

Comprehensive Plan Update

TOWAMENCIN TOWNSHIP

MONTGOMERY COUNTY, PENNSYLVANIA

"A vibrant community with a promising future based on tradition, an appreciation of natural resources and a commitment to balanced growth and a great quality of life for its residents"



JULY 2026

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Introduction

CHAPTER

1

PLAN PURPOSE

This Comprehensive Plan represents the first Township-wide comprehensive planning effort in nearly 40 years and is intended to serve as a guiding document that will help inform future development and land use decisions and provide the planning basis for zoning and Subdivision and Land Development Ordinance (SALDO) revisions, capital improvement projects, infrastructure enhancements and other initiatives recommended by this plan. The plan will help the Township appropriately manage future growth and potential change in a manner that enhances and protects positive community characteristics.

The previous comprehensive plan was adopted in 1989. This plan was subsequently amended in 1994 to include the Towamencin Village Zoning Ordinance and Land Use and Design Manual. In 2007, the Towamencin Township Strategic Plan was completed. The plan established objectives and implementation tools for community, land use, parks and recreation, public safety, sewer and stormwater, and transportation goals. The Strategic Plan was developed for five years and was envisioned to be updated annually. A new strategic plan is being developed by the Township.

This Comprehensive Plan adheres to Act 247 of The Pennsylvania Municipalities Planning Code (MPC), which requires that comprehensive plans address the following topics:

- Stated goals and objectives for future development
- Plan for future land use
- Plan for current and future housing needs
- Plan for transportation of both people and goods
- Plan for community facilities
- Interrelationships of plan components
- Short- and long-term implementation strategies
- General congruency of plan goals with adjacent municipalities and the County comprehensive plan
- Plan for the protection of natural and historic resources

TOWNSHIP PROFILE

Towamencin Township is a second-class township in Montgomery County with a home rule charter as of July 2023. Home to approximately 18,035 people as of 2024, Towamencin residents enjoy a mix of residential and commercial development in a suburban setting, with excellent access to regional recreation and employment destinations via the Pennsylvania Turnpike’s Northeast Extension. The SEPTA Regional Rail is three miles away at the Lansdale station and Towamencin residents can be in Center City Philadelphia in 50 minutes via the Lansdale/Doylestown Line. The Township is served by North Penn School District and has a robust inventory of park and open space resources.

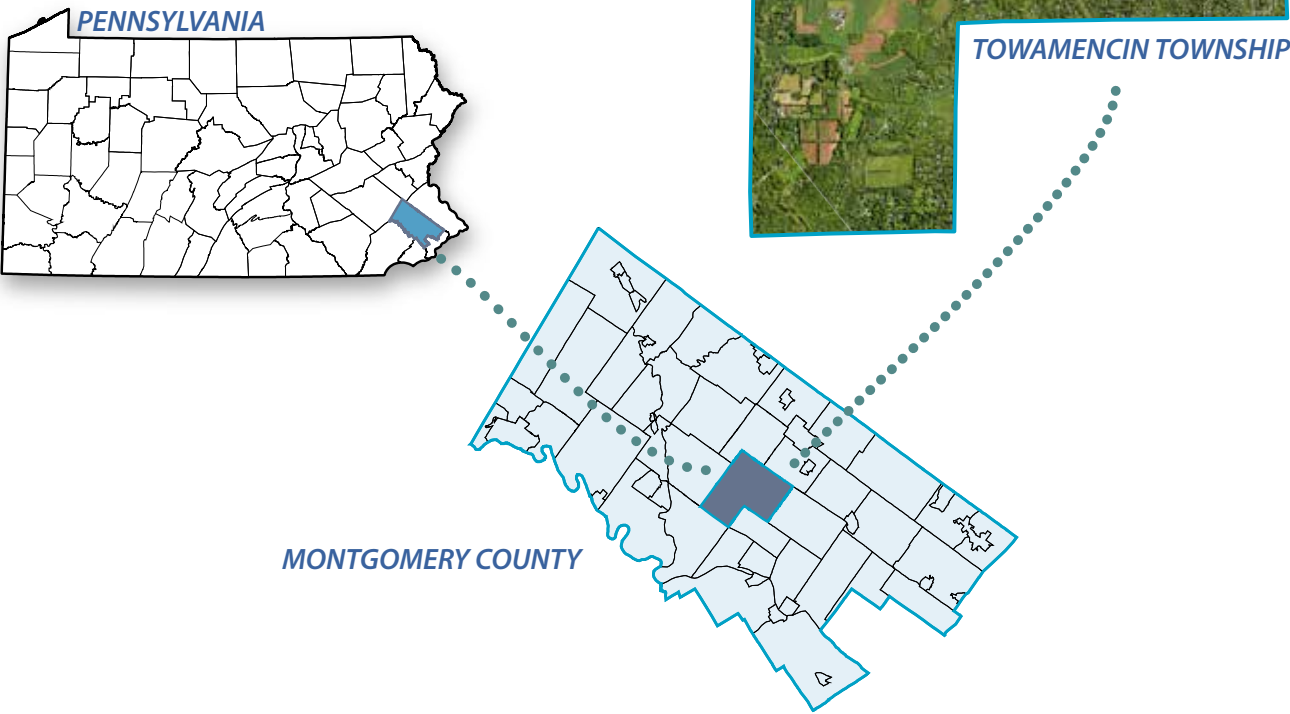
Towamencin boasts a rich history stretching back to the early 18th century. In the late 1600’s, settlers of German, Welsh, and Dutch descent arrived in the area and joined the existing Lenni Lenape American Indians of the Delaware Nation. The first land grant by William Penn came in 1703 to Benjamin Furley, who would be joined by others over the next few decades. In 1728, Towamencin became an officially chartered Township in Pennsylvania. The Township grew steadily throughout the 19th century, fueled by key regional road infrastructure and sustained by a local agrarian economy. Population grew substantially in the mid-20th century as part of national suburbanization trends, and the Township began to leave its agricultural roots behind to become a suburban community, while still retaining some of its vanishing rural legacy.

REGIONAL CONTEXT

Towamencin Township is 9.68 square miles in size and is located centrally in Montgomery County. Bordering municipalities are Upper Gwynedd Township, Hatfield Township, Lower Salford Township, Skippack Township, Worcester Township, and Lansdale Borough.

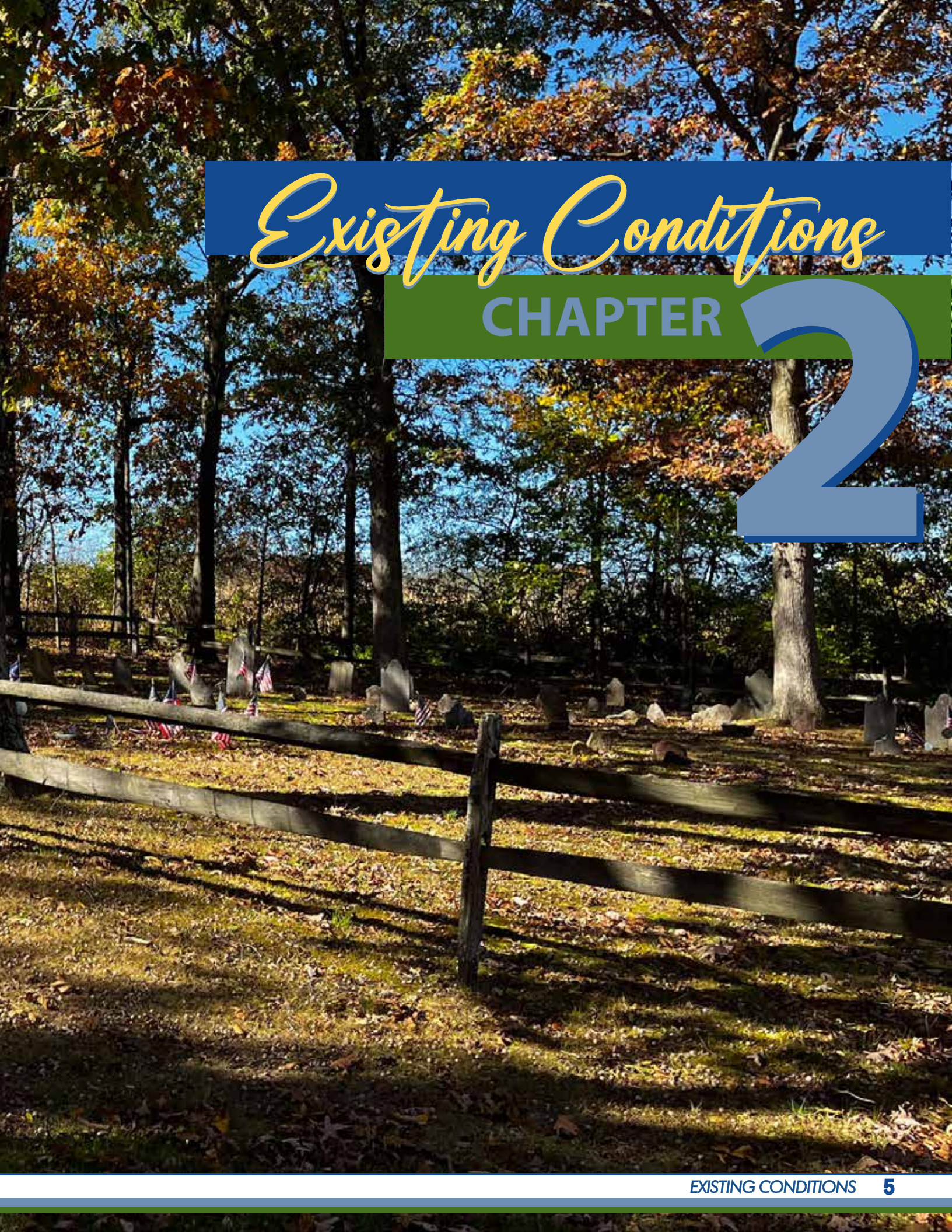
PLAN IMPLEMENTATION

The recommendations described in Chapter 3 include both short- and long-term implementation strategies. The success of these strategies will be dependent upon coordination between the individuals and organizations responsible for their implementation. This plan identifies funding sources and potential partners that can assist the Township in achieving its planning goals.



