or by phone. A quarterly flat sewer fee is charged for each residential dwelling unit.





Only one substantial area of the Township is not served by sewer service; the Bryn Gweled Homesteads, where 1 or 2 properties may be connected to public sewer service. There are estimated to be approximately 200 properties not served by public sanitary sewerage collection throughout the Township.

b. Projected Service Needs and Expansion Plans

At this time, there are no additional service needs in the existing system. As noted in the map attached, there is one area with a planned expansion, from the County Line Pump Station to the Second Street Pike in the northwest area of the Township.

The Authority has an active Inflow & Infiltration (I & I) Program whereby locations of concern are identified. When a concern is located, it is remedied by replacing, repairing or re-lining.

c. Township Act 537 Plan

The Township's Act 537 Plan is included in the 1970 Sewerage Plan developed by the Bucks County Planning Commission. The Town Authority is essentially tasked with its implementation and provision of potable water supply and wastewater (sanitary sewerage) collection as discussed herein. Because as stated above, only one area of the Township is not served by public sanitary sewerage collection and the nearly built-out status of the Township, there is a high level of compliance and consistency with the Township's Act 537 Plan portion of the 1970 Sewerage Plan and this Comprehensive Plan Update. Upon adoption of this Comprehensive Plan, it is suggested that a review of the Sewerage Plan (Act 537 Plan) dealing with the Township be considered for a review to ascertain any updating needs.

2. Water Service: Upper Southampton Municipal Authority

The Authority owns and operates approximately 80 miles of 6-inch through 12-inch water mains, 2 water supply wells, 4 ground level storage tanks, 2 elevated water storage tanks, 3 water booster stations and provides potable water to approximately 5,120 residential, commercial and industrial customers in Upper Southampton Township. The Authority sells over 425,000,000 gallons of water each year. The Authority is

also responsible for approximately 525 fire hydrants throughout the Township. The Authority purchases the majority of the water distributed from the Bucks County Water and Sewer Authority in accordance with a long-term Agreement between the parties. This water supply is supplemented by Public Wells.

There are two active public wells in the Township, which connect to the public water system. The wells are shown on the accompanying water system map as follows:

- Well 3 and Well 7: at the Miller Drive tank farm.

However, these wells are scheduled to be taken off-line in the near future due to PFOA and PFOS concerns. Additional water will be purchased from the BSWSA to offset the removal of the wells from service.

Residential water service charges are rendered quarterly and based on water meter readings. Additional charges apply with application of services, on and off fees, and meter testing charges, among other fees. These charges and fees are subject to change and are available at the Authority's offices and by phone.

The Township is divided into three tapping fee districts within the service area of the Municipal Authority, (1) the standard district, (2) the southwest quadrant, and (3) Bristol Road. The total tapping fee varies for each location as the collection fee varies. Detailed tapping fees information are available at the Authority's offices and by phone.

There are currently no maintenance or operations issues with the current water systems. Recent upgrades appear to have resolved the operation issues. There are two areas of the Township not served by public water, being the northwest corner of the Township and Bryn Gweled Homesteads.

a. *Projected Service Needs and Expansion Plans*

Bryn Gweled Homesteads successfully lobbied to not have public water, so the installation of public water is not planned. Regarding the northwest corner of the Township, there are water quality issues that have or are being remedied by connecting to the public water supply. The Upper Southampton Municipal Authority has been steadily installing new water mains in the northwest corner through direct customer requests and the awarding of grants to address the PFOA and PFOS contamination caused by the nearby former Johnsville Naval Air Station Facility. These streets include Laurel Road, Clover Circle and Tulip Circle. The Authority will continue to monitor the PFOA/PFOS situation and determine if any changes to the operation of the two municipal wells need to be made. As previously stated, there are no immediate plans to expand the system to the Bryn Gweled Homesteads, but that option should be reviewed in the future.

The Municipal Authority has identified two sections for extension of the system, as described below and shown on the accompanying map in the end of this chapter.

- County Line Road and Davisville Road area including Chestnut Drive, which is currently not served by public water.
- Second Street Pike in the triangle adjacent to the Turnpike near the bowling alley, which is currently not served by public water and uses private wells with poor water quality.

According to the Authority, it is willing to install water mains where feasible if the public demands it. It is further noted that the Authority recently installed water mains on Sylvia Drive and Pearl Drive at the request of residents and the awarding of a grant. The Authority has installed or replaced over 25,000 LF of new water main in the past 10 years to serve residents in need of public water or improve water quality and fire flows.

Also, most of the population in a given area without potable public water supply need to request such accommodations. As exhibited in this chapter and plan, the Township is nearly built-out and there are areas recognized for improvement and expansion above.

B. Solid Waste Management

The *Bucks County Municipal Solid Waste Management Plan 2018-2028* was approved by PADEP and adopted by the Bucks County Commissioners in 2018. It was submitted to the municipalities for adoption by Bucks County and was adopted by Upper Southampton Township. Model ordinance language from the Plan was used in the Township's Solid Waste Chapter in the zoning ordinance, also contained in Ordinance No. 387, which requires residents to participate in a waste collection service, collected by a private hauler.

Additionally the Township has adopted Ordinance No. 386, which requires residents to participate in a curbside recycling program. Also, Ordinance No. 386 requires commercial establishments to participate in a recycling program. Curbside materials are collected once a week, and each commercial entity shall establish its own program.

Residents are reminded via a newsletter and a citizens' guide which is both available at the Township Administration building, the library, and delivered as a separate insert with the newsletter. Additionally, the Township website makes this information available.

The commercial entities are reminded about how they should participate in the recycling program, via newsletters and the Township website. The Township has a program of enforcement that periodically monitors participation, receives complaints and issues warnings for required participants and provides fines, penalties, or both.

1. Recycling

Bucks county Plan: Bucks County's *Solid Waste Management Plan (2018)* provides guidance for the management of solid waste in the County through the year 2028. It is recommended that the Township continues to monitor and reporting recycling efforts, expand the education program, expand leaf waste and organics collection programs, and consider more stricter and comprehensive regulations and ordinances to facilitate and increase the collection rate, so as to also increase greater income to the Township through this program.

The Plan complies with PA Act 101, also known as the Municipal Waste Planning, Recycling, and Waste Reduction Act of 1988. PA Act 101 requires all counties to plan for Solid Waste Management and to contract for 10 years of available disposal capacity. The Plan includes an estimate of solid waste management needs, existing facilities, and projected needs and capacity, and states that there is available capacity to accommodate projected population growth within Bucks County for Solid Waste Management disposal options. The Plan must be updated every 10 years, according to Act 101.

2. Yard Waste

There is a designated drop off location where residents may deposit leaves and other yard and garden residues. The Township also has and supports a program that addresses illegal dumping and/or littering problems, as set forth in the Township Littering Ordinance. Incentives, such as lower trash/recycling bills are used and promoted to encourage residents to do more recycling, and where all recycling grants' revenues are deposited in the Garbage & Refuse Fund and used to lower trash fees to residents. Lastly, the Township, in Ordinance No. 387, Section 7, the burning of waste is regulated. The Township has recently entered into a compost agreement with Northampton Township for a depository site for such waste and re-use.

3. Household Waste

Solid Waste Management services for Township residents and businesses are provided by contract with a Solid Waste Management company. Residential trash is collected on Friday. The trash hauler removes appliances, dried latex-based paints, and bulk items as well, in accordance with guidelines for frequency and condition of the items. As noted above, the trash hauler also collects recyclable items in the Township, which is collected on Friday. Yard waste is also collected for compost, between April 1st to December 15th of each year. Additional information trash collection schedules and specifics for the Township can be found on the Township website at the below email address or in the Township newsletters and Residents' Guide available at the Township Municipal Building and Library.

<http://www.southamptonpa.com/trashregs.html>

4. Hazardous Waste

Bucks County hosts, at several locations, a free hazardous waste and computer collection program for county residents. Business, industry, and institutions cannot participate in the program. The collection dates are on specific dates in June through September. Detailed information on the program including collection dates and locations can be found at the following link: <http://www.buckscounty.org>. Hazardous waste includes motor oil, oil-based paints, pool chemicals, pesticides, batteries, flammables, etc. Latex (water-based) paint may be placed in the trash for regular collection, but unused paint should be hardened to prevent spillage into the street during collection.

5. E-Recycling

Upper Southampton Township implemented a voluntary electronics recycling program in 2023 for its residents. The program has been received well and utilized heavily with thousands of pounds of old televisions, computers, monitors and small appliances being recycled through a licensed e-recycling vendor. Periodic reports are filed with the Pennsylvania Department of Environmental Protection.

C. Stormwater Management

The Board of Supervisors of Upper Southampton Township has adopted many provisions to regulate stormwater management within the Township. The location of the existing stormwater management system, a separate and designated management system, can be seen in maps at the Township Administration Building. Updates to the system at this point include mostly culvert repair and connecting points where old system links are lacking.

The Township is located in the Neshaminy, Poquessing Creek, and Pennypack watersheds. The PA Department of Natural Resources (DCNR) has placed portions of the Neshaminy Creek on the Pennsylvania Rivers Conservation Registry. A portion of the watershed, including tributaries and watershed lands located in Upper Southampton and surrounding municipalities require appropriate stormwater management practices to protect these waters.

The Lower Neshaminy Creek Watershed Conservation Plan, approved by DCNR in 2005, describes the boundaries of the watershed protection measures, which includes approximately 60 square miles within Hulmeville Borough, Langhorne Borough, Langhorne Manor Borough, Lower Southampton Township, Middletown Township, Northampton Township, Pennel Borough, and Upper Southampton Township, all within Bucks County. The plan further states that all tributary streams within the Neshaminy Creek Watershed be designated for protective measures.

In September 2022, the Township Board of Supervisors updated the Stormwater Management and Earth Disturbance Ordinance to provide adequate planning and management of stormwater runoff that was resulting

from land development redevelopment throughout the watershed. The purpose of the ordinance is to promote the public health, safety, and welfare within Upper Southampton Township watersheds by maintaining the natural hydrologic regime and minimizing stormwater impacts by minimizing impervious surfaces, promoting non-structural stormwater best management practices, promoting alternative project designs and layouts that minimize the impacts on surface and groundwater. Article IV, Section 104 of the ordinance describes general requirements for applicants proposing regulated activities within the watershed and includes requirements for surface discharge, a drainage plan, stormwater drainage systems, existing points of concentrated drainage, areas of existing diffused drainage discharge, proximity to existing streams, and minimization of impervious surfaces and infiltration of runoff, among other requirements. No regulated earth disturbance activities within the Township are allowed until requirements of the ordinance are met. This Ordinance set out fees, best management practices, and maintenance responsibilities. Regulated activities include land development, subdivisions, alterations of natural hydrologic regime, construction or reconstruction, piping, and earth disturbance and/or additional impervious surface areas of greater than 1,000 square feet and are applicable to sites within the described watersheds. The Ordinance requires the Township to comply with the National Pollutant Discharge Elimination System II Program in accordance with the program (NPDES PAG-13 MS4 permit).

The Township is currently improving portions of the Mill Creek and Southampton Creek as part of the DEP MS4 permit. Annual reports report are required and are filed.

Subdivisions and land development require an applicant to provide a financial guarantee to the Township that the construction of storm water management improvements will be accomplished in a timely fashion for the required improvements. A separate maintenance plan including best management practices (BMPs) is required and which is filed at the offices of the County Recorder of Deeds with prescribed details and mapping.

The Township has identified a need to inspect storm water management basins located throughout the Township insure proper operation. The Township has started inspecting basins and requiring improvements to be made. The Township is developing a program for periodic inspections.