Veterans
Memorial Park

TOWAMENCIN TOWNSHIP



Existing Conditions

CHAPTER

2

DATA COLLECTION

The data used to inform this Comprehensive Plan was obtained from various source materials, including:

- Towamencin Township,
- Montgomery County,
- Delaware Valley Regional Planning Commission,
- United States Census Bureau,
- Previous municipal and county planning studies
- Field reconnaissance conducted by the consultant.

Geographic Information System (GIS) mapping software was used to generate field analysis maps using shapefile data made publicly available by various government agencies and planning-oriented organizations.

PUBLIC PARTICIPATION

Public input is integral to a successful planning process to create a Comprehensive Plan that is representative of community interests and needs. The consultant team engaged the local community in a robust public participation process in which the public provided valuable feedback on both existing challenges and desired improvements.

The public was given several opportunities to voice their thoughts and opinions through both public meetings and an online survey. Information gained from these sources was incorporated into this plan where appropriate.

PROJECT MEETINGS

Brief summaries of the public meetings are listed below. Attendance lists, key person interview notes, and meeting minutes for all public and committee meetings can be found in the Appendix.

Public Meeting #1 – January 18, 2024

The consultant team introduced the project to the community, provided an overview of the comprehensive plan process, and reviewed preliminary inventory, data, and analysis. The consultants then led a brainstorming session to gather goals, facts, concepts, and potential partners for the plan.

Public Meeting #2 (Draft Plan) – November 21, 2024

The consultant team presented a draft of Comprehensive Plan recommendations to the public and gathered feedback. The printed plan was available on January 15, 2025.

Public Meeting #3 (Draft Plan) – May 27, 2025

The consultant team reviewed the Draft Plan to the public, noting revisions to be completed. The plan was then presented at a public hearing at a board of supervisors meeting for adoption. A recommendation for adoption has delayed until a later date.

KEY PERSON INTERVIEWS AND FOCUS GROUPS

The consultant team conducted 9 interviews with key individuals and organization representatives who have knowledge, experience, and specific interests in advancing Towamencin Township planning goals. Interviews were conducted with the following groups:

- Towamencin Zoning and Administration
- Towamencin Finance Director
- Towamencin Traffic Engineer (Bowman)
- Ryan Beltz, Perkiomen Creek Watershed Association
- Towamencin Police Department
- Towamencin Volunteer Fire Company
- Volunteer Medical Service Corps
- Montgomery County Planning Department
- Montgomery County Farmland Preservation

Four focus groups were held with individuals and organizations in the following categories: School District and Educational Institutions, Local Businesses, Recreation and Community Facilities, and Local Organizations and Senior Living.

Additional meetings were held with the Towamencin Parks and Open Space Advisory Board and the Towamencin Environmental Advisory Council.

ONLINE SURVEY

An online survey was developed by the consultant team and distributed to the public to gather opinions and ideas towards the new plan, in addition to supplemental demographic data. The survey received a total of 646 responses between January 2024 and August 2024. Of those 646 respondents, 638 were residents of Towamencin. The following selected results provide an overview of the general attitudes Township residents hold towards several overarching trends like priority issues, quality of life, recreational priorities, and new business demand. The complete survey results are available in the Plan Appendix.

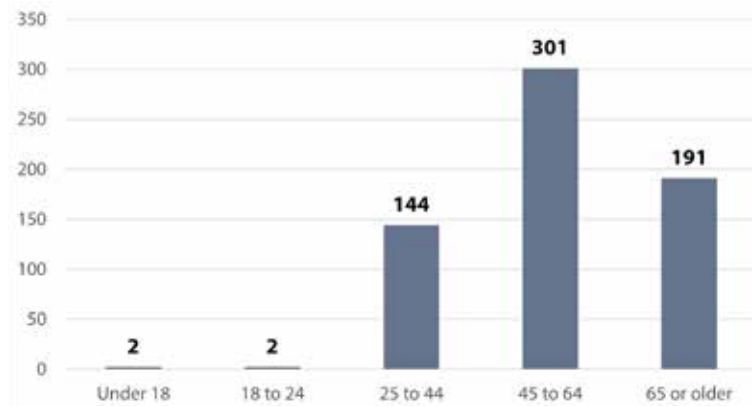
	Meeting Title	Meeting Date	Meeting Time	Type
2023	Board of Supervisors Meeting #1 - Plan Goals and Issues	Wednesday, October 25	7PM-9PM	In-person
	Planning Commission Meeting #1	Monday, November 6	7PM-9PM	In-person
2024	Public Meeting #1 - Open House (2 Sessions)	Thursday, January 18	4PM-6PM, 7PM-9PM	In-person
	Planning Commission Meeting #2	Monday, February 5	7PM-9PM	In-person
	Open Space and Parks Advisory Committee Meeting	Monday, February 12	7PM-9PM	In-person
	Environmental Advisory Committee Meeting	Tuesday, February 13	7PM-9PM	In-person
	Public Works Advisory Committee Meeting	Thursday, February 15	7:30AM-9:30AM	In-person
	Finance Committee Meeting	Wednesday, February 21	7:30AM-9:30AM	In-person
	Board of Supervisors Meeting #2 - Plan Progress	Wednesday, May 22	7PM-9PM	In-person
	Planning Commission Meeting #3	Monday, June 3	7PM-9PM	In-person
	Focus Group #1 - Recreation and Community Facilities	Summer 2024	1PM-230PM	Virtual
	Focus Group #2 - Youth/Students	Summer 2024	1PM-230PM	Virtual
	Focus Group #3 - Local Businesses	Summer 2024	1PM-230PM	Virtual
	Focus Group #4 - Seniors, Others	Summer 2024	1PM-230PM	Virtual or In-person
	Planning Commission Meeting #4	Monday, August 5	7PM-9PM	In-person
	Board of Supervisors Meeting #3 - Prelim Recommendations Rev.	Wednesday, Nov 13	7:00 PM	in person
	Public Meeting #2 - Draft Plan	Thursday, November 21	7PM-9PM	In-person
	Planning Commission Meeting #5	Monday, December 2	7PM-9PM	In-person
	Planning Commission Meeting #6	Monday, March 3	7PM-9PM	In-person
	Board of Supervisors Meeting #4 - Draft Plan Comments	Wednesday, March 26	7PM-9PM	In-person
	Park and Open Space Advisory Board Meeting - rev comments	Tuesday, April 15	7PM-9PM	in-person
	Public Meeting #3 - Final Plan - review recommendations	Tuesday, May 27	7PM-9PM	In-person
2025	Board of Supervisors Meeting #5	Wednesday, August 27	7PM-9PM	In-person
	Board of Supervisors Meeting #6	Wednesday, March 11	7PM-9PM	In-person



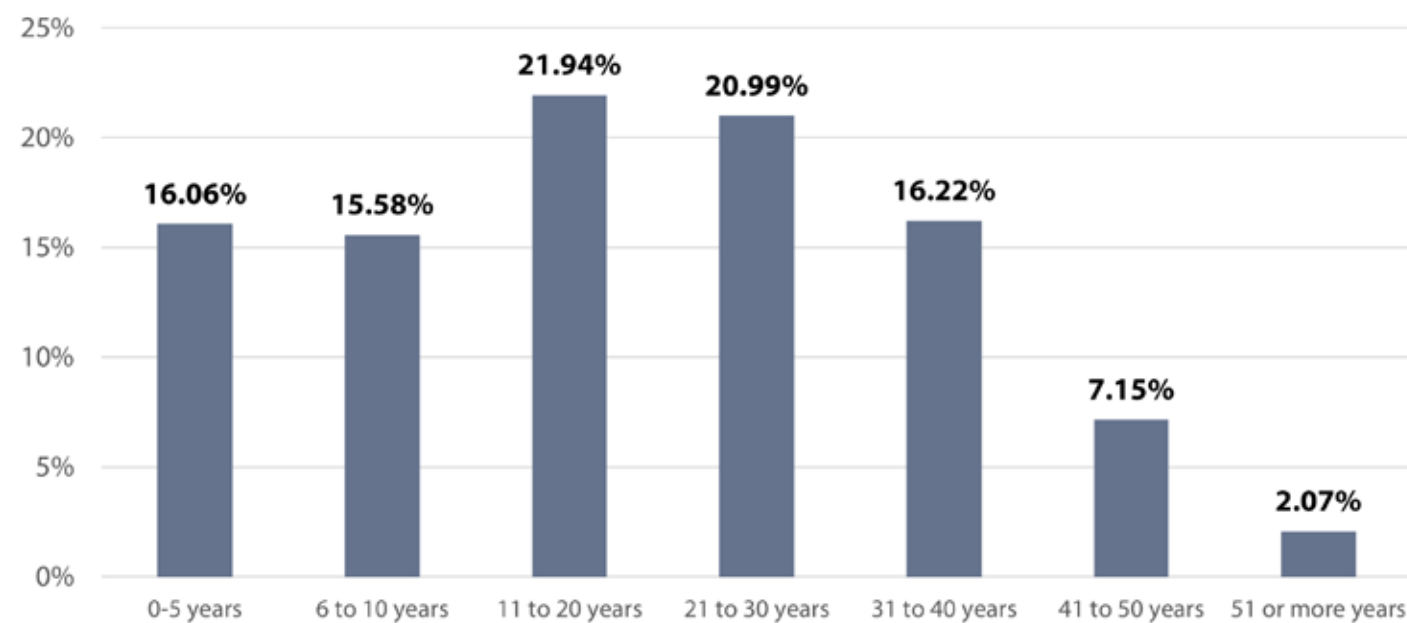
Residents were able to review existing plans and comprehensive plan information at the first public meeting in January 2024.



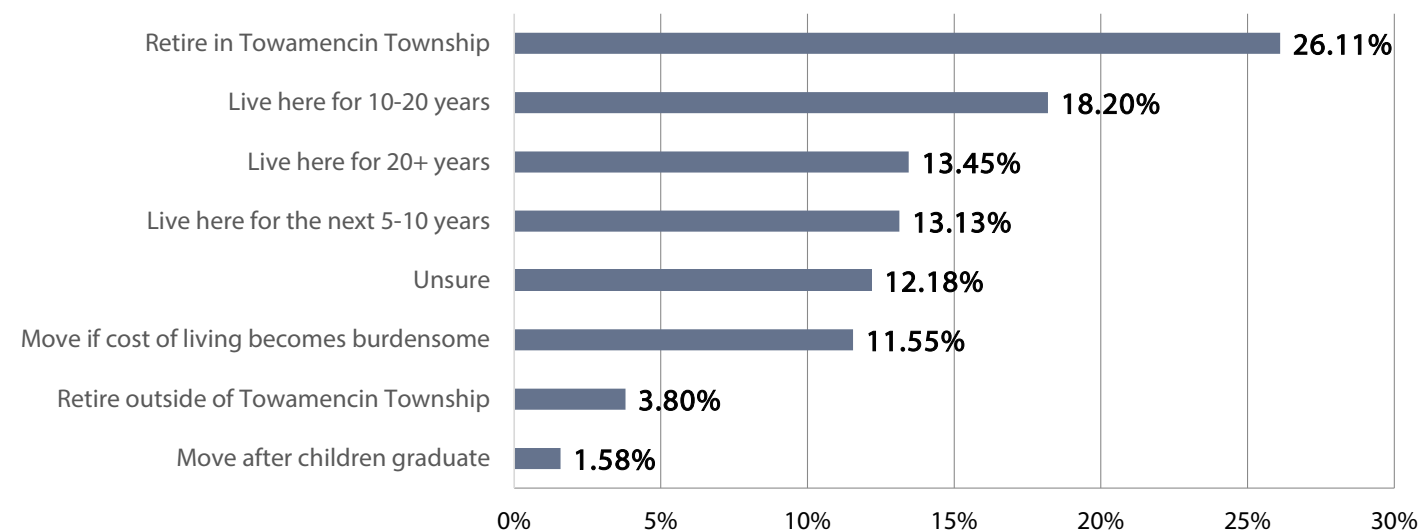
What is your age? (Chart shows number of respondents)



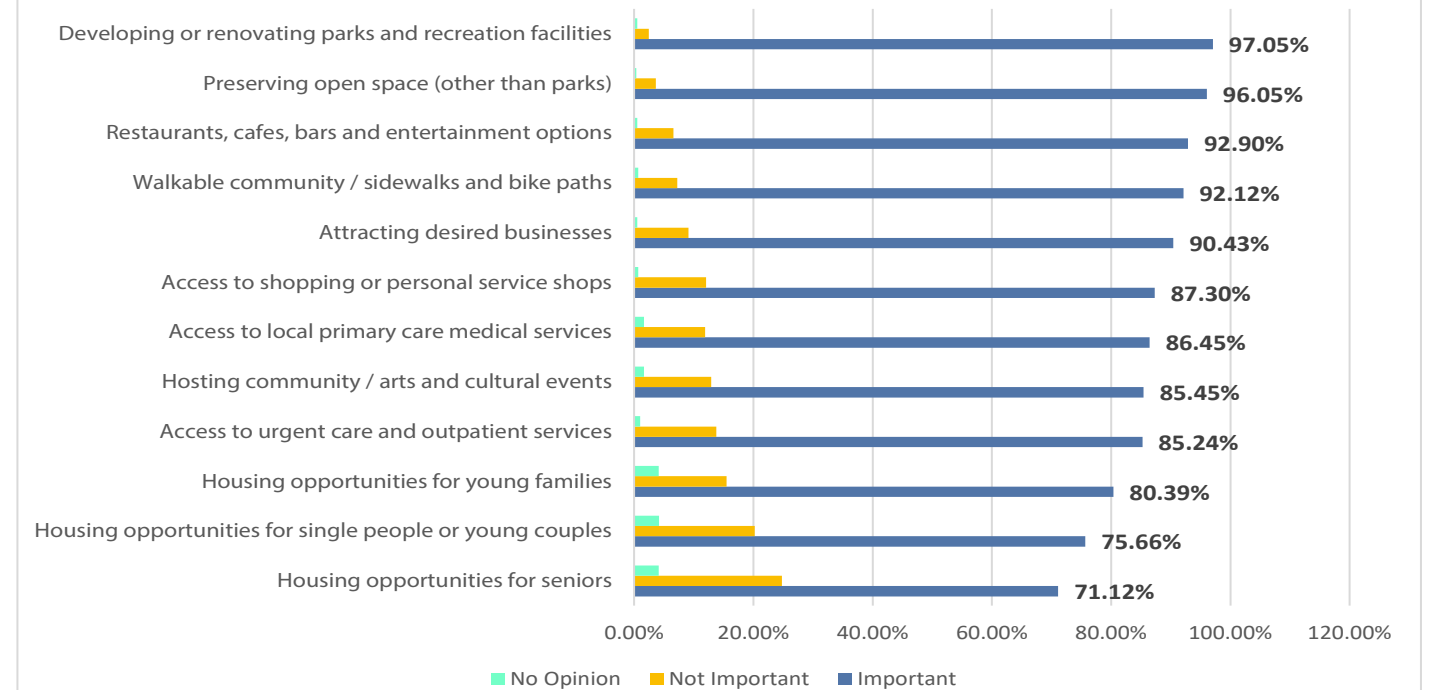
How long have you lived at your place of residence?



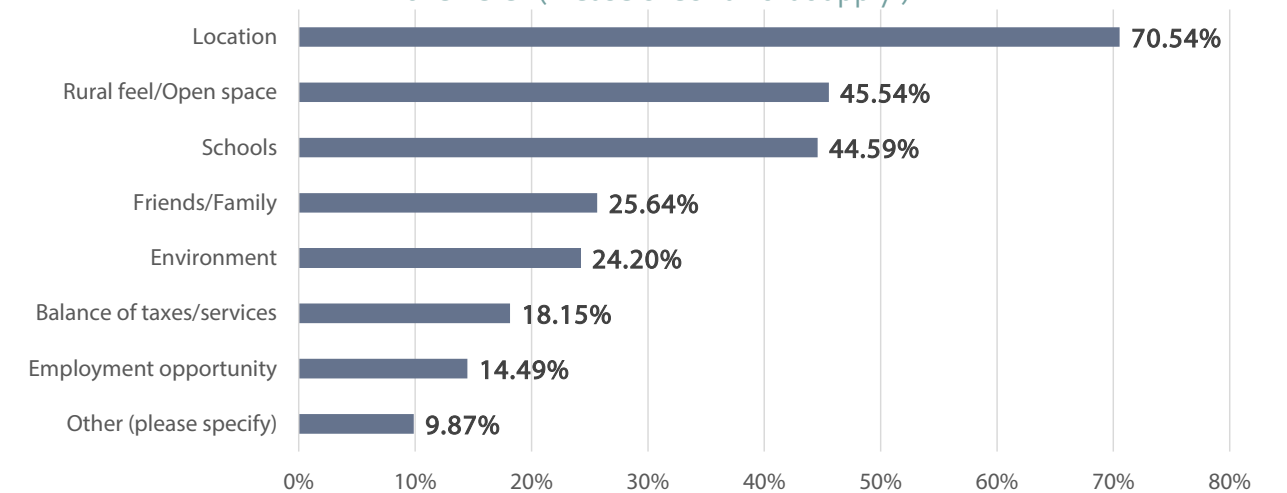
If you are a resident of Towamencin Township, what are your long-term plans?