Commencing in Year 2026, the Upper Southampton Municipal Authority will be undertaking the responsibilities for maintenance of the storm water management system serving the Township.

D. Electricity and Natural Gas

Upper Southampton Township is served by the Philadelphia Electric Company (PECO), an Exelon company. PECO maintains lines, trims trees, and otherwise serves residential and commercial customers in the Township. Other providers may be available in the near future.

E. Energy Efficiency and Sustainability

The following are taken from U.S. Environmental Protection Agency (EPA) Guidance documents:

Goals

- Improvements in local energy efficiency and the community economy.
- Study and implement sustainable energy practices when feasible.

Objectives

- Identify barriers to energy efficiency.

- Select projects that are cost-effective and implementable.
- Determine environmental impacts and economic benefits of projects.
- Promote energy surveys in the areas of residential, industrial/commercial and transportation.

F. Issues and Recommendations for Action Planning

- Prepare and distribute a guide to locally available energy-smart products and services
- Perform and publicize energy retro-fits in public buildings as an example for the community
- Hold workshops on energy efficient techniques. Provide outreach on energy efficiency such as displays, newspaper articles and school presentations
- Establish coordination with local energy utilities
- Track accomplishments and monitor progress of energy related projects
- Identify sources of financing and support for energy projects and programs
- Develop separate task forces for residential, governmental, and private sector energy efficiency
- Utilize energy efficient subdivision and land development practices
- Urge architects to produce energy-efficient building designs
- Adopt energy efficient homebuilding codes
- Explore energy saving opportunities such as: lighting, indoor climates, hot water, refrigeration, cooking, laundry, and manufacturing and industrial processes
- Reduce transportation fuel costs by: increasing fuel efficiency; promoting efficient use of vehicles; and reducing demand for travel
- Develop alternatives to transport by personal auto; such as trains, buses, bikeway, and walkways
- Explore experiences in other communities
- Revisit Bryn Gweled Homestead public water issues to determine (1) if the position has changed on public water; and (2) whether water mains with hydrants are feasible for firefighting purposes.

G. Relationships to Growth, Land Use, and Revitalization

As stated in an earlier chapter in the land use discussion, the Township is largely built-out. Within the past few years, there have been small residential subdivisions of parcels and office developments, but no large developments that require significant utilities commitments and extensions. As noted in the water and sewer service sections above, there are several planned facility expansions within the Township, as shown on the accompanying maps. If the Township plans to pursue revitalization or larger new uses, like office parks or light industrial in areas not yet served by utilities, provisions for those services must be explored at that time, and include cost/benefit analyses. An option would be to evaluate the current Sewerage Plan for sanitary sewerage collection system improvements based on the future land use recommendations of this Plan, when deemed appropriate and necessary.

CHAPTER 10: HOUSING

Overview

A primary goal for Upper Southampton Township is to enhance the quality of life of its residents. This can be achieved by carefully integrating commercial, industrial, and residential growth. Proper accommodation of housing in particular is vital in planning for the future of the township. Upper Southampton is almost fully developed with much of the Township being occupied by housing. The *2010 Comprehensive Plan* stated several main objectives for protecting resources, providing adequate facilities, choosing dwelling types, and permitting development at densities compatible with existing neighborhoods, and policies for maintaining the residential character of the community were presented. This language was used in the 1998 Comprehensive Plan as well where it was acknowledged that most development had already occurred. The township is now at a point where it must sustain itself.

Sustainability in housing development and redevelopment typically means encouraging environmentally sensitive design of housing units, reducing sprawling land use by encouraging compact design densities, containing stormwater runoff, and hazardous yard materials by planted buffers or separate stormwater systems, while encouraging energy efficient units. As applied to the Township, the Township must focus ensuring any remaining development or redevelopment is consistent with our existing communities as well as maintain the existing infrastructure. In addition, revitalization of commercial areas is welcomed and should be pursued by the Township when opportunities present themselves that will in turn benefit the residential areas. In order to analyze housing, it is helpful to understand population trends.

A. Population

The *2010 Comprehensive Plan* used census data from 2000. Thus, the data used is limited but telling. The population of the township in 2010 was 15,152. The population in the township in 2020 was 15,269. This is a de minimis increase for a ten-year period. 2020 census data further projects a population decrease to 15,134 in 2022. The Township has a steady population for the past 25 years. This reflects that the township is fully developed.

B. Existing Housing Characteristics

1. Owner and renter-occupied (multi-family) housing units:

The below charts and tables demonstrate that the township's housing has consistently been mainly owner-occupied since 2000. This is a consistent pattern among communities that surround the township as well as Bucks County.

2. Residential Composition & Characteristics

	Total Households	Owner- Occupied Homes	Vacant Housing Units	Median House Value
2000	6,031	4,591	92	175,800
2021	6,211	5,130	148	345,300
Percent Change	3.0%	11.7%	38%	96.4%

Source: 2021: ACS 5-Year Estimates

	Total Households	Owner- Occupied Homes	Vacant Housing Units	Median House Value
Upper Southampton	6,211	5,130	148	345,300
Lower Southampton	8,008	7,880	128	311,700
Warminster	14,350	13,996	354	328,200
Northampton	14,809	14,336	473	440,300
Lower Moreland	4,942	4,722	220	446,100
Upper Moreland	10,906	10,228	678	299,600
Bucks County	254,740	245,740	9,540	351,700

Source: DVRPC, US Census 2021

3. Housing Age – Median Housing Value

The median housing value in Upper Southampton Township in 2021 fell somewhere in the middle of the surrounding municipalities slightly lower than the Bucks County median value at \$345,300. The Average Household and Average Family sizes were close to the regional values. In 2021, the median value of owner-occupied housing in Bucks County was \$351,700.

The housing stock in Upper Southampton was primarily built between 1950 – 1989, with 1950 – 1959 and 1960 – 1969 representing approximately 20.4% and 25.9% of those units, respectively. The age of housing units is particularly important as residents per household increases, as the housing stock may be viewed by some as older. Also, older homes may require maintenance and upgrades to maintain value. Some studies show that major systems in homes require replacement every 25 to 30 years. Most of the homes in the Township are reaching that age range.

Figure 10.3 – Occupied Housing Unit by Year Built, 2020

Year Built	Units	Percentage
2014 or later	8	0.1%
2010 to 2013	39	0.6%
2000 to 2009	77	1.2%
1990 to 1999	549	8.8%
1980 to 1989	754	12.1%
1970 to 1979	1,21	19.6%
1960 to 1969	1,610	25.9%
1950 to 1959	1,273	20.5%
1940 to 1949	337	5.4%
1939 or earlier	346	5.6%
Total	6,214	

Source: Census 2020

Table 10.4 – Value of Specified Owner-Occupied Housing Units, 2021

Ranges of values	Units	Percentage
Total	4,860	
Less than \$50,000	80	1.6%
\$50,000 to \$99,999	36	0.7%
\$100,000 to \$149,999	95	2.0%
\$150,000 to \$199,999	270	5.6%
\$200,000 to \$299,999	1,424	29.3%
\$300,000 to \$499,999	2,597	53.4
\$400,000 to \$999,999	332	6.8%
\$1,000,000 or more	26	0.5%

Source: US Census 2021

4. Elderly and Near-Elderly Housing Options

The median age of the population of Upper Southampton Township shows that is increasing. It was 42.8 year in 2000. It is now 50.2 year in 2020. As the older population transitions out of single-family homes, they will need alternative housing and service options conversion of a portion of an existing house, addition to an existing house, conversion of an existing garage or the construction of an entirely new building. Further, there are a variety of design and use standards which apply to the creation of an ADU to consider. These include limiting the overall number of residents in both units, limitation with respect to home occupations, and the location of entrance doors and size of the ADU. Where an ADU is created in a new or existing detached structure or by the addition to a

house, there are usually additional standards regulating the exterior appearance and materials of the ADU.

These additional standards include provisions for the height, roof pitch, trim, eaves and windows. Lastly, there are size limitations, for example: The ADU may be no more than 33% of the total living area of the house or a maximum of 800 square feet, whichever is less. And there are entrance considerations, for example: only one entrance can be located on the facade facing a street. If an existing building has more than one entrance facing the street, then each unit can have an entrance facing the street. A secondary entrance to each unit can face a street where access is not to the ground floor, but the door provides access to a balcony or deck. All these matters and more would have to be reviewed and considered in the Zoning and Subdivision and Land Development Ordinance, at an appropriate time, if this type of housing is necessary for Upper Southampton Township.

Long-term care for the elderly is available at Southampton Estates and The Province of Southampton, Genesis Elder Care in Huntington Valley, Ann’s Choice in Warminster, and Majestic Oaks Health Care Center and Christ Home Retirement Community, in Warminster., such as active older adult communities, apartments close to the central business district, possibly accessory dwelling units (ADU’s) commonly known as “mother-in-law” suites, assisted living facilities, and home health care. An ADU is a second dwelling unit created on a lot with a house, attached house or manufactured home. The second unit is created auxiliary to, and is smaller than, the main dwelling.

Figure 10.5 Bucks County Health Facility Statistics				
Measure	Bucks County	Interval (95%)	Pennsylvania	Comparison
Hospital Beds per 1,000	1.5	(1.4-1.6)	2.3	Lower
Hospital average inpatient occupancy rate	51.2	(50.9-41.4)	61.9	Lower
Hospital admissions per 1,000	71.9	(71.3-72.6)	99.6	Lower
Nursing home licensed beds per 1,000, aged 65+	28.1	(27.1-29.0)	36.2	Lower
Nursing home average occupancy rate	76.6	(76.4-76.7)	75.1	Higher
ASCs - percent of surgical visits, aged 65+	42.6	(42.0-43.3)	42.6	Similar
Source: Bucks County Health Profile 2020				

Although an increase in the elderly population is projected, the need for long-term care may be addressed through less costly and more appropriate alternative care methods to meet the medical

and personal needs of many members of this population. These alternatives include adult day care, personal care facilities, continuing life care facilities, active living communities, in-home services, and multi-family units that support the reduced housing square footage necessary for empty nesters and the elderly. The Township should plan for these uses on a local and regional level to ensure that facilities will be available for the elder community within the region.

While there are not any hospitals located in the Township, hospital care near the Township is available at the following facilities: St. Mary's Medical Center (Langhorne), Jefferson Abington Hospital (Abington), Holy Redeemer Hospital (Huntingdon Valley), Doylestown Hospital (Doylestown), Jefferson Bucks Hospital (Langhorne) and Lower Bucks Hospital (Bristol).

C. Goals for Housing

Provide safe and adequate housing for present and future residents.

- Preserve housing diversity
- Ensure zoning and land development regulations incorporate sustainable design and smart growth provisions
- Continue to promote public health, safety and welfare by ensuring quality living environment with quality housing through sound zoning and SALDO standards.
- Continue to explore expanding alternative housing developments in appropriate locations in the township, specifically the existing TND and mixed uses in 2nd Street Pike, Street Road, and industrial corridors to accommodate higher density residential uses to coincide with redevelopment.

D. Recommended Actions: Residential Development

Though much of the Township has been developed during the last quarter century, growth policy must reflect the goals of maintaining the residential character while planning the few underdeveloped areas in the Township. To best guide residential development in the Township, permits and approvals must conform to zoning and subdivision and land development ordinances.

It is recognized, as shown on the Future Land Use Map, that only very limited areas exist in residential zones and areas where additional residential development can occur. More attention should be given to housing stock maintenance than construction (new) and residents should be encouraged to maintain such housing stock. The bulk of housing was built from 1939 to 1989.