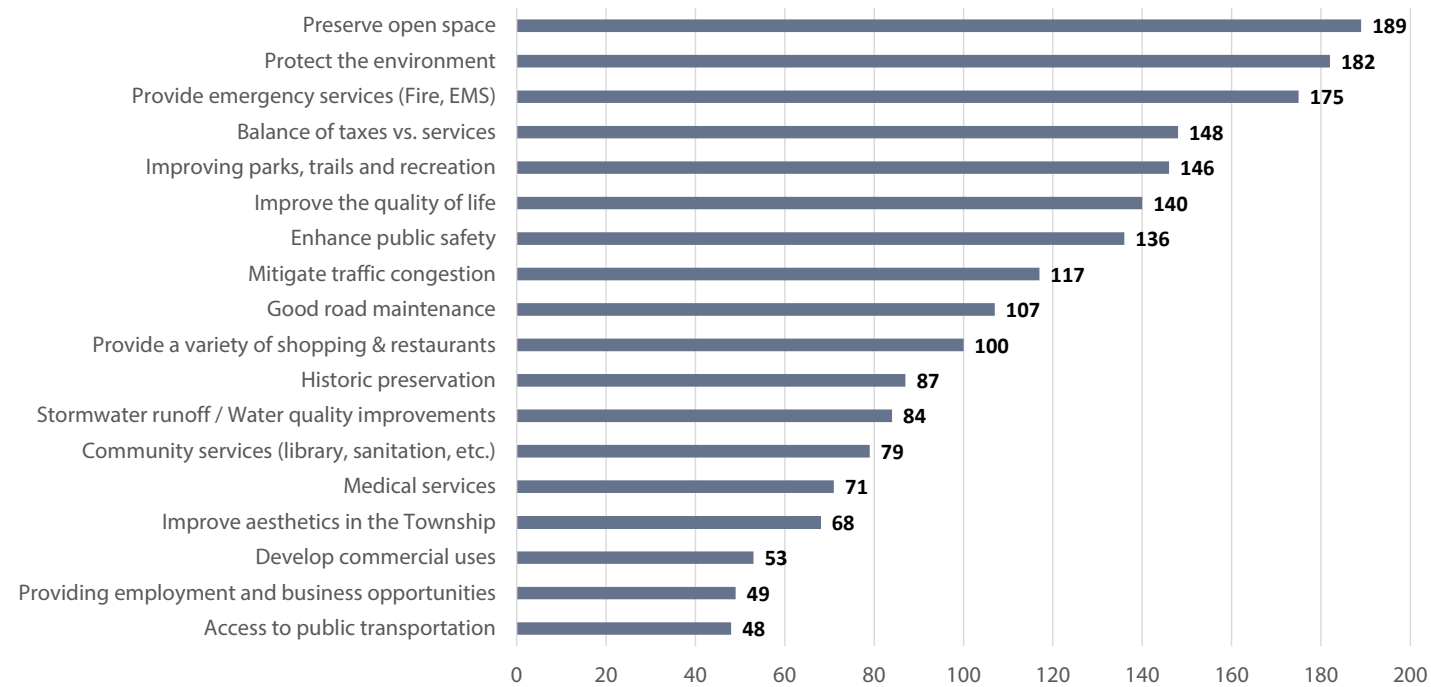
Thinking about quality of life and amenities in Towamencin Township, how important to you is each of the following issues?



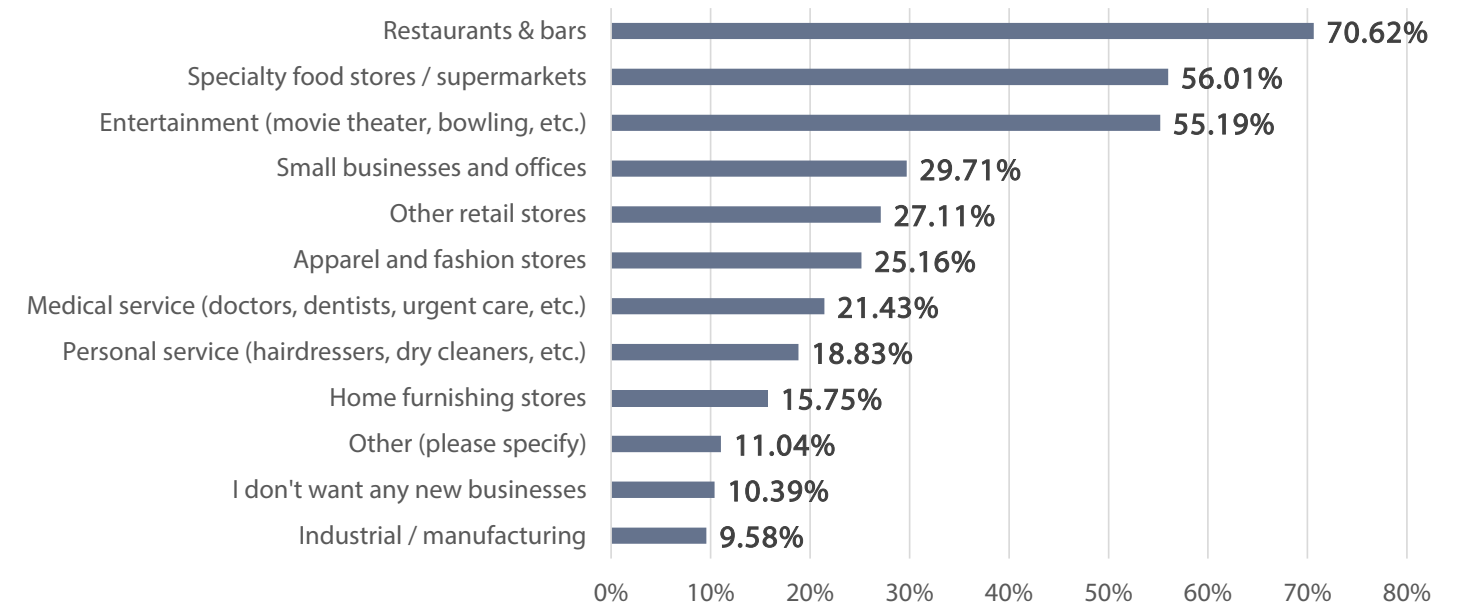
If you are a resident of Towamencin Township, which of these influenced your decision to move here? (Please check all that apply.)



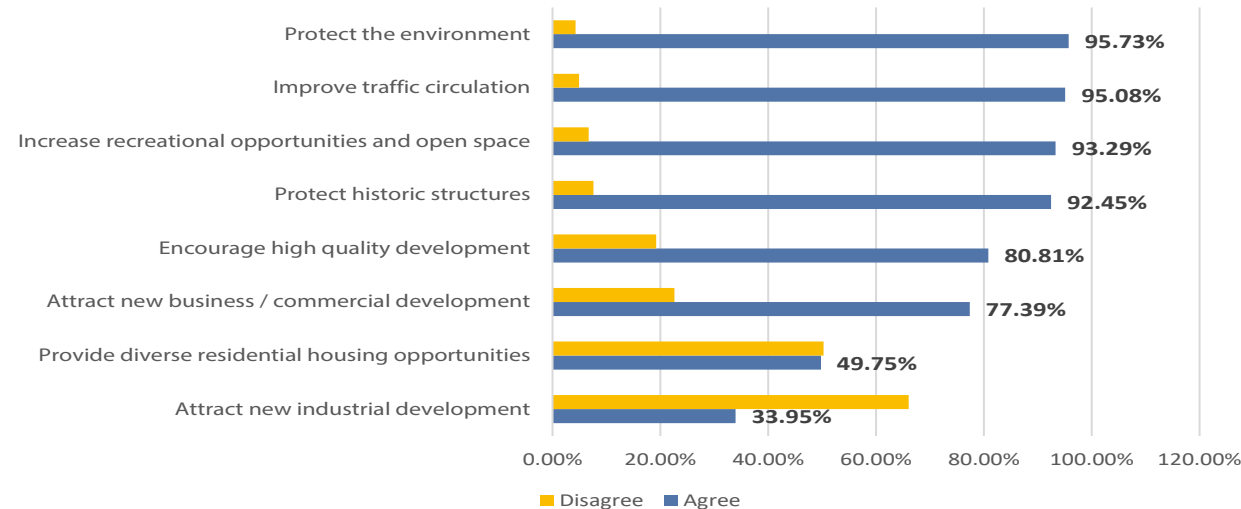
Rank from 1 to 10 your opinion of each of the following issues according to the scale:
1 = High Priority, 10 = Low Priority. (Chart shows Highest Priority)



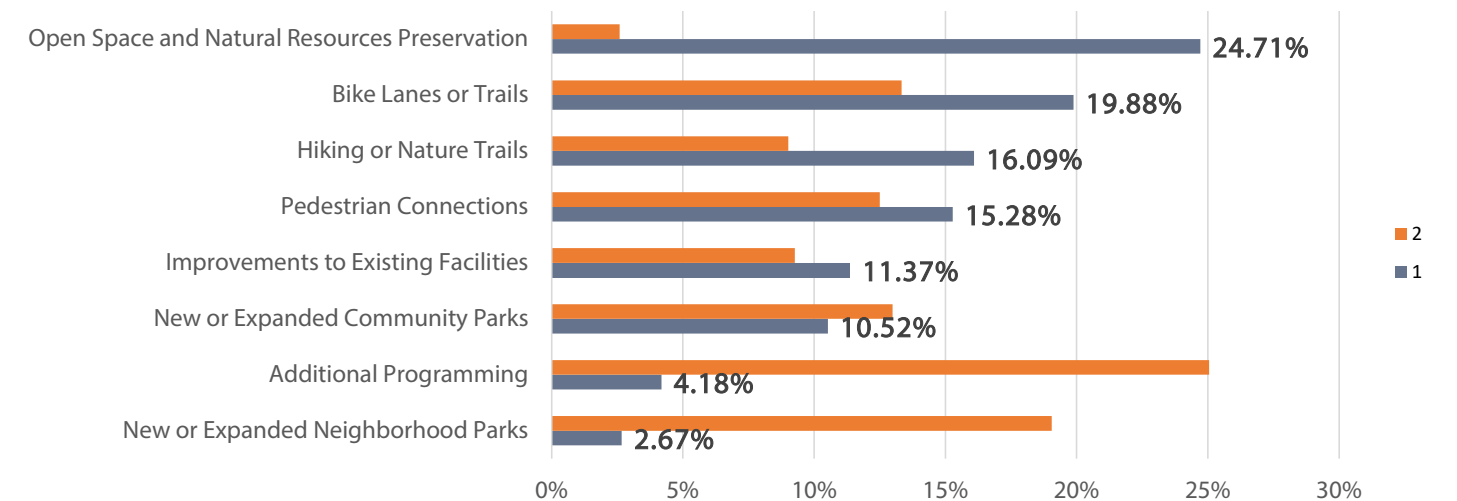
What types of new businesses should Towamencin Township seek to attract?
(please check all that apply)



Over the next 10 years, Towamencin Township should try to:



Please rank the recreational priorities that you feel Towamencin Township should focus on.
(1 = High Priority, 8 = Low Priority, Chart shows top 2 priorities)



PLANNING DOCUMENTS REVIEW

The consultant team reviewed and referenced the following existing planning documents during the Towamencin Township Comprehensive Plan process.

TOWAMENCIN PARKS, RECREATION, AND OPEN SPACE PLAN (2006)

This plan focuses on the municipal parks, recreation, and open space facilities. The following goals guided the development the plan: actively pursue new open space opportunities within the Township, expand and maintain existing parks, open space and recreational areas, protect historic and cultural resources, coordinate Township efforts with the regional open space network, protect and preserve natural resources, and maximize the use of scarce financial resources available for open space and recreation.

The plan established an action plan for facility development and acquisition recommendations, as well as several zoning text amendment recommendations.

TOWAMENCIN STRATEGIC PLAN (2007)

The Strategic Plan identified the following priorities and planning goals for the Township to pursue:

- Reduce Debt
- Sumneytown Pike and Valley Forge Road Improvements
- Emergency Management Planning
- Increase Commercial / Light Industrial Tax Base
- Develop a sense of community
- Parks Development & Master Plans for Township Facilities
- Staffing for Township
- Improvements in Information Technology
- Old Forty Foot Road and Rittenhouse Traffic Signal
- Storm Water Management Enhancements
- Crime Control
- Towamencin Creek Interceptor
- Property Maintenance
- Overall Infrastructure
- Equipment Needs (Snow removal, etc.)

WALK MONTCO / BIKE MONTCO (2016)

Completed by the Montgomery County Planning Commission, *Walk Montco* analyzed existing conditions of the pedestrian environment and provided design and land use recommendations based on four focus areas: Safe Routes to School, Access to Downtown Areas, Transit Oriented Development, and Walkability in Suburban Commercial Areas. The plan also included implementation and funding guidance.

Bike Montco was completed in 2018 with an overarching goal of increasing the bikeability of Montgomery County. The plan established several themes and goals to guide recommendations:

Connected Communities: Connected communities with a robust network that supports bicycling as a daily transportation option.

Equity: Expand bicycling opportunities for everyone.

Safety: Ensure that bicycling is safe for all.

Education and Enforcement: Support education and enforcement efforts that increase awareness of bicycling.

Health and Environmental Sustainability: Promote bicycling as a healthy and environmentally sustainable way to travel.

Vibrant Economy: Create and nurture a county bicycling industry.

The plan includes a chapter the explains the demographic, social, and physical challenges and opportunities that influence contemporary bicycling trends. The plan presents a county-wide planned bicycle network, including development methodology, focus areas, and implementation guidance.

TOWAMENCIN CONNECTIVITY STUDY (2023)

The Towamencin Connectivity Study identified the following objectives and guidelines for increasing multimodal connectivity within the Township.

Objectives

- Eliminate or mitigate barriers to destinations by incorporating a network of pedestrian and bike routes and trails, ideally separated from vehicular traffic.
- Connect pedestrian and bicycle routes to destinations within the Township while also providing the groundwork for connections to surrounding townships.
- Develop a comprehensive planning document that can support efforts to attract and secure funding for the future implementation of proposed improvements.

Guiding principles for Proposed Improvements Plan

- Establish safe connections to schools.
- Connect to parks, trails, and open space within Towamencin and the surrounding area.
- Establish safe connections across “barriers” such as railroad lines and high-volume roadways.
- Connect to the amenities and services in Towamencin as well as in adjacent municipalities.
- Establish cross-township connections (north/south & east/west) on low-stress or low-traffic volume routes.
- Connect neighborhoods to other destinations in the Township.

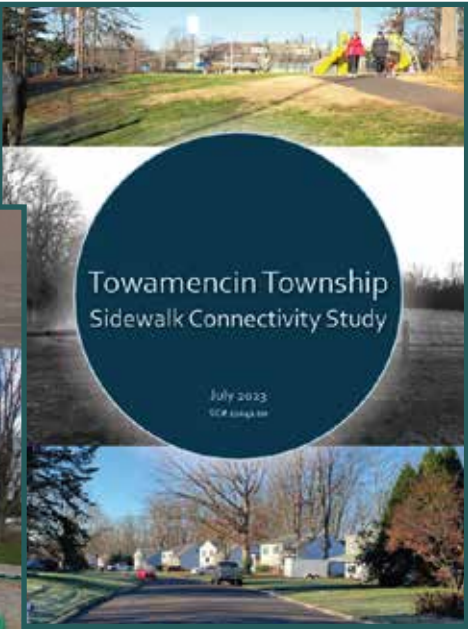
TOWAMENCIN PARKS AND TRAILS EVALUATION (2020)

This report established the current state and condition of existing township parks and to create an action plan of recommendations for each park, following the recommendations of the 2006 Parks, Recreation, and Open Space Plan. The Parks Evaluation established priority projects for each park or open space facility, following site-specific analysis and a community benchmarking exercise that identified system-wide facility deficiencies. Conceptual diagrams were developed for each park that illustrated the specific recommendations.

Top priorities were established as two new basketball courts at Firehouse Park, new amenities at Grist Mill Park, and adult exercise equipment and shade for existing playgrounds at Fischer’s Park. Cost estimates were developed for all recommendations at each park or open space facility.

MONTCO 2040: A SHARED VISION (2021)

Montgomery County’s 2040 Comprehensive Plan was reviewed to ensure Towamencin Township’s comprehensive planning goals were congruent with County goals. Montco 2040 provided goals and recommendations under three focus areas of Connected Communities, Sustainable Places, and Vibrant Economy.



STORMWATER MANAGEMENT MS4 PLAN

The Municipal Separate Storm Sewer System (MS4) program is mandated under the Clean Water Act and administered by the PA Department of Environmental Protection (DEP). The goal of this program is to reduce the amount of pollution discharged into water bodies from separate storm sewer systems (MS4s).

An MS4 is a system of conveyances, like a retention basin, roadside inlet, or underground pipe, and they are designed to collect and transport stormwater and discharge it, untreated, into local waterways. MS4s are owned or operated by a city, town or other public entity and are not connected to the sanitary sewer system or wastewater treatment plant. Towamencin Township’s MS4 permit was issued in November 2022 and expired in November 2025. A new permit is now in effect.

Through this program, local municipalities must obtain a permit to legally discharge stormwater into local streams and creeks. To meet the terms of this permit, they need to create a Stormwater Management Program (SWMP) that is designed to reduce the amount of pollution entering local water bodies.

Every SWMP must address 6 focus area, also called Minimum Control Measures (MCMs) that are considered essential for successfully reducing stormwater pollution:

- Public Education and Outreach
- Public Participation and Involvement
- Illicit Discharge Detection and Elimination
- Construction Site Runoff Control
- Post-Construction Runoff Control
- Pollution Prevention/Good Housekeeping for Municipal

ADJACENT MUNICIPAL COMPREHENSIVE PLANS

The following comprehensive plans from adjacent municipalities were reviewed.

- Lansdale Borough Comprehensive Plan (2020)
- Upper Gwynedd Township Comprehensive Plan (2021)
- Worcester Township Comprehensive Plan (2008)
- Indian Valley Regional Planning Commission Comprehensive Plan (2015) - (Lower Salford)
- Skippack Township Comprehensive Plan (200
- Hatfield Township Comprehensive Plan – 2024

These plans were reviewed for compatibility with land use and zoning in Towamencin. Please refer to Chapter 3 – Recommendations for a review of municipal compatibility.

TOWNSHIP ZONING AND SALDO

Zoning ordinances are laws that regulate land uses by determining which uses are permitted in specific locations, with associated requirements and limits, such as: size, height, impermeable coverage, setbacks/ buffers, building density, intensity of land uses, and protection of natural and historic resources.