Several housing-related policies included in the 1998 Plan as part of the Population and Housing Chapter, are considered valid, were brought forward into this 2010 Plan and are brought forward in this 2024 Plan as follows:

- Endorse and enforce the Township zoning regulations, as periodically updated
- Thoroughly review development proposals that seek to rezone residentially zoned land to other uses, or that seek to increase the density of existing residential zones without demonstrated valid and acceptable reasoning

- In the developed residential areas, which are located outside of the “Corridors for Revitalization” and “Special Study Areas” referenced in this chapter and elsewhere in this Plan, oppose development proposals that seek to rezone residentially zoned land to other uses, or that seek to increase the density of existing residential zones
- Enforce the existing zoning and subdivision and land development ordinances in areas outside of the “Corridors for Revitalization” and “Special Study Areas”
- Maintain safe and quality housing through sound building and fire code enforcement including the requirement of installing sprinkler systems in all new and retrofitted structure
- Maintain and upgrade public facilities and services as practical within budgetary constraints
- Protect amenities that contribute to residential character such as open space, natural resources, street trees, and low traffic volumes
- Require development in residential areas be consistent with current zoning and subdivision and land development ordinances and include a Fiscal Impact Study with all new development and redevelopments as well as re-zoning requests
- Require adherence to compatibility standards in non-residential and mixed-use areas with densities requirements within the central business district regarding traffic, signage, lighting, noise and hours of operation
- Consider a variety of housing unit types to accommodate the needs of the growing rate and numbers of senior citizens and the elderly
- Increase accessibility for the mobility of elderly resident, particularly in retail and commercial locations that cater to such residents that may be mobility-challenged
- Consider amending the zoning ordinance in residential zoning areas and districts to accommodate accessory dwelling units to meet the needs of aging in place
- Provide recreational amenities geared to more passive recreation for the elderly and near elderly as they age
- Consider the addition of active adult, independent living and assisted care communities where space allows and the market demands
- Consider multi-family elderly or near-elderly housing in the revitalization overlay areas, particularly in the “Town Center area” along Second Street Pike and Knowles Avenue
- Evaluate the future role, based on 2020 Census data and beyond, that Upper Southampton Township might need to address regarding the future housing needs of the elderly and near elderly on a regional basis

E. Sustainable Design Applicability

An additional goal that is a key focus of this plan is sustainability and resource conservation and protection. Reasonable sustainable development and redevelopment of housing would improve the natural systems, infrastructure efficiency, and quality of life in the Township. Some examples of potential sustainable housing principles, which are discussed in more detail in Chapter 5 – Natural and Historic Resources, include:

- Develop zoning regulations and guidelines, and then encourage alternative energy sources, like solar

panels, geothermal heating, and wind power

- Encourage site-sensitive design to take advantage of sun orientation and natural features on the site, such as existing trees and proximity to open space
- Amend the subdivision and land development ordinance to regulate land clearing and topsoil removal over large areas and limit permissible site area disturbance
- Amend the subdivision and land development ordinance to require where practicable replacement of trees that are removed or destroyed during development
- Amend the zoning ordinance to include a riparian buffer requirement
- Encourage continued active involvement of the Environmental Advisory Council (EAC)
- Incorporate Low Impact Development (LID) techniques into the zoning ordinance and subdivision and land development ordinance

CHAPTER 11: REVITALIZATION

Introduction and Purpose

The purpose of this chapter of the Upper Southampton Township Comprehensive Plan is to update a Revitalization Plan written in the 2010 plan for the Township that will serve as the foundation for a comprehensive implementation program focused on improving the economic vitality of the Municipality. This chapter describes the current physical and economic conditions of the three commercial corridors (Second Street Pike, Street Road, and the Industrial Boulevard area), the “Town Center Area” of the Township and recommends a course of action to address issues that need to be resolved to improve the economic vitality of the Township. This 2024 update almost mirrors the 2010 Plan as the revitalization is still needed and the 2010 Plan information is relevant today.

A. Past Planning Efforts

In addition to the Revitalization Plan in the 2010 Comprehensive Plan, the Township had developed previous plans for addressing the need for economic revitalization of the Second Street Pike corridor and the “Central Area” of the Township. The Township’s *Comprehensive Plan of 1968* included a chapter entitled, “*Southampton’s Central Area, A Look into the Future*”, which established goals, policies and a master plan to upgrade the development of the Central Area of the Township.

In June of 1985, the Upper Southampton Township Planning Commission prepared the “*Upper Southampton Township Central Area Study*”, which recommended specific land use recommendations for development, vehicular and pedestrian circulation and specific improvements that would lead to the creation of a village-type development in the central area of the Township within the triangle formed by Second Street Pike, Street Road and the SEPTA Newtown Line. The report described that little progress has been made on the 1968 Comprehensive Plan recommendations in its introductory paragraph that states that, “Since 1968 much of the vacant land in the area has been developed and led to traffic congestion, vast expanses of asphalt, deteriorated structures and a clutter of signs, utility lines, and automobiles. Instead of the attractive “Town Center” – envisioned in the *Township Comprehensive Plan (1968)*, much of the *Central Area* has developed into a typical commercial strip.”

The Township’s *Comprehensive Plan of 1998* included a focus on the “*Town Center Area*”. The 1998 plan reviewed the 1985 study and updated the current state of affairs for the area. The 1998 Plan called for implementing many of the recommendations of the 1985 study. It also recommended a stronger working relationship with the property owners and the business communities, consideration of tax incentives, adoption of national “Main Street” principles, strengthened pedestrian linkages, upgraded streetscapes, improvement of signage and installation of banners along Second Street Pike. The 2010 Comprehensive Plan contained a Revitalization Plan, the concepts of which are reiterated in this section.

While some of the previous recommendations have been implemented, the vast majority of the recommendations have not moved forward for a variety of reasons. This 2024 Plan, as well as the 2010 Plan, calls for specific action that will ensure that the goals and objectives included in this plan are realized within the timeframe established for the economic revitalization program.

B. Current Regional Influences/Patterns

1. Location

Upper Southampton is located within the Delaware Valley and the Greater Philadelphia area. The Township is located in Bucks County at the border with Montgomery County north of the City of Philadelphia. Second Street Pike, the “Main Street” through the heart of the Township was once connected to Second Street in the City of Philadelphia. The major key intersection of the Township is the junction of Second Street Pike and Street Road, which forms the Central Area of the Township.

Following a period of rapid growth after World War II, the Township and the region has settled into a stable period of limited population and employment growth. New housing and business development continues on the few remaining parcels within the Township and surrounding communities. In-fill development and the tear-down and replacement of existing commercial developments continue. As of the writing of this Plan, recovery from the impacts of the Coronavirus is still underway. The past several years have seen unforeseen impacts to retail, office, and other uses. All of these impacts should be a consideration in planning for the future of Upper Southampton’s economy.

2. Competition

The Township faces competition for real estate and business investment within the region. Montgomery County, located at the Township’s border at County Line Road, has prepared a comprehensive economic development plan and program and has become one of the most successful counties within the nation. Bucks County has a number of economically successful communities that compete for new housing and business within the region. Most of the communities within the region surrounding the Township are actively engaged in commercial development and redevelopment.

The competition for new and expanding business is anticipated to increase in the next decade as municipalities seek non-residential development as a source of new tax revenue to maintain or reduce local property taxes within their communities. Other potential competition for business investment may come from the redevelopment of former federal government properties that can be offered at below- market prices with the potential for special tax incentives.

3. Energy Costs

One of the factors that are expected to influence consumer lifestyles and real estate development patterns in the future will be the cost of energy. Transportation costs are anticipated to increase at a rate higher than the average expenses for other businesses and households. Not only the cost of operating privately owned vehicles will increase but the commuting time to work and shopping will increase, the congestion on local and regional roadways will grow and drive-times will increase.

The energy consumption of buildings through the use of sustainable energy that was anticipated by the 2010 Plan has been limited. Improved technology may result in economically feasible sustainable energy becoming available resulting in savings to the Township. The use of sustainable energy conserving construction techniques and operating practices is recommended.

4. Changing Consumer Preferences

As reported in the media, a number of recent consumer surveys and studies have documented a shift in consumer living, shopping and entertainment patterns. As the baby-boom generation enters the “empty nester” phase of their life, a new lifestyle pattern is emerging. These “boomers”, who represent the largest generation in our nation’s history are seeking housing options that require little maintenance on their part,

are located near diversified and higher-end shopping, entertainment, locations to eat, drink and meet friends and cultural and historic attractions. Consumers are seeking to find these amenities within short distances of their homes that may be accessible by a bicycle or walking, for health or other reasons. At the same time, younger professionals and young families desire similar trends related to walkability in their communities. While the Township is surrounded by municipalities within a reasonable driving distance that offer diversified and higher end shopping, entertainment, taverns restaurants, cultural and historic attractions, and train transit, there is also opportunity to refresh and revitalize the Township's commercial, industrial and office areas respecting reasonable densities of future development to retain the small town feel and specialness of Upper Southampton.

C. Corridors for Revitalization

1. Second Street Pike (PA 232)

Second Street Pike serves as the "Main Street" commercial corridor through the heart of the Township. The road was the original link from the Township and the region to Second Street in the City of Philadelphia. Farm products and other local goods produced in the area travel south on the "Pike" to the city. As the Township developed, Second Street Pike adapted over the years and has now become a suburban commercial arterial road with isolated retail and service uses and two larger 1960s-style shopping centers straddling the road. Traffic congestion has increased over the years and a number of projects are being recommended within this plan to address the congestion and aesthetic issues of the current corridor.

Of the three corridors for revitalization discussed in this chapter, the Second Street Pike Corridor should still be the first priority of the Township's economic revitalization plan. Second Street Pike is recognized as the commercial hub of the Township and has been the subject of plans for revitalization since at least 1968. Many of the problematic conditions found in the previous plans still exist, and in many instances are in worse condition as traffic congestion has increased and the development patterns continue the negative trend.

Second Street Pike currently contains numerous examples of uncompetitive building layouts which have vacancies and are underutilized. The current layout of the commercial properties is not conducive to pedestrians or bike riders. The large areas of asphalt and the absence of dedicated walkways discourage walking either to the site or within the shopping centers. Some segments of this corridor contains, as noted, the more TND style development that is likely newer than the older section closer to Street Road in the area of Knowles Avenue, with parking to the rear and side with buildings closer to Street Road with attractive landscaping. This flavor and style is to be retained in the plan of revitalization implementation. The existence of overhead utilities is also an undesirable feature of the corridor. Some thoughts are to have either sub-surface relocation or relocation to the backs of property parcels along this corridor to free the roadway and right-of-way of these visual encroachments, as well. Signing and uniformity will be a focus in the planned revitalization overlay zoning, which would cater to existing successful businesses while obtaining a sense of visual place yet retaining individual identity of these existing businesses. This would be for the full corridor, concentrating chiefly on the area northward from Industrial Boulevard to the north side of Street Road. Overlay zoning regulations for the currently zoned commercial and retail areas should be considered to encourage and promote revitalization.

It is envisioned that the implementation of this chapter on revitalization will take advantage of overlay zoning to be done as a corridor to address deficiencies in existing site design and layouts. It is recommended that the best features of portions of Second Street Pike, between County Line Road and Street Road where building setbacks and front yard landscaping be blended in and utilized to the maximum extent possible. The segments clustered around Industrial Boulevard and Second Street Pike need unifying design schemes, recognizing that the bridge over the PA Turnpike and the land uses in that area present challenges that need

to be considered in the implementation plan for revitalization. Some of the sites to the central area of this corridor are aesthetically pleasing, while northward towards Street Road, the facades, frontages, and general streetscapes are unattractive. The Plan will make an effort to incorporate the best features of the corridor, while addressing deficiencies as noted. The corridor is old, and buildings and uses are varied and fragmented. The Plan for revitalization and overlay zoning will encompass remedies that will be subject to “buy-ins” from the affected business community members.