ZONING ORDINANCES

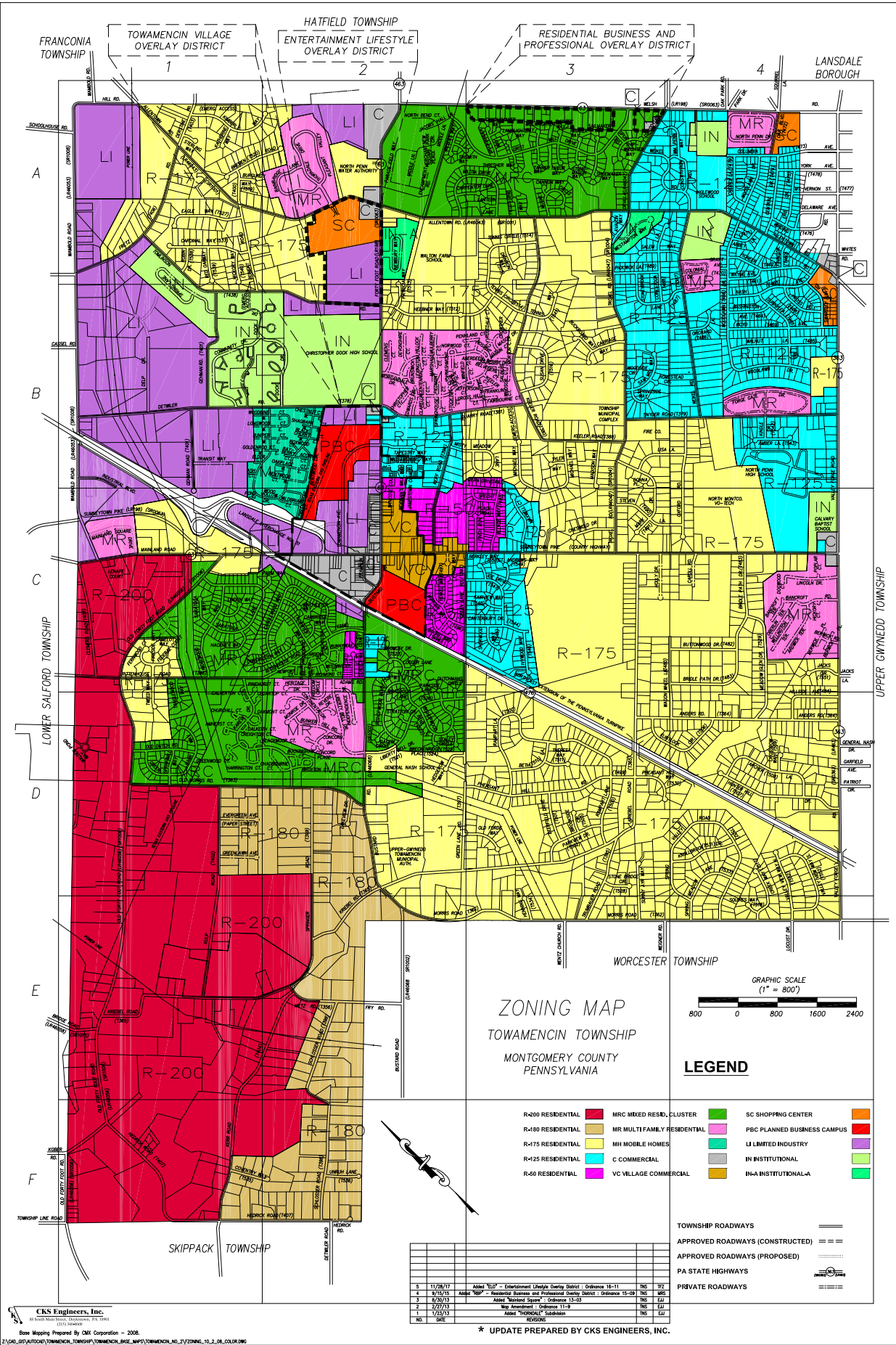
Towamencin Township has fifteen (15) zoning districts, eight of which are residential; A commercial and village commercial zoning district; A shopping center district; Planned Business Campus district; Limited Business Campus and two institutional zoning districts.

There are also three (3) overlay zoning districts: Towamencin Village Overlay District (which also contains a Land Use and Design Manual); Entertainment Lifestyle Overlay District; and Residential Business and Professional Overlay District.

Current land use is predominantly residential, almost mirroring zoning. Towamencin is predominantly a single-family residential community.

A Subdivision and Land Development Ordinance (SALDO) determines municipal design standards, procedures, or other requirements that all developments within the Township must adhere to.

The Township zoning map is shown on the following page.



DEMOGRAPHICS

Demographic data is provided by the United States Census Bureau’s American Community Survey 5-Year Estimates for 2024. Population and employment projections are sourced from Delaware Valley Regional Planning Commission.

POPULATION

The 2024 Towamencin Township population was approximately 18,035 persons. The age distribution was as follows:

- 34.4% of the population is aged 29 and under
- 36.3% of the population is aged 30 to 59
- 29.5% of the population is aged 60+

The three largest age brackets were 40-44 (7.4%), 10-14 (7%), and 60-64 (6.8%). Between 2011 and 2024, the largest increases were in the 70-74 and 75-79 age brackets, which grew from 3.3% to 6.7% and 1.5% to 4.6%. The next highest was the 65-69 age cohort, which grew from 3.8% to 5.4% (+1.6%).

The largest decreases were in the 50-54 age group, which fell from 9.3% to 5.5%, the 55-59 age group, which fell from 8.3% to 6.1% , and the 15-19 age group, which fell from 6% to 5%.

DVRPC FORECASTS

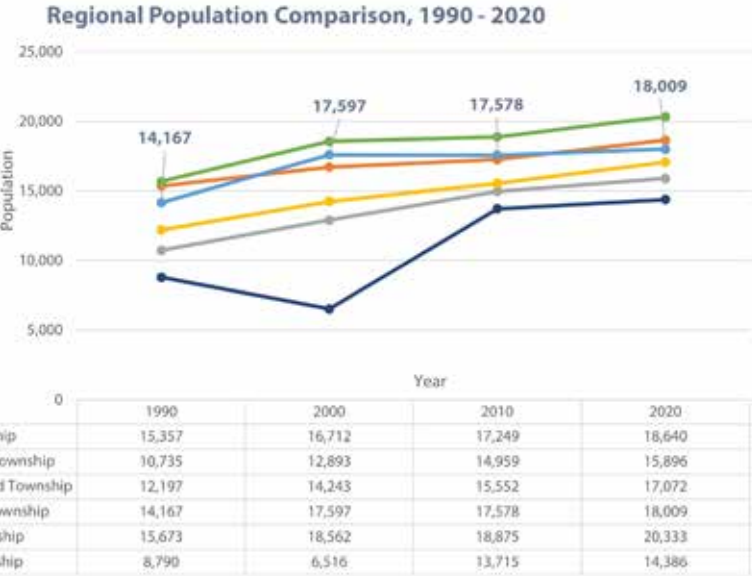
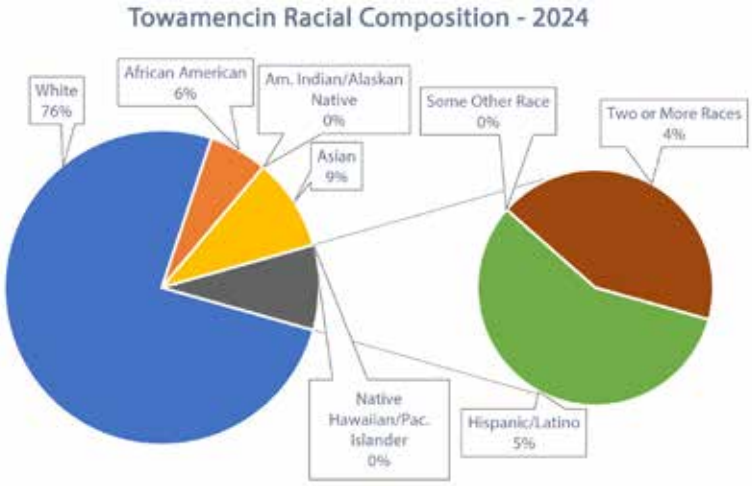
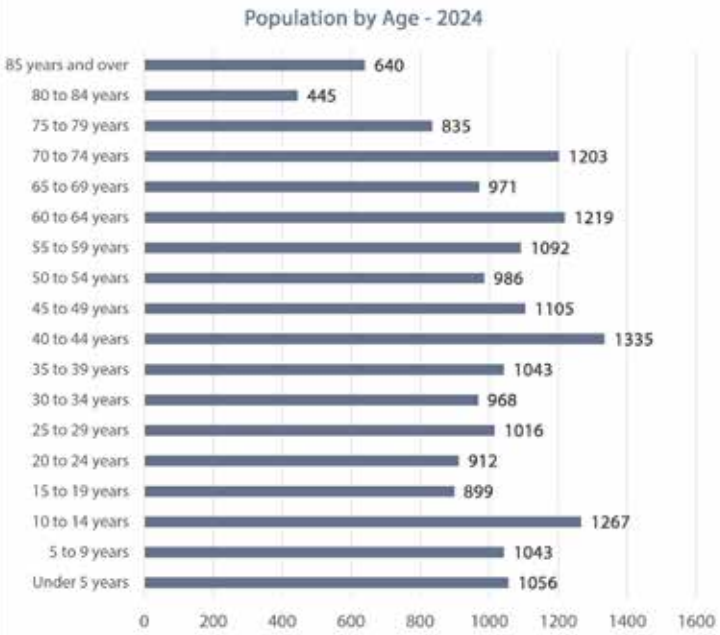
Using October 2024 population estimates, DVRPC has forecasted population growth until 2050 in 5-year increments. By 2050, DVRPC expects Towamencin Township population to grow to 19,618. This represents population growth of 8.8% or 1,583 persons from the 2024 population.

RACIAL COMPOSITION

The Census reported a White population of 75.77%, Asian population of 9.5%, African American population of 6.02%, Hispanic/Latino population of 4.98%, and Two or More Races population of 3.74%.

REGIONAL COMPARISON

In the last several decades, Towamencin has grown at a slower pace compared to its neighbors. As of 2024, Towamencin Township (18,035) is similarly sized to adjacent municipalities of Hatfield Township (18,937), Lower Salford Township (16,137), and Upper Gwynedd Township (17,202). Whitpain Township is larger with a population 20,446 and Skippack Township is smaller, at 14,520



people. Hatfield and Towamencin have had similar growth rates. Towamencin may have had a slower growth rate than most of its neighbors for a variety of reasons. These might include: it was already more built out than its neighbors; the local economies were more positive in these other townships; there were more and better housing choices in other locations; or just the fact that undeveloped land was sold in other places, but not in Towamencin.