Certain revitalization is underway as of the preparation of this documents. A Wawa convenience store is being constructed at the intersection of Second Street Pike and County Line Road. The property know as 295 Second Street Pike, the former location of a Wendy’s Restaurant, is being revitalized into a popular delicatessen. The property known as 436 Second Street Pike, the former location of a Taco Bell Restaurant, is the new location of a Duncan Donuts Restaurant.

2. Street Road (PA 132)

Street Road transverses the Township on a northwest-southeast direction and connects the Township to the Delaware River waterfront in Bensalem and Folly Road in Warrington Township. Street Road carries a high volume of automobiles and large commercial trucks through the Township. It has been developed with a number of mixed uses including retail, restaurants, banks, service providers and community facilities including the Township’s municipal complex. The Township should continue to encourage the development of high-quality in-fill and replacement commercial development along Street Road.

Current zoning appears to have encouraged quality development and construction along this key commercial corridor in some locations, while others have been in existence for some time and in possible need of change to newer land uses. The Township should install new signage at the municipal borders on Street Road that promotes the patronage of the Township and the “to-be” revitalized Second Street Corridor. Gateway signage can help to create community character and attract residents and businesses to the community. A new sign should be installed on the northwest bound side advising truck drivers of the need to turn at Gravel Hill Road to reach the Industrial Boulevard businesses.

The commercially zoned and utilized land areas along this corridor should be considered for an overlay zoning district that would encourage newer and more desirable uses, aesthetical improvements, buffering/screening and other desired features, determine a reasonable density of development, accessibility, and sustainability.

Recognizing the current non-conformance of a scattering of residentially-zoned parcels utilized for commercial-type uses and the probability that they will so continue in the future, it is recommended that these parcels in particular be subject to overlay zoning to create and maintain sufficient building setback, buffering/screening of adjacent residential zoning and land uses while encouraging a new set of permitted land uses, yet to be determined during the preparation of such overlay zoning district regulations. They are essentially located at the eastern and western ends of the Township along both sides of Street Road, as shown on the Future Land Use Map and further explained in the Future Land Use Plan chapter.

3. Industrial Boulevard and Southwestern Industrial Area

Industrial Boulevard and the industrial area in the southwestern part of the Township located along Knowles Avenue, Jaymor Road and James Way make up the industrial core of the Township. Industrial Boulevard intersects with Gravel Hill Road which links Industrial Boulevard to Street Road. Industrial Boulevard parallels the freight railroad and intersects with Second Street Pike just north of the Pennsylvania Turnpike.

This area is almost the exclusive industrial area of the Township and provides a major source of employment and non-residential tax revenue to the Township. The Industrial Boulevard area is essentially built-out and

only a very limited number of sites can be expanded. The industrial area west of Second Street Pike still has some limited area for additional development, in-fill, and expansion. Overlay zoning district regulations should be considered for the industrially zoned land parcels to encourage and promote revitalization.

Since the industrial areas of the Township cannot be expanded to any significant degree, the Township's strategy for this important corridor should be the preservation and replacement of the existing structures that are within this industrial corridor. Maintaining the value of these buildings will increase the tax revenue to the Township, helping to keep the local property and school district taxes down.

Since many of the buildings are aging, their rehabilitation and replacement will become necessary. Many of the buildings will become uncompetitive and/or functionally obsolete for their original industrial or warehouse uses. The Township should consider non-traditional uses for these buildings including indoor recreation, educational, and day care centers, etc. The current zoning ordinance should be reviewed to ensure that new commercial uses can be located within this industrial zone, keeping the corridor economically viable.

One of the issues under consideration is the changing of the name of Industrial Boulevard to a name more indicative of the current businesses located on the corridor such as Commerce Boulevard or Southampton Boulevard. There may be merit to the name change although it will create an expense for current businesses to change printed material etc. This name change should be discussed further with the businesses located on the corridor.

D. Current Land Uses/Gap Analysis for Future Land Uses

1. Current Land Uses

Although the Township has a relatively diverse economic base and a good balance between retail shops, service providers, restaurants, industrial, warehouse and other sectors of a modern economy, there are certain retail gaps within the Township. The Township has a well-conceived zoning scheme that permits a wide-variety of business and residential uses that promotes a healthy and high quality community. Other chapters of this Plan provide detailed recommendations for the modification of land uses.

The Township created an overlay district known as, Town Center Active Adult Overlay District, that includes portion of Knowles Ave, Street Road and Second Street Pike as shown on the Zoning Map. An active adult housing development was built in this area that incorporated the spirit of the foregoing paragraph.

2. Retail Opportunity Gap

In the retail sector of the Township, there are gaps or lack of businesses in the community that could meet a need generated by the residents of the Township. Retail gaps are caused by an imbalance between the retail demand, indicated by consumer expenditures, and retail supply, indicated by retail sales.

E. Measures for Revitalization

In the retail sector of the Township, there are gaps or lack of businesses in the community that could meet a need generated by the residents of the Township. Retail gaps are caused by an imbalance between the retail demand, indicated by consumer expenditures, and retail supply, indicated by retail sales.

1. Second Street Pike

The revitalization strategy for Second Street Pike is for a transformational change of this "Main Street" corridor of the Township. **The need for a major overhaul and redesign of the land uses within this**

corridor have been discussed in Township plans for over 50 years, with little changes to the overall development pattern of the corridor. This plan calls for the implementation of a comprehensive program to transform the corridor into a mixed-use destination with a wide variety of shopping, dining, entertainment, housing, cultural attractions and vehicular, bicycle and pedestrian linkages to the surrounding neighborhoods. The following measures should be considered to advance this transformation:

- a. Undertake detailed planning of redevelopment of key properties along both sides of the corridor creating a new vision, goals, objectives and implementation plans for the corridor
- b. Advance a mixed-use development scheme that includes higher-density age-targeted housing, entertainment venues, and higher-end restaurants, specialty shopping, historic and cultural attractions. Any higher density to be duly considered must preserve and remain consistent with the small-town scale of the Township
- c. Permit in-fill development with commercial development closer to Second Street Pike right-of-way, in the area from Street Road to the Turnpike, providing that parking capacity and aesthetics are not adversely impacted
- d. Enforce property maintenance codes
- e. Consider the adoption of form-based design standards for the Second Street Pike area. Form-based standards are a new type of zoning code and are a hybrid of traditional zoning. Hybrid form-based codes combine conventional zoning codes with graphic urban design standards that typically address setbacks, parking placement, building bulk, materials, and architectural features. They work well in suburban and transportation corridors
- f. Consider traffic congestion mitigation measures on Second Street Pike
- g. Improve the streetscape aesthetics through the installation of new streetscape elements specified in a streetscape improvement plan. This effort may need to be accomplished in a number of phases due to funding flow and avoidance of major disruption of the commercial corridor
- h. Promote pedestrian and bicycling to and from commercial areas. Continue the visible, bicycle-based policing of the commercial areas
- i. Develop a detailed plan for the redevelopment of the land around and south of the former train station in the Central Area of the corridor including improvements to the traffic congestion at the Knowles Avenue intersection with Second Street Pike. In association with this area which could serve as a key initial area of special interest and focus for revitalization, make use of the *Rails-to-Trails Study* and relate walking and biking as an intermodal way of bringing or attracting more visitors and potential customers, who are not dependent on the automobile, thereby lessening traffic volumes in the corridor and Knowles Avenue at Second Street Pike
- r. As outlined in the Transportation chapter, implement traffic signal timing coordination to improve the flow of traffic along this vital corridor which could encourage revitalization

2. Street Road

The revitalization strategy for the Street Road Corridor is to promote the upgrading and replacement of existing properties and business within the corridor. Unlike Second Street Pike, which requires a major effort to transform this corridor, Street Road should be permitted to continue on the current course of constant

improvement and new investment. The following measures will be necessary to advance this economic development strategy:

- a. Enforce a property maintenance code to insure building maintenance and to preserve the value of the buildings on the Street Road Corridor.
- b. Install new signage on the Street Road municipal boundaries welcoming motorists to the community and promoting a positive image of the Township.
- c. Install new signage directing visitors to key areas of the township including Second Street Pike, the Municipal Complex, and Tamanend Park, etc.
- d. Develop a plan for minimal streetscape improvements including upgraded curbs and sidewalks, bus stop shelters, and other improvements where appropriate, including accommodations for bicycles.
- e. Consider an overlay zoning district for revitalization for the existing commercially zoned and uses along Street Road in the shorter-term, more immediate future. Longer range overlay zoning should be considered for the existing residential areas along the north and south sides of Street Road as shown on the Future Land Use Plan Map, should the economy and market demand be favorable.

3. Industrial Boulevard and Southwestern Industrial Area

The Township's sustainable economic development strategy for the Industrial Boulevard and the southwest industrial area (the industrial corridor) is to maximize the utilization of the existing buildings, thereby maintaining or increasing the value of the properties within the corridor without increasing impacts of physical development such as storm water runoff. The following measures would form the effort to execute this strategy:

- a. Consider permitting non-traditional uses within the industrial area to increase the economic viability of the district
- b. Enforce a property maintenance code to insure building maintenance and to preserve the value of the buildings on the Street Road Corridor
- c. Work with the businesses within the industrial corridor on major utility issues such as drainage, water pressure for processing and firefighting capacity, sewerage, electrical power supply and interruptions, natural gas capacity, high-speed business internet capacity, etc.
- d. Consider forming a program of uniform lawn or blade signage to provide improved locational information to truckers and visitors. This will create the image of a more professionally managed industrial park area. Such signs are placed on plaques close to the ground but not obstructed by plantings
- e. Work with building owners and local realtors to attract new businesses to buildings or portions of buildings that become available

F. Revitalization and Sustainability

The Township needs to develop a strategy for revitalization that takes into account national and local economic and demographic trends. Current and future lifestyle trends and consumer demands need to be constantly analyzed and understood to develop commercial areas within the Township that are attractive to both business and customers that patronize Township businesses.

In order to attract and retain sustainable businesses and to support sustainable municipal budget/operations, the Township needs to establish high standards of design and aesthetics in the renovation and development of projects within the Township. In order to preserve and improve the quality of life within the Township, the Township should follow a strategy of redevelopment of previously developed areas and the preservation of current undeveloped land in environmentally sensitive areas. Existing residential areas should be protected from incursion of commercial and industrial uses.

The continuation of a pattern of sprawl-like horizontal development tends to create large development sites with one-story structures with extraordinarily vast paved parking areas. This form of development scheme creates storm water runoff, increased vehicular traffic and circulation and less than optimal aesthetic design. This development pattern is becoming less and less appealing to the most sophisticated shoppers, creating a decrease in sales per square foot and a diminution of value of the properties.

The Township's adoption of its first Zoning Code in 1954 set the guidelines for the segregation of uses throughout the Township including the commercial corridors and industrial areas of the Township. The Township should consider creating more flexible mixed-use zoning codes or overlays to permit the redevelopment and development of high-quality, mixed-use development forms.

The implementation of the recommendations outlined in the next section will ensure the successful revitalization of the Township. This effort will ensure that the Township will have a thriving and sustainable future that will provide a positive quality of life for local residents while keeping the financial impact on local tax rates as low as possible. Further, the recommendations and suggestions as set forth in Chapter Six, Economics and Economic Development regarding economic development and sustainability are hereby referenced.

Summary

The Township should undertake an aggressive program of economic revitalization in order to improve its economic vitality. The proposed revitalization plan, detailed above, needs to become an operational program managed by Township personnel, retained professionals, or a combination thereof. The Township must identify the financial resources and the requisite personnel that will be responsible for seeing that the revitalization plan is successfully implemented over an agreed upon timetable.

The Township will need to adopt land use policies and procedures that are conducive to attracting the new type of development that is currently emerging in the marketplace. High-density, mixed-use projects that are geared to modern lifestyles should be encouraged along the Second Street Pike corridor and particularly near the site of the historic train station and Town Center Area.

By focusing on the key commercial corridors, the revitalization effort undertaken by the Township will produce tangible and visible improvements that will spur additional investments not only in the commercial areas of the Township but will provide a strong incentive for local residents to maintain and invest in their properties. By increasing the commercial tax base of the Township, the Township could well be in a better position to maintain or possibly lower the local property tax rates, which over time could spur additional investment within the Township.

The benefits of the implementation of this revitalization effort are significant. These benefits include new employment for Township residents, the attraction of new business and services for local residents as well as visitors to patronize, increased tax revenue to the Township, aesthetic improvements to the key commercial corridors within the Township, the attraction of new residents, and the overall improvement of the quality of life of Township residents.

CHAPTER 12: GROWTH AREAS & FUTURE LAND USE PLAN

Introduction and Purpose

The Municipalities Planning Code

The Pennsylvania Municipalities Planning Code provides that a Comprehensive Plan shall include a plan for land use which is to inventory existing land uses, as well as characteristics and coverage percentages within the community. It also projects land use patterns of the future, and addresses functional plans, which may include Sewage Facilities Planning, Recreation Plans, Stormwater Management Plans, Energy Conservation Plans and Solid Waste Management Plans, etc. This "etc." has been taken to mean special study areas and recommendations for addressing future needs in/of these areas, and may encompass Traditional Neighborhood Development/ Redevelopment (TND), Planned Residential Development/ Redevelopment (PRD), and other forms of future land use and zoning implementation which may include special zoning such as Zoning District Overlay Zoning Ordinances where deemed appropriate.

Goal and Purpose

The purposes of this chapter are to identify both existing land uses and zoning and future needs for land uses or re-uses and how to address these needs by projecting future areas for the establishment of these land uses. In the case of this updated comprehensive plan, given the recognized near-built out characteristics of the Township, sustainable revitalization and redevelopment of key areas, herein referred to as Special Study Areas, will be duly identified, considered, and portrayed on the map and fully explained in subsequent sections of this chapter, concluding with recommendations for implementation.

The Future Land Use Plan and Map

Both, the Future Land use Plan and Map, essentially and effectively build upon the research and identification of issues, previous plan chapters, including Economic Development, Transportation, Planning Compatibility, and Revitalization given the characteristics and circumstances previously identified and set forth. It also builds upon the opinions and ideas expressed in the resident public surveys and input received from meetings with the Southampton Business and Professional Association and the representatives from the businesses in the Industrial zoned areas. Additionally, this chapter takes into consideration the value and recommendations given in the *1998 Comprehensive Plan* and references to the *Central Area Study of 1984* and its Executive Summary of June 1985, as well as the *Township Center vision* portrayed in the *1968 Central Area*. These studies/plans continue to have relevance to today's issues and challenges.

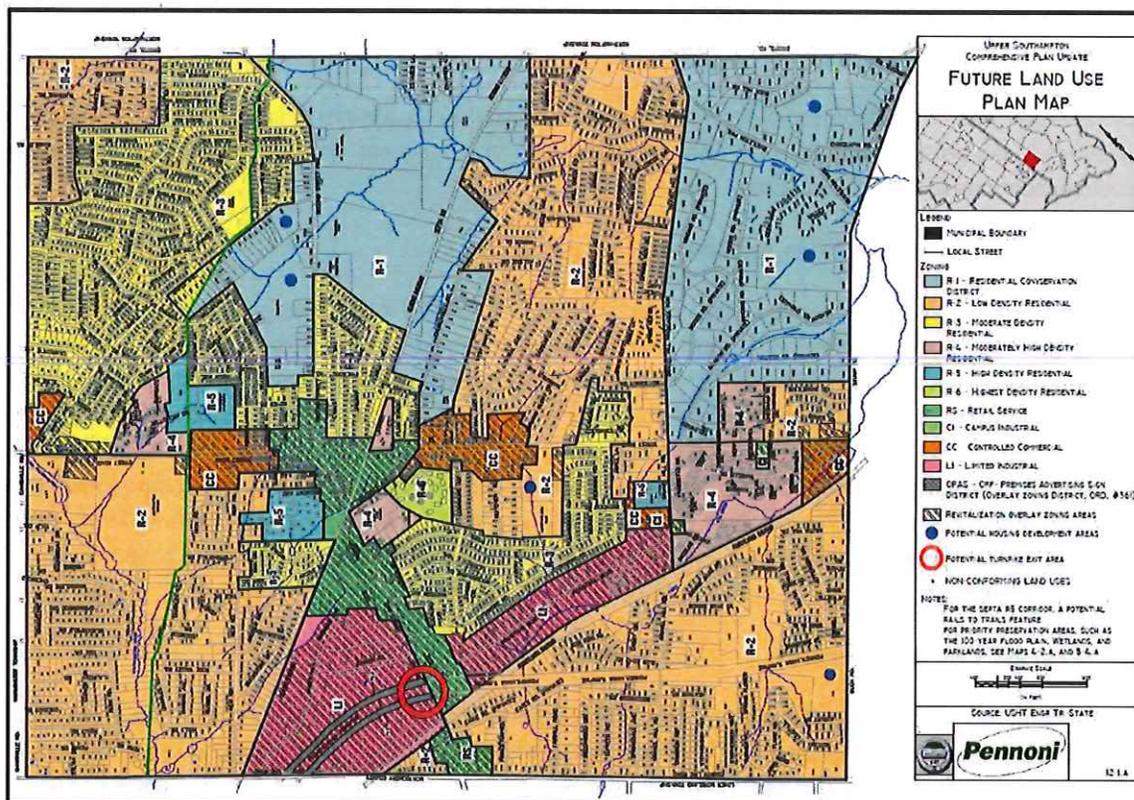
A. Overall Planning Issues

Overall, the most important purpose of a Comprehensive Plan is to provide direction for a community's efforts for future planning of development, redevelopment and revitalization. Upper Southampton Township is largely a residential community that faces many challenges of inner-ring suburbs and feels the pressures and impacts of such communities in the region, including inadequate community planning in some cases, revitalization needs, enhancements, and funding opportunities and challenges. Past plans identified the need for the revitalization of commercial and industrial corridors as does this current updated Plan. Successful implementation of this plan and other strategic plan recommendations will be a focus for Township Officials over the next decade and beyond. These needs have also been expressed by the plan's working committee and in a public survey, in addition to the input from both the industrial corridor owners/operators; and the commercial/retail owners association.

With limited vacant land available in Upper Southampton Township, and a desire by residents for more open spaces, future development will be primarily in the form of infill or redevelopment, which should be responsive to the Township’s natural, cultural, and historic resources and values, as well. Township officials will continue to identify appropriate alternatives for infill redevelopment regulations and standards and projects that are compatible with the scale and context of their surroundings. Land use regulations will be evaluated to ensure minimal or appropriately mitigated negative impacts and to promote a balance of uses that fosters the overall health, safety, and welfare of the Township. Various other actions to promote a balance of residential and non-residential uses have been discussed in Chapter 3. Existing Land Use & Zoning; Chapter 6. Economics and Economic Development; Chapter 7. Transportation and Circulation; Chapter 10. Housing; Chapter 11. Revitalization Plan; and Chapter 13. Plan Relationships and Compatibility.

1. Future Land Uses

Development/redevelopment should be guided by the planning principles of “Smart Growth” and “Sustainability”. Many county and state governments, including Bucks County and the Commonwealth of Pennsylvania, endorse these land use planning strategies. Additionally, the DVRPC’s publications contain many strategies and implementation measures that are highly consistent with this updated Comprehensive Plan, and which needs to be referred to where applicable and relevant to Upper Southampton Township in a regional context.



2. Smart Growth

“Smart growth” promotes a concentration of development and diversity of uses. This approach is intended to guide development/redevelopment and conserve natural systems, utilizing existing infrastructure, revitalizing growth centers, and encouraging alternative means of transit such as walking and biking.

3. Sustainability

“Sustainability” is broad in nature and encompasses all aspects of development/redevelopment to preserve environmental resources for future generations. It encourages green building design in compliance with Leadership in Energy and Environmental Design (LEED) standards and the use of solar, geothermal, wind, or other on-site regenerative energy production for both public and private development/redevelopment projects. Sustainability measures will need to keep pace with evolving technology and not become attractive nuisances. Further, sustainability also includes economics factors, such as tax revenue streams to offset municipal expenditures from revitalization and improved land uses, in addition to environmental benefits for the future.

4. Cluster Development

Design principles of Cluster Development, also known as “Conservation by Design” should also be promoted and encouraged for commercial and residential development, redevelopment and infill opportunities in order to decrease impervious surfaces, provide more open spaces and enhance residential and non-residential development where appropriate and consistent with the current cluster provisions of the Township’s *Zoning Code*. This type of development falls under the broad categories of Smart Growth and Sustainability, particularly in dealing with nearly built-out municipalities such as Upper Southampton Township.

5. TND

(TND) Traditional Neighborhood Development/Redevelopment; and (PRD) Planned Residential Development, as provided for in the MPC for both traditional zoning and overlay district zoning, are most effective when they pick and choose newer identified land uses appropriate for the subject underlying zoning district. Overlay District zoning regulations provide a new set of land development regulations, guidelines, and incentives for developers to choose the overlay provisions in favor of the underlying zoning, so as to achieve sustainable sites with smart growth principles. Some guidelines can be developed either in the zoning or in the Subdivision and Land Development Ordinances. Overlay zoning **does not** replace existing zoning designations, merely allows more favorable land uses, methods to improve existing site conditions, buffering, etc.

6. Other Matters and Issues

Along with the implementation of these overall planning principles, there are specific areas identified in the Township that warrant special consideration as presented in previous chapters, cited above. The Special Study Areas that follow should govern their future development/redevelopment as described below, dealing with specific policies and recommendations for each of the designated study areas. Regarding the developed residential neighborhoods which are not specifically described in or are located outside of a designated Special Study Area, their underlying zoning district will function as their respective planning policy together with the goals and policies applicable to them as set forth in the 1998 Upper Southampton Township Comprehensive Plan.

The benefits and methodologies of overlay zoning include utilizing the best features from the underlying existing zoning and subdivision and land development ordinances as applicable and desirable forming a “bridge” from the old to the new; and writing in incentives to attract redevelopers to using the overlay criteria. This could be increases in densities, floor area ratios, and other performance “rewards” in their plans for possibly accomplishing public sector improvements along with private sector improvements. Certain desired land uses could also be tied to conditional uses. Lastly, certain requirements of the subdivision and land development ordinances may have to be modified or related to a revitalization overlay zoning district

ordinance(s). New land development applications, subsequent to the adoption of this Plan, should be required to compare such plans with the goals and provision of this chapter and Plan.