INCOME

MEDIAN HOUSEHOLD INCOME

Towamencin Township has seen the median household income increase 23.26% between 2011 and 2024, from \$77,037 to \$100,396. Comparatively, the median household income for Montgomery County in 2024 was \$111,855.

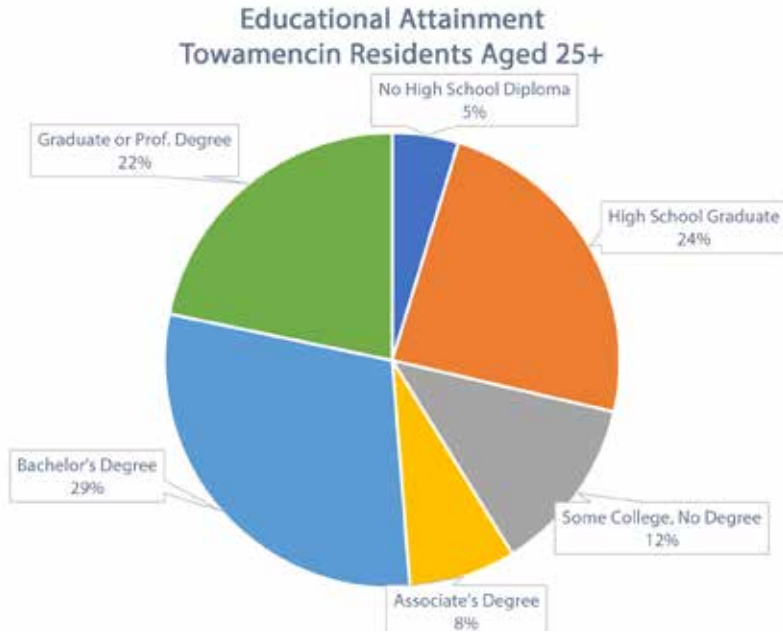
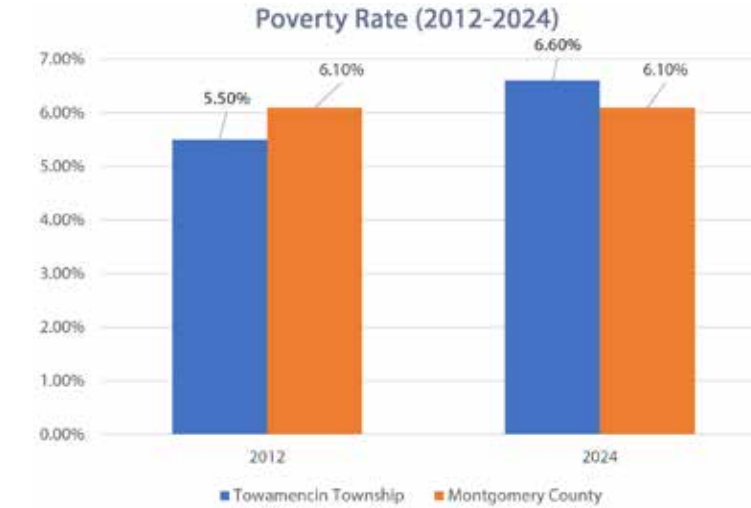
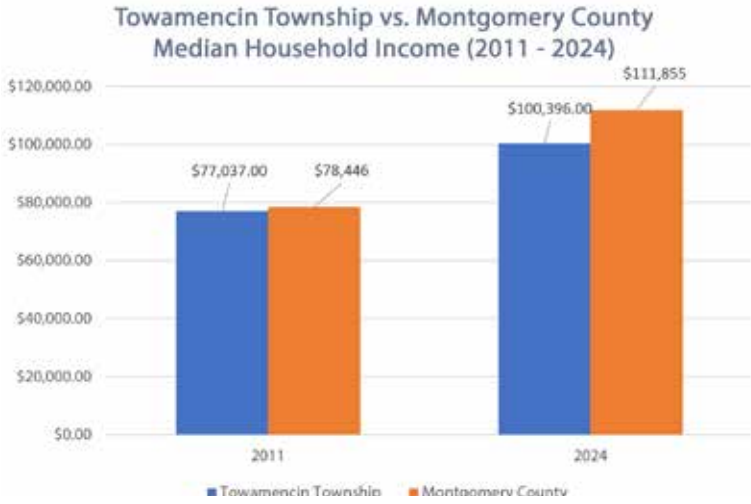
POVERTY RATE

The poverty rate in Towamencin was 6.6% in 2024, which has been increasing since 2022 when the poverty rate was 4.2%. Comparatively, the poverty rate of Montgomery County was 6.1% in 2024.

EDUCATION

EDUCATIONAL ATTAINMENT

Educational Attainment in Towamencin Township as of 2024 outpaces State, and National Levels, as 95.3% of residents over 25 years of age have at least a high school diploma, and 51.2% have at least a Bachelor’s Degree. The same measures for Montgomery County are 95.9% and 55.4%, for Pennsylvania are 92.4% and 36.4%, and for the United States are 89.9% and 36.8%.



EMPLOYMENT

In 2020, total employment in the Township as approximately 8,203 jobs. In 2050, total employment is forecast to be 9,836 jobs.

INDUSTRY BREAKDOWN

The top 5 industry categories in Towamencin Township of the employed population aged 16+ are as follows:

- 1. Educational services, health care, and social assistance (26.6%)
- 2. Manufacturing (17.8%)
- 3. Professional, scientific, management, administrative, and waste management (14.4%)

- 4. Finance and insurance, and real estate/rental/leasing (10.1%)
- 5. Retail trade (8.7%)

OCCUPATIONS

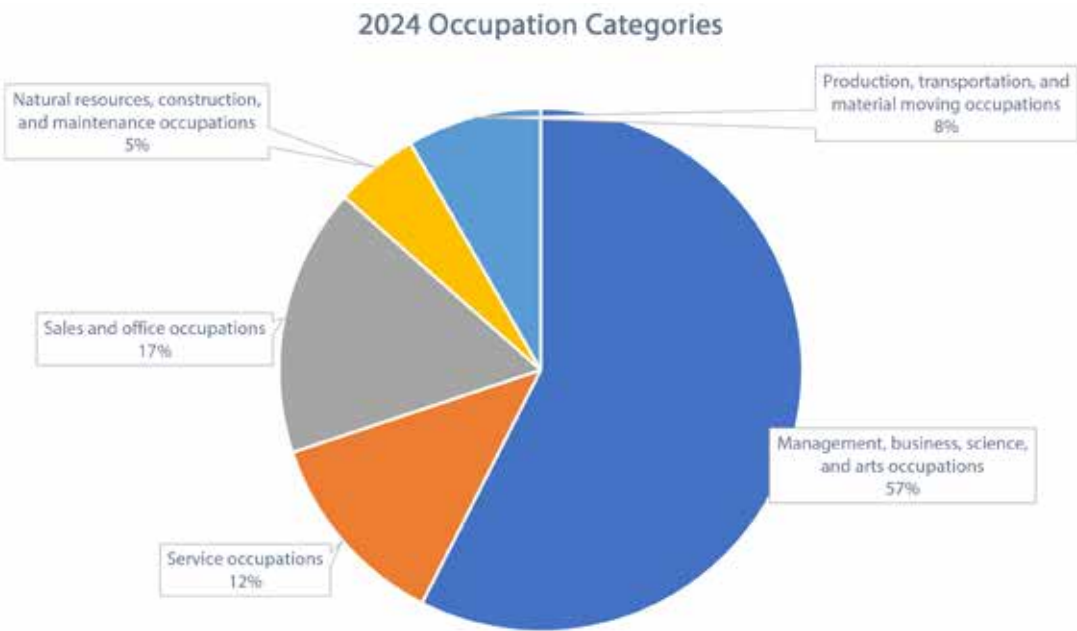
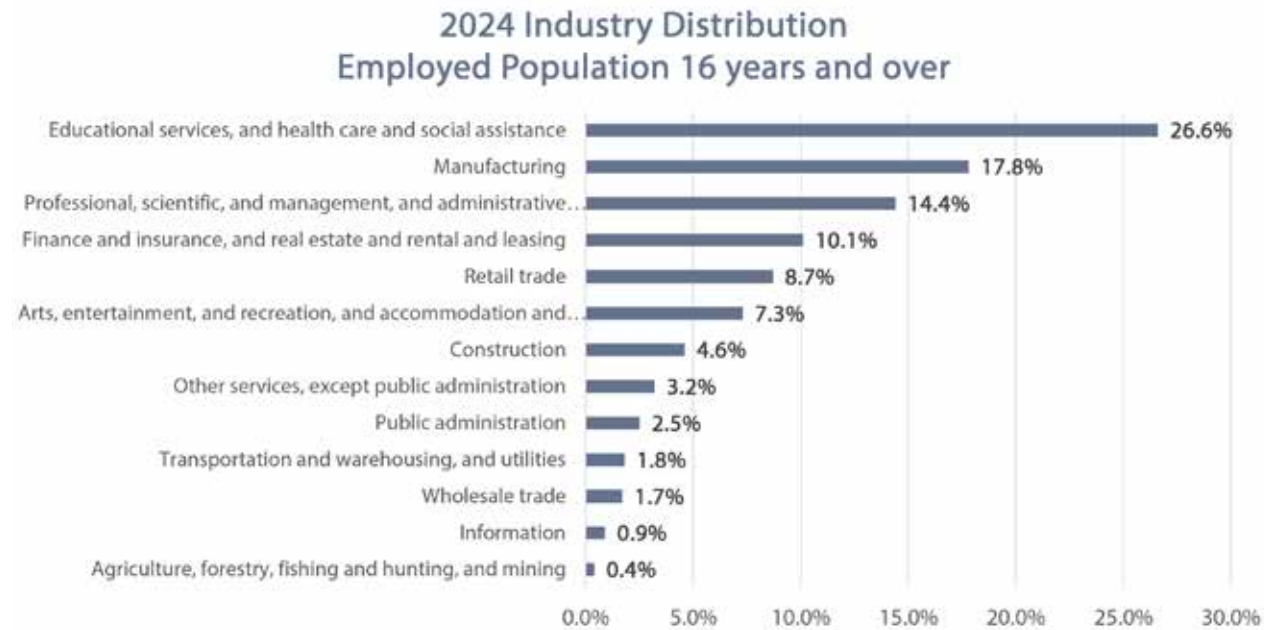
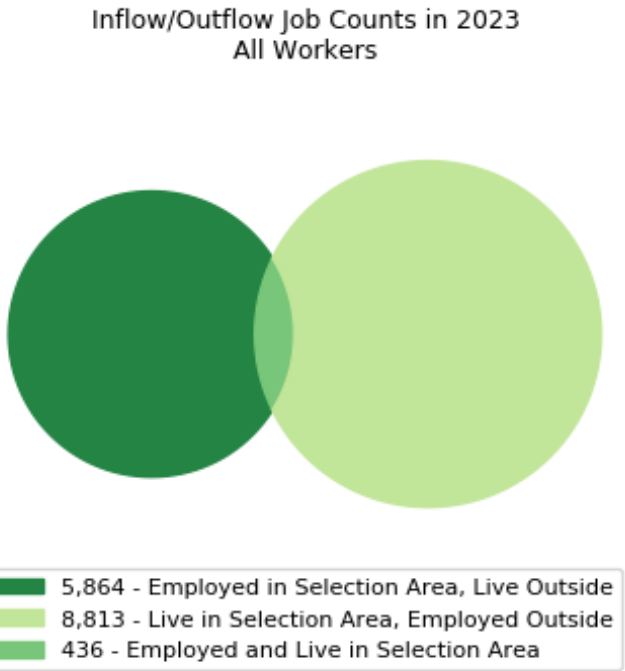
The distribution of employee occupations in Township are management, business, science, or arts occupations (57.7%), followed by sales and office occupations (17%), service occupations (12%), production, transportation, and material moving occupations (8%), and natural resources, construction, and maintenance occupations (5%).