B. Special Study Areas

1. Second Street Pike Corridor

(County Line Road to Street Road, and northerly to residential uses)

a. Existing characteristics

This corridor area is predominantly composed of the CC- Controlled Commercial zoning district and the RS-Retail Services zoning district, with numerous examples of incompatible building layouts and vacancies – which are underutilized. The current layout of the commercial properties is not conducive to walking or bicycling, which have been cited by residents as a key desire. The large areas of asphalt and the absence of safe, inviting walkways discourage walking either to the site or within the shopping centers. Additionally, as cited in previous studies and plans going back to 1968, the corridor is unsightly; a random assortment of signs, massive utilities above ground, existing building facades in a variety of decay, assorted conditions with no uniformity within the corridor, and plagued by traffic congestion and unsafe, awkward accessibility.

In addition, the corridor already contains shopping centers, a strip mall along with mixed-uses, car repair shops, funeral homes, vehicular body shops, retail, offices, apartments, and a few scattered housing units undergoing conversions, a church and school, personal care establishments, taverns, fast foods eateries and restaurants, all in an unorganized fashion. Sidewalks are in poor shape, evening lighting is poor, numerous and crooked utility poles are located on both sides of the street and traffic congestion, particularly at Knowles Avenue, Street Road, and County Line Road, is critical during parts of the morning and evening peak traffic times. With few exceptions, the landscaping, if any, is mainly scattered, inconsistent, and without an overall theme.

b. Improvements since 2010 Comprehensive Plan

Since the adoption of the 2010 Comprehensive Plan, the construction and opening of the Newtown Rail Trail has been completed. This was a stated goal in the 2010 Comprehensive Plan. The Newtown Rail Trail links to trails in Montgomery County to the south, to the existing train station at Knowles Avenue, and continues through to Tamanend Park and onward to Northampton. This allows walking and biking customers and retail patrons to the hoped-for revitalized Second Street Pike Corridor.

Another positive was the creation of the Town Center Overlay District that permitted the age restricted condominium community known as The Villages of Southampton to be constructed. This was a stated goal in the 2010 Comprehensive Plan (high density age-targeted housing).

c. Goal and Recommendations

It is proposed that the future revitalization strategy for Second Street Pike be a transformational change of this “Main Street” corridor of the Township. The need for a major overhaul and redesign of the land uses within this corridor has been discussed in Township plans for over 50 years, with little changes to the overall development pattern of the corridor. This plan calls for the implementation of a comprehensive program to transform the corridor into a mixed-use destination with a wide variety of shopping, dining, entertainment, housing, cultural attractions and vehicular, bicycle, and pedestrian linkages to/from the surrounding neighborhoods. The following measures should be considered in order to advance this transformation, prior to preparing a revitalization

zoning district overlay ordinance for this corridor, which would overlay the existing commercial and retail areas as shown on the Plan Map:

- Undertake detailed planning of redevelopment of key properties along both sides of the corridor creating a refreshed vision, goals, objectives, and implementation plans for the corridor, including architectural motifs for buildings, facades, and streetscapes.
- Establish gateways at each end/beginning that are easily identified and that forecast a pleasurable entry into the Second Street Pike Corridor
- Advance a mixed-use development scheme that includes high-density age-targeted housing, entertainment venues, higher-end restaurants, specialty shops, and historic and cultural attractions (train station area, for example)
- Permit in-fill structural commercial development closer, and up, to the Second Street Pike right-of-way, and reduce setback requirements, by provisions in an overlay district.
- Develop a marketing program of the commercial corridor for use by the Township.
- Focus on recruiting full-service restaurants and discourage fast food establishments with drive-through lanes.
- Work with the merchants and parcel owners in developing the revitalization plan and overlay district zoning.
- Consider the balance of recommended measures contained in Chapter 11 – Revitalization in the future overall revitalization planning study to derive the basis for the Revitalization Zoning Districts’ Overlay regulations and guidelines, which could be designated “CRSR” for Commercial Retail Services Revitalization, or something similar.

2. Industrial Boulevard, South 2nd Street Pike, Jaymor Road and James Way Areas

a. Existing characteristics

This area of the Township currently zoned as LI – Limited Industrial as shown on the Map, consists of industrial, office, commercial, and indoor recreation land uses devoted to various industries. Additionally, there are significant vacancies as well as a trend to more variety in land uses not necessarily associated with industrial manufacturing, etc. The lands and uses in this area are in transition and worthy of revitalization and redevelopment. The area is currently subject to vacancies and a host of for sale and rent signs are evident. The owners and businesses are not averse to mixed land uses as long as vacant structures and sites are occupied.

b. Goals and Recommendations

To accomplish revitalization and pursuant to provisions of the *Municipalities Planning Code*, it is proposed that this area and the LI Zoning District be designated for a Revitalization Overlay Zoning District – ICR (Industrial-commercial-revitalization). With the help of existing landowners, the overlay designation ICR would establish new land use categories and land uses that would utilize vacant sites and structures, better, while being compatible with existing businesses. Chapter 11 – Revitalization makes the following recommendations for this proposed ICR Overlay District, which

reflects the input of the business owners in the area and the residents' response to the public survey which was conducted in 2010:

- In revitalizing the area, find ways to alleviate traffic woes and congestion, and improve accessibility to land uses in this district for truckers, and customers alike, via way-finding signs, for example.
- Consider preserving and using existing structures and sites for allowable land uses and emerging trends in site usage.
- Develop standards to make the area more attractive to land uses and set forth higher standards for buffering and screening of residential uses and areas.
- Consider non-traditional industrial land uses for commercial, industrial and office land uses, indoor recreation, daycare centers, and high-density mixed uses with housing where appropriate.
- At times and as circumstances in land uses change, consider high density housing along the northerly side of Industrial Boulevard as more visually attractive to the residential district and existing homes' backyards which abut current industrial uses.
- Keep the industrial areas and corridors economically viable.
- Consider ways to assist the merchants in marketing the area.
- Consider an identity for the industrial area with wayfinding, particularly for trucking accessibility.
- Evaluate the feasibility of creating Zoning District Overlay Districts as part of the future revitalization plan.
- Consider a name change for the Industrial Boulevard to better reflect the variety of businesses located on the roadway.

3. Street Road Corridor
(Davisville Road to Stump/Buck Road Area)

a. Existing Characteristics

Street Road traverses the Township in a northwest-southeast direction and connects the Township to the Delaware River waterfront in Bensalem and to Folly Road in Warrington Township. Street Road carries high volumes of automobile and large commercial trucks through the Township and to sites within the Township, particularly the industrial and commercial corridors and areas. It has been developed with a number of mixed uses including retail, restaurants, banks, service providers, schools, car dealers and repair shops, and community facilities including the Township's municipal complex and library. The corridor also has higher density residential communities, including multi-family on both sides of the highway and has both residential and commercial zoning and land uses. The Township should continue to encourage the development of high-quality in-fill and replacement commercial development along Street Road including current non-conforming residential parcels located at both ends of the Street Road corridor on both the south and north sides as shown on the Future Land Use Map. The current zoning and past actions appear to encourage quality development and construction along this key commercial corridor with significant areas of dense foliage and

building setbacks, berms, and landscaping, which are an attractive welcoming alternative to the developed areas in communities to the east and west of the Township.

b. Improvements Since the 2010 Comprehensive Plan

Since the adoption of the 2010 Comprehensive Plan, “infill” development along Street Road east of Second Street Pike has occurred. The Province, a memory care nursing facility, and Forest Park Development, a 32-unit townhouse community have been approved. The Province is open and operating and the Forest Park is being constructed at the time of the preparation of this document. In addition, the Bethanna property located along Second Street Pike has received approval for 116 age restricted townhomes. It is anticipated that construction will commence in 2025 and will take several years to complete.

c. Goals and Recommendations

The Township should consider installing new signage at the municipal borders on Street road that promote the patronage of the Township and particularly the revitalized commercial/retail corridors. Signage should also be installed on the northwest-bound side advising truck drivers to turn at Gravel Hill Road to reach the Industrial Boulevard and industrial area businesses rather than meander through town and clog up Street Road and Second Street Pike. This was also a suggestion made by the Industrial area business owners. Additional recommendations are as follows:

- As part of the recommended overall and detailed/concentrated revitalization planning study, consider overlay zoning for the existing commercial zones and non-conforming residential zoned parcels and land uses along the corridor. This endeavor could enhance and encourage future revitalization, improve the existing commercial zoning and land uses along the corridor, refresh, and reward landowners to accomplish re-uses, replacements and site or access improvements or changes in land uses. Longer-term overlay zoning for non-commercial land uses along the north side of Street Road should also be considered depending on market demand and the economy.
- Continue to actively enforce property maintenance codes to insure building maintenance and preservation of the value of buildings and sites on the Street Road Corridor
- Install new signage along the corridor that welcomes motorists and visitors to the community and promotes a positive community image of the Township.
- Install way-finding directional signage which could improve the flow of traffic for truckers and other vehicles; particularly to the industrial and commercial areas of Second Street Pike, the municipal complex, Tamanend Park, and other key locations.
- Develop a plan for promoting potential in-fill development in already developed, but underutilized parcels along the corridor.
- Consider, when appropriate, a plan for future possible conversion of residential zoning districts along Street Road to commercial/retail and methods of buffering and screening such uses from surrounding and residential areas to the rear of land along the Street Road corridor, particularly the north side of Street Road, between Maple Avenue and the Pollywog Farm site and rear portions.

- Develop a plan for minimal streetscape improvements including upgraded curbing and sidewalks, bus stop shelters, and other improvements where appropriate, as defined by the recommended revitalization planning program.

4. Vacant Parcels in Existing Residential Districts and Neighborhoods

As shown on the Future Land Use Map, there are pockets of smaller tracts or parcels of land where in-fill development may occur pursuant to the zoning district regulations. It is expected, as noted above, that such in-fill would be in the same relative context (style, type, and density) as surrounding residential development and the existing residential zoning district requirements. No zoning district or ordinance changes other than the recommendation below for Buck Road abutting Lower Southampton Township, are anticipated or planned for these essentially developed neighborhoods. The Centennial School District School sites may be available for redevelopment, again to zoning district rules and regulations, if not reverted to public community usage.

With respect to the paragraph above, and as explained in Chapter 13, Planning Compatibility, Lower Southampton Township, along Buck Road nearing its terminus at County Line Road has a PI – Planned Industrial zoning and land uses, that are considered in conflict with the Upper Southampton Township R-2 Residential zoning district across the common boundary of Buck Road, particularly for the potentially available vacant land parcel across Buck Road from this Lower Southampton boundary. It is recommended that a cluster development be allowed pursuant to existing zoning whereby, due to the potential intrusion of lights, glare and noise, such development be set far back from Buck Road with a landscaped and/or fencing area to serve as a buffer to the Lower Southampton Township uses in its PI Zoning District.

C. Parks, Floodplains, and Wetlands

1. Existing characteristics

It is suggested that these features be shown on a future land use plan and map to indicate their status as a land use and for ongoing continuation and protection of valuable natural resources. For parks and other public use areas, provisions and recommendations from the 2007 Parks, Recreation and Open Space Plan, as well as Chapter 8 would prevail.

2. Recommendations

It is recommended that Tamanend Park be solely utilized for active and passive recreational pursuits, as currently planned and mapped. To the extent that more public lands become available such as vacated/closed public school sites, adaptive re-use may include additional recreational facilities more active in purpose. The public input survey called for more parks and open space retention and possibly additional such space where and when appropriate including yields from cluster zoning as currently provided for in the Township's *Zoning Code*. There is an additional approximate 10-acre site of land, on Davisville Road near Street Road, which is also available for such use. Floodplains and wetlands are basically protected from future development and must be maintained to curtail and minimize flooding and purification of surface waters and ground-water recharge pursuant to regulations and to some extent as wildlife habitat.

D. Recommendations Summary – Future Directions

To satisfy major goals, it is the intent of this Future Land Use Plan to retain existing residential land uses and to develop identified vacant parcels in residential areas to be compatible with the existing surrounding land

uses. Higher-density housing is continuing to be recommended in the core area per previous cited plans of the 1960's and 1980's, and proposed revitalization areas whereby such higher densities could serve to promote patronage for retail uses particularly in the Second Street Pike Corridor, Any such development must include provisions for buffering and screening of the adjacent lower-density housing as part of the proposed mixed-use land revitalization option along Second Street Pike, Industrial Boulevard and associated Light Industrial/commercial areas when and where appropriate for in-fill and revitalization.

The Future Land Use Plan is intended to become the foundation for a future detailed revitalization plan for the industrial and commercial/retail zoning districts to establish zoning district overlay zones whereby specific desired future land uses could become reality in the context of revitalization using current strategies, building upon previous revitalization planning efforts and this plan. Such overlay districts would also contain details on spatial relationships; guidelines for lot and impervious coverages; sustainability measures; promotion of a "green" environment; enhanced aesthetics for streetscapes and facades; provisions for improved vehicular and pedestrian circulation; safety, and accessibility; and a central architectural motif throughout a zoning overlay district. Further it would specify an appropriate mix of land uses to promote central walkability, better lighting and signing, and a focal point to address the wishes, desires, and needs of residents, shoppers, visitors, and the business community. Such a future planning study will involve residents, and the business community acting in a partnership to make revitalization a reality, not just another plan. It should contain details on implementation as well, including personnel, marketing game plan, and so forth.

A subsequent product of the detailed and Comprehensive Revitalization Planning Study would be the actual drafting of the respective recommended Revitalization Overlay Zoning Districts and regulations that would be based on input from a variety of sources to enact ultimate implementation, including a mandatory public input presentation and process.

The recommendations for transportation-related improvements and the revitalization chapter should be included and form the basis for preparing the future Revitalization Program Plan that would implement this Comprehensive Plan's goals for revitalization and associated improvements in land uses, transportation and economic sustainability of the Township's budget and capital improvements expenditures. In terms of such Overlay Zoning Districts and other measures, the following priorities are recommended in this Future Land Use Plan:

1. Second Street Pike Corridor – immediate to mid-term time range
2. Industrial Area Corridor(s) – mid-term to longer term time range as conditions warrant
3. Street Road Corridor –mid-term to longer term time range as conditions warrant
4. Vacant Parcel cluster development, Buck Road opposite Industrial uses in Lower Southampton Township – mid to longer term time range as conditions warrant

If all these corridors and other measures could be considered in the proposed detailed Revitalization Program Planning Study, given all due considerations such as time and budget options and constraints, all the better, but in the alternative these priorities should be focused on in the above order.

CHAPTER 13: PLAN RELATIONSHIPS AND COMPATIBILITY

Introduction

Section 301(a) of the Municipalities Planning Code requires the following as elements of a comprehensive plan:

(4.1) A statement of the interrelationships among the various plan components, which may include an estimate of the environmental, energy conservation, fiscal, economic, development, and social consequences on the municipality.

(5.0) A statement indicating that the existing and proposed development of the municipality is compatible with the existing and proposed development and plans in contiguous portions of neighboring municipalities, or a statement indicating measures taken to provide buffers or other transitional devices between disparate uses, and a statement indicating that the existing and proposed development of the municipality is generally consistent with the objectives and plans of the county comprehensive plan.

This chapter discusses the interrelationships among various plan components. It includes an analysis of the relationship between existing land uses, zoning and planning for future development and existing land uses as well as zoning and planning for future development in neighboring communities. In addition, it compares land use and planning in the Township to the county's objectives and plans for development, redevelopment, and revitalization. This updated Comprehensive Plan also evaluated the goals, objectives, and recommended strategies of the new Delaware Valley Regional Planning Commission's regional plan, *entitled: Connections – The Regional Plan for a Sustainable Future*, also referred to as the *2035 Regional Plan*.

A. Relationship Between Plan Components

Throughout the preparation of this plan, efforts were made to ensure coordination among the various plan components and a general consistency among the findings and recommendations provided in each chapter. Individual elements of the plan were produced with the recognition that they are dependent on and interrelated with one another. For example, the chapters on transportation, community facilities, revitalization, and natural resources all contain recommendations that are replicated in the chapter on economic development.

The recommendations in the transportation, community facilities, and natural resources chapters are meant to improve the quality of life, which in turn is a central theme in the chapters on economic development and future land use plan. The transportation chapter makes central the connection between transportation, land use and revitalization. Its recommendations involve providing multimodal forms of transportation including, trails, pedestrian and bicycle facilities that can be used for recreation and can complement park and open space areas, sustainability, as well as future commercial area revitalization. Recommendations regarding community facilities and services like police and fire protection are influenced by current conditions, projected trends, and future land use planning. The provision of these facilities, in turn, shapes future land use planning.

This plan is intended to promote and protect the public health, safety, and welfare of the Township and its residents. The stated goals, objectives, and policies, set forth in Chapter 2 and other topical chapters, are designed to achieve those general purposes. Various plan components provide background information and guidelines to assist in the achievement of stated objectives. This plan is also intended to provide the framework upon which more detailed or complementary studies can be prepared, reviewed, or revised when deemed appropriate, and as recommended for plan implementation over time. It is also hoped that the Township's inputting parties – authorities and various boards – can utilize and capture the value of plan inclusion.

B. Compatibility with Surrounding Municipalities and Planning Documents

It is important that Township officials be aware of development patterns in adjacent communities and have an understanding of the policies and objectives described in comprehensive plans of surrounding municipalities. Land use decisions in one township or borough can substantially affect conditions in surrounding areas and can frustrate the ability of neighboring municipalities to achieve their planning goals. It is also valuable to review the County Comprehensive Plan not only to identify compatible and incompatible elements but also to employ or adopt county planning policies and techniques that could be useful to the Township. Prior to the adoption of this 2010 Update to the Comprehensive Plan, FINAL draft copies were sent to Bucks and Montgomery Counties, the contiguous municipalities, and the Centennial School District, for review and comment as required by the *Municipalities Planning Code*.

The Township is situated in what can be described as central Lower Bucks County. Bordering Upper Southampton Township to the south in Montgomery County, are: Upper Moreland Township in the far southwestern corner, and Lower Moreland Township along County Line Road. In Bucks County, Upper Southampton Township border the communities of Warminster Township to the west, Northampton Township to the north, and Lower Southampton Township to the east. All these municipalities exert influence upon the Township, whether it be pass-through traffic, retail/commercial areas, or their revitalization plans and programs. Likewise, in a regional context and setting, the Township exerts influence upon these bordering municipalities.

Since the Township is nearly fully developed, no overall major changes in land use or zoning along the Upper Southampton Township borders are planned, with the minor exception of proposed revitalization corridors where Revitalization Overlay Zoning Districts are proposed. The revitalization corridors may have limited impact, as the areas so designated are already developed but may have new compatible land uses. These areas are basically internal within the Township, run along Street Road, Second Street Pike, and in the internal industrial/commercial areas where they currently are so zoned and used. Future revitalization planning and overlay zoning will encourage improvements to traffic and accessibility on these roadway corridors. Otherwise, no future land uses will have significant impacts on the surrounding and abutting/bordering municipalities. It is the intent to favor Traditional Neighborhood Development with newer and fresher land uses by encouraging future developers with incentives and performance-based rewards, not greater density, or in-compatible land uses; the desired result is to improve aesthetics, safety, visibility, accessibility, and economic sustainability of value to the Township and the region-at-large.

C. Comparisons

1. Lower Moreland Township, Montgomery County

For Upper Southampton Township, County Line Road forms the border between Lower Moreland Township and the southern limits of the Township. In this area, with the exception of the intersection area of County Line Road with Second Street Pike the existing and future land uses on the easterly side of Second Street Pike will remain the same, essentially residential in the R-2 Residential District of the Township classified as low density residential. The R-2 Zoning District permits a single-family density of 1.5 dwelling units per acre, and 2.0 dwelling units per acre in cluster development. On the western side of Second Street Pike, the Industrial area of the Township is zoned as LI – Limited Industrial and is currently so used and expected to remain so for the future. This area of the Township is bisected by James Way up to County Line Road. Further westerly along County Line Road, the Township's land use category and existing zoning land use is R-2, low density residential up to the Border with Warminster Township at the westerly boundary of the Township at Davisville Road. The entire area along County Line Road is essentially built-out and expected to remain so, with current land uses or the possibility of revitalization zoning district overlays along Second Street Pike and the light/limited Industrial zoning area.

As for **Lower Moreland Township**, the *July 2006 Open Space Plan Update* contains zoning maps and districts, as well as future land use projection. Currently the area along the border from east to west, as it abuts County Line Road is zoned as L – residential district with average lot sizes of 12,500 square feet in single-family dwelling types, up to a small parcel zoned as O – Office District at the intersection with Second Street Pike. The western side of Second Street Pike westward to the former Newtown Rail Line returns to the L – residential zoning district and land uses. At the rail line corridor begins the I – Industrial District, roughly matching the Light Industrial district of the Township in the vicinity of this rail line and James Way. The Lower Moreland I – Industrial District continues to the I-276 (PA Turnpike) overpass and then a small sliver of M - Residential District where average lots of single-family dwelling units are permitted at 9,000 square feet, per unit. This takes land on this side of County Line Road up to the Upper Moreland Township shared boundary. The existing and future land uses are expected to remain the same except for the area within the existing L- Residential District from an area off County Line Road, to the west of Somers Drive southwesterly along the former Newtown Rail Line on back to Heaton Road. This area is programmed for future growth as single-family detached. It is shown as vacant space and developable at likely the current zoning of L– Residential District.

Findings:

At this time and for the foreseeable future, no areas of significant impact or influences are expected along this border area as described above, with land uses being for the most part compatible on both sides of County Line Road, with the exception of the shopping centers on the opposite side in Lower Moreland Township across from the residential areas in Upper Southampton Township, where incompatibility exists.

2. Upper Moreland Township, Montgomery County

For **Upper Southampton Township**, the existing and future land uses and zoning in this part of the Township, bordering a very small frontage along County Line Road with Upper Moreland Township is and will remain R-2 Residential District, Low density residential with average lot sizes for single-family detached dwellings at 1.5 dwelling units per acre, and 2 dwellings per unit, in cluster development.

The **Upper Moreland Township** zoning and existing land uses commence at the border with Lower Moreland on the south side of County Line Road, where the zoning district is S – Small Limited Industrial, with a minimum lot size of 2 acres, then changing to Recreational Conservation along Southampton Creek, and then to M – Multiple dwelling along Oakwood Drive, then westerly along County Line Road to the SC – Shopping Center District, which is opposite Davisville Road and the westerly boundary of Upper Southampton Township with Warminster Township.

Findings:

It can be concluded that there do not appear to be any future land use changes in this small area of Upper Moreland Township that abuts Upper Southampton Township to the south and west. The SC – Shopping Center District and existing land use, does fall approximately opposite residential land uses and zoning in Upper Southampton Township along County Line Road. The intersection with Davisville Road forms a common boundary with Warminster. There is a recognized non-compatibility of land users in shopping center and residential land uses in Upper Southampton Township. Based on provisions of the *PA Municipalities Planning Code*, any changes in zoning and land uses in Upper Moreland Township for this shopping center land use would be brought to the attention of Upper Southampton Township.

3. Lower Southampton Township, Bucks County

Upper Southampton Township's existing and projected land uses are expected to remain as currently zoned and developed along the shared boundary with Lower Southampton Township from the northerly terminus near Bristol Road down to County Line Road to the south along Stump Road and then Buck Road.

The Township zoning district designation from the Bristol Road area down to the higher residential zoning district (R-2) is R-1 – Residential Conservation District, which permits a maximum single-family density of 0.85 units per acre, 1.20 in cluster development, and 1.25 units per acre for environmentally-sensitive cluster development. The R-2 residential zoning district permits a single-family residential density of 1.5 units per acre and 2.0 by cluster design. The R-1 District is for the most part developed with small, isolated pockets of possible residential development internally and away from the shared border, at the current zoning district zoning requirements. The existing R-2 District down to the Street Road boundary is considered built out.

On the southern side of Street Road along the shared boundary commencing on Street Road frontage there is a CC - Controlled Commercial District a short distance southerly along the shared boundary and the Creek Corridor consisting of the creek itself and any linear associated floodplains, riparian lands, and/or wetlands, as mapped.

As for the Lower Southampton Township's existing zoning and land uses, commencing at the northeast terminus with Upper Southampton Township the area to Street Road along Stump Road is predominately residential, from the R-1 Zoning District of 20,000 SF lots, through the EH – Elderly Housing Zoning District, to the R-4 District for multi-family configuration, along Stump Road, then down to Street Road with R-1 Zoning district and land uses.

On the southern side of Street Road running southerly from Street Road along Buck Road, the zoning is CC – Controlled Commercial for a sliver of land, in proximity to the Upper Southampton Township zoning of its land in that location, and hence to the R-2 and R-1 residential zoning districts and land uses to the PA Turnpike corridor. On the other side of the PA Turnpike corridor the zoning designation changes to PI – Planned Industrial, and hence back to R-1 Residential and up to the County Line Road terminus. Within this area and internally away from this shared boundary are isolated pockets of empty land that could sustain R-2 zoning development, pending further study. It is understood at this time that there is increased development or redevelopment in the described PI – Planned Industrial District along lower Buck Road, which is opposite the R-2 Residential Zoning District in Upper Southampton Township. There is a possible land use conflict at this location along lower Buck Road as described herein. The PI – Planned Industrial District and existing land use fall immediately across from R-2 Zoning and land uses in Upper Southampton, where there is a vacant area that could exceed 12 acres of land. To avoid potential future impacts on this vacant parcel of R-2 residential land use, cluster development should provide a setback from Buck Road that contains enhanced buffering and screening with housing to the rear of the parcel(s).

Findings:

Upper Southampton Township does not anticipate any significant changes along the shared boundary of Upper Southampton Township and Lower Southampton Township.

4. Northampton Township, Bucks County

For Upper Southampton Township, along the northern boundary of the Township with Northampton Township, there are no changes in zoning or land use proposed. From the mutual corner of the boundary, northwesterly, the predominant land use and zoning in Upper Southampton Township is the R-1, Residential Conservation, which allows for cluster development and higher density up to 1.2 units per acre and 1.25 for

environmental cluster development. This zoning district runs up to the vicinity of Gravel Hill Road, where the zoning and land use is R-2 Residential. There is one identified pocket of possible vacant land that could be developed as the R-1 zoning district, and which is somewhat near the mutual boundary in this northeast corner of Upper Southampton Township. Given the allowable density, traffic generation is not seen as significant in this R-1 zoning district.

From the Churchville Road area, the current zoning and land uses revert back to the R-1, Residential Conservation District, with no area anywhere near the shared boundary between these two municipalities that could be developed or land uses changed. This area along the shared boundary is occupied by environmentally sensitive land and a wetlands and stream corridor prohibiting any contemplated future development of any significance. The R-1 zoning district stops at Second Street Pike, where along this northerly boundary with Northampton, the existing zoning and land use is the R-3 (allowing density up to 3 units per acre under cluster provisions) and then to the R-2 zoning district to the westerly boundary of Upper Southampton. No changes are proposed for these two districts. There is a small vacant land area along Second Street Pike that potentially could be developable but is not expected to have any significant impact on Upper Southampton Township or Northampton Township.

As for Northampton Township, the existing zoning districts along the southerly border separating Northampton Township from Upper Southampton Township along Bristol Road, are predominantly residential single-family in the Township's R-1 and R-2 residential districts. The R-1 district allows agricultural uses, and conditional uses for cluster development. The overall lot area minimum is 40,000 square feet. The R-2 zoning district also allows agricultural uses and single-family lot area minimums of 20,000 square feet, with cluster development listed as a conditional use.

Findings:

Consequently, there appears to be a significant amount of compatible land uses, mainly residential, residential conservation, and open space conservation along this boundary between Upper Southampton Township and Northampton Township along Bristol Road, with no significant impacts upon residents or operations of either Township.

5. Warminster Township, Bucks County

For Upper Southampton Township, the current zoning and land uses along Davisville Road are the R-2 and R-3 Zoning Districts with the exception of an area zoned and used as CC - Controlled Commercial at the northeasterly corner of Street Road and Davisville Road, generally opposite the Shopping Center located on the westerly side of this intersection. The R-2 District runs southerly from Bristol Road down to about mid-way to Street Road where it changes to the R-3 District for moderate density residential housing all the way to Street Road, with the exception of the CC parcel(s) previously described.

On the Southern side of Street Road, the zoning district and existing land uses become R-2 for the entire stretch down to County Line Road. The small commercial zone and land use, C – commercial, was changed to the C-1 Commercial District with no additional impact. It is noted however that the lands across Davisville Road, zoned R-2 and used as residential in Upper Southampton Township could be considered a minor conflict of land uses.

Warminster Township's current zoning and land uses along the easterly shared boundary with Upper Southampton Township's westerly boundary along Davisville Road is predominately the R-1 Residence District. The portion above Street Road is zoned and utilized for single-family residences down to just north of Street Road and the Shopping Center which is zoned and utilized as SC – Shopping Center and HC – Highway Commercial. On the southerly side of Street Road, the zoning and existing land uses along

Davisville Road, forming the boundary between Upper Southampton and Warminster Townships, changes back to the R-1 Residence District. As this residential district nears the shared southerly boundary along County Line Road there are parcels zoned as the R-2 Residential District and at the corner of County Line Road with Davisville Road, there is a parcel designated as C – Commercial. The residential zones and existing land uses appear to be fully developed along Davisville Road in Warminster Township.

Findings:

The future land use plan for Upper Southampton Township along Davisville Road does not change the current zoning and existing land uses as described above. There is only a minimal impact at best of Upper Southampton Township’s plans with Warminster Township on Davisville Road at County Line Road. Therefore, the plans of both communities are deemed essentially compatible.

6. Bucks County Planning Policies

The *Bucks2040: Building Our Future, Together* provides policy recommendations and guidelines to assist municipalities with managing growth, developing comprehensive plans (and related documents), and evaluating development proposals. The plan was adopted on January 3, 2024, by the Bucks County Board of Commissioners.

The Bucks2040 Vision Plan serves as an introduction to the comprehensive plan process for Bucks County and frames the discussion of its shared future. The plan establishes plan principles, key issues, and common ideas of importance and sets the stage for the actions taken to meet future challenges.

7. DVRPC –

The DVRPC provides Long-Range Plans for the Greater Philadelphia Region. Key strategies that are essential to realizing a sustainable future, include: managing growth and protecting natural resources, developing livable communities, building an energy-efficient economy, and establishing a modern transportation system that serves all modes.

The strategy to preserve and protect open space includes focusing on growth by redeveloping areas with existing infrastructure, and the integration of greening initiatives at local and regional levels with shade trees, green streets, green roofs, and sites. This Comprehensive Plan update is consistent with these strategies.

The strategy of creating livable communities by focusing development into existing centers suggests that growth be concentrated where infrastructure already exists to reduce development costs, foster collaboration at various levels of government to support responsible development through planning, zoning regulations, community design, and related development incentives; reinvest and redevelop centers through innovative and adaptive approaches, increase the stock of affordable housing units in suburban centers that are close to jobs and services accessible by public transit, and promote local greening initiatives such as community gardens and street trees. This comprehensive plan update is highly consistent with this strategy.

The strategy to create an energy-efficient economy includes community design to locate employment opportunities closer to residential communities, prioritize transportation investments that serve or benefit key economic sectors and locations, and strive to reduce airborne pollutants by use of alternative modes of travel. This Comprehensive Plan update is also consistent with this strategy.

The strategy of maximizing mobility includes promotion of redevelopment to offset infrastructure expansion costs, allow for greater mobility of people, products, and services; reduce automobile congestion, dependence, and associated pollution; encourage public transit, bicycle and pedestrian facilities, enhance

links between land use and transportation, seek alternatives to improve existing roadways and highways. This Comprehensive Plan update is also highly consistent with this strategy.

Findings:

Overall, with its primary focus on redevelopment/revitalization of existing retail, commercial, office, and industrial zones and land uses, sustainability measures and provisions, and improvements to the existing transportation system, this Comprehensive Plan update is considered highly consistent with the recommendation from the DVRPC.

Summary Observations and Conclusions

From the analysis conducted above, the individual components or elements of this updated Comprehensive Plan are consistent with each other and united in purpose, primarily for revitalization of the commercial, retail, and industrial corridors of the Township as portrayed and further consistent with the expressed needs, suggestions, and desires of the residents and business community alike. Additionally, to the extent practicable, transportation systems, traffic, and vehicular circulation have been addressed in various chapters, such as Transportation and Revitalization, Economic Development, and are brought forward into the last chapter dealing with the implementing the current plan of action.

Additionally, the plans of abutting municipalities do not have any major or significant impacts on the Township particularly along the borders. Neither do the planned and recommended revitalization corridors have any substantial impact on the bordering municipalities, rather they can improve traffic and circulation within and through Upper Southampton, improve safety, and bring future land uses in the revitalization and mixed-use overlay zoning areas that can provide more expansive and pleasant shopping experiences for the Township's neighbors and to those passing through. These are discussed more fully in Chapter 12, Growth Areas and Future Land Use Plan.

Any revitalization and transportation improvements recommended in the surrounding municipalities can for the most part, in a regional context, be favorable for the residents of Upper Southampton Township as the older established nearly built-out municipalities of Lower Bucks County and Upper Montgomery County attempt to improve their town centers and centers of commerce. In addition, identified improvements to the transportation system, including potential rails to trails and bike trails/paths that link the Township with abutting municipalities would be equally favorable to the residents of Upper Southampton Township.

CHAPTER 14: PLAN OF ACTION

This Comprehensive Plan is a guide for actions toward an even better sustainable future for the Township's residents and business community. The actions recommended must be consistent with policy established in the plan. The objectives and recommendations of this plan should also be reviewed frequently and updated when necessary and compared for consistency with the strategies and implementation measures of the DVRPC. Upper Southampton should coordinate its actions with its neighbors and Bucks County as well in a regional context to ensure a regional perspective and not just a local focus.

Successful implementation of this Comprehensive Plan requires that specific measures, actions, programs, or techniques be taken in a timely, efficient, and cost-effective manner. The following implementation actions are specific tasks to be completed to carry-out the policies that will facilitate the desired goals and objectives expressed in Chapter 2 and elsewhere in the plan. It is envisioned that implementation will take advantage of existing and yet-to-be-discovered methods of sustainable planning and design that match the intent of "Smart Growth" initiatives and measures over the life of this Plan.

It is also recognized that this chapter does not include all the specific and detailed measures and recommendations contained in Chapter 2, and in each other chapter. The role of implementation measures and programs is to carry out the specified mission, goals and objectives established in each chapter – after due consideration by the Planning Commission and recommended implementation bodies, including the Board of Supervisors and the Township administrators and department heads.