COMMUTING ONTHEMAP

The U.S. Census Bureau’s OnTheMap tool provides valuable employment and commuting data at the municipal level. The Inflow/Outflow employment analysis shows how many people are employed in Towamencin but live outside the Township, those who both work and live in Towamencin, and those who live in Towamencin but work outside the Township. In 2023, 5,864 people commuted to Towamencin, 436 people both lived and worked in Towamencin, and 8,813 people lived in Towamencin but commuted elsewhere.

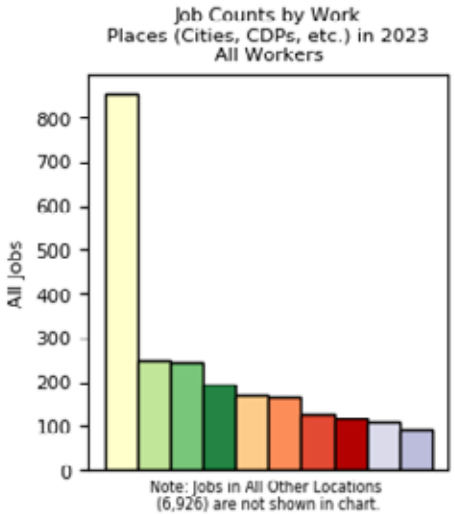
The top three employment destinations for Towamencin residents are Philadelphia (9.2%), Lansdale Borough (2.7%), and King of Prussia (2.6%).

The top three home destinations for people employed in Towamencin are Philadelphia (6.3%), Lansdale Borough (5%), and Souderton Borough (1.9%).



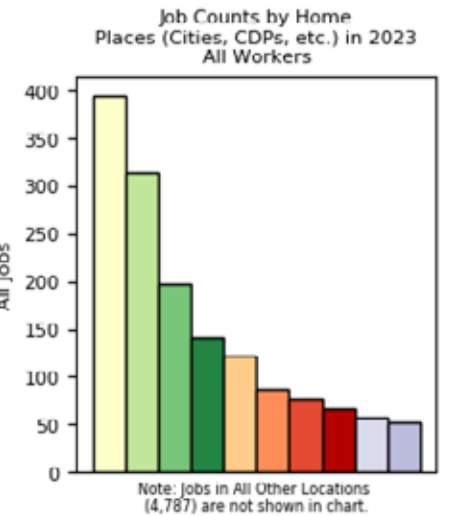
Job Counts by Places (Cities, CDPs, etc.) Where Workers are Employed - All Jobs

	2023	
	Count	Share
All Places (Cities, CDPs, etc.)	9,249	100.0%
Philadelphia city, PA	855	9.2%
Lansdale borough, PA	248	2.7%
King of Prussia CDP, PA	244	2.6%
Kulpsville CDP, PA	194	2.1%
Blue Bell CDP, PA	170	1.8%
Montgomeryville CDP, PA	168	1.8%
Fort Washington CDP, PA	127	1.4%
Horsham CDP, PA	115	1.2%
Plymouth Meeting CDP, PA	108	1.2%
Harleysville CDP, PA	94	1.0%
All Other Locations	6,926	74.9%



Job Counts by Places (Cities, CDPs, etc.) Where Workers Live - All Jobs

	2023	
	Count	Share
All Places (Cities, CDPs, etc.)	6,300	100.0%
Philadelphia city, PA	395	6.3%
Lansdale borough, PA	315	5.0%
Kulpsville CDP, PA	197	3.1%
Harleysville CDP, PA	142	2.3%
Souderton borough, PA	122	1.9%
Hatfield borough, PA	87	1.4%
Montgomeryville CDP, PA	78	1.2%
Telford borough, PA	66	1.0%
Perkasie borough, PA	58	0.9%
Quakertown borough, PA	53	0.8%
All Other Locations	4,787	76.0%



COMMUTING MODE

In 2024, 68.6% of workers drove to work alone, 8.4% carpooled, 1.3% took public transportation, 20.7% worked from home, and .3% walked. The work-from-home statistics should be monitored closely as new data continues to be released, as it will give substantial indication of the long-term impacts of office space vacancies.

TRAVEL TIME TO WORK

Workers commute for an average travel time of 28.1 minutes, only slightly higher than the County average of 27.8 minutes.

VEHICLES AVAILABLE BY HOUSEHOLD

Of the 8,957 workers 16 years and over in households, only .5% do not have access to a vehicle. 14.6% have only 1 vehicle, 55.3% have 2 vehicles, and 29.6% have 3 or more vehicles.

HOUSING
HOUSING UNITS

The 2024 American Community Survey(ACS) 5-Year Estimate data reports that the Township added 115 total housing units between 2012 and 2024, growing from 7,444 to 7,559. During that 12-year period, the vacancy rate fell 1.5% from 293 units to 180 vacant units. The percentage of owner-occupied housing units fell from 73.6% to 66.1% and rentals rose from 26.4% to 33.9%.

Only 11.8% of the total housing stock was built after the year 2000. The most prolific construction period occurred between 1980 and 1999, when 37.8% of the housing stock was built. 35.9% of homes were built between 1960 and 1979, and 14.5% were built before 1960.

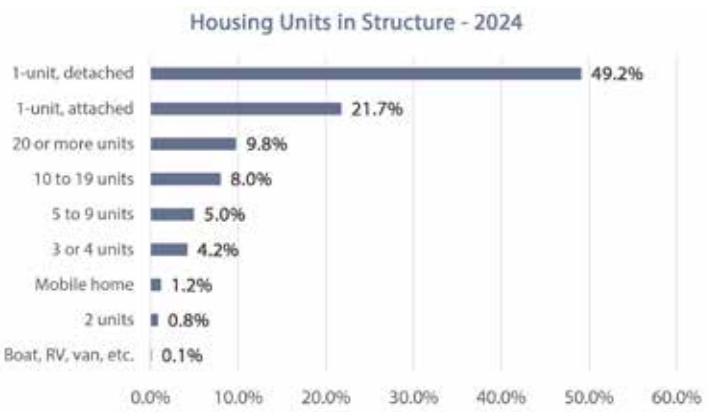
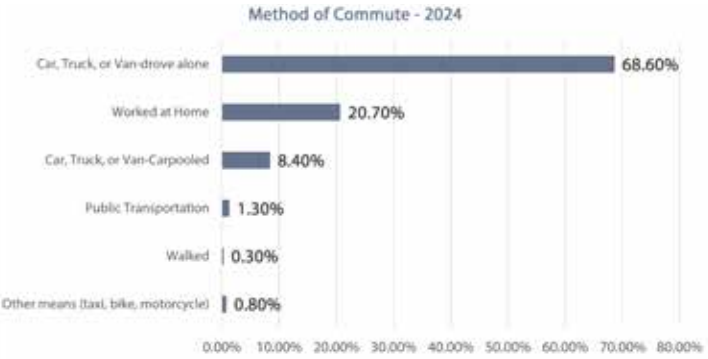
Most structures are 1 unit, 49.2% being detached, and 21.7% being attached. Structures containing between 2 and 9 units account for 10% of the housing stock, 10 to 19 units are 8%, and larger structures with 20+ units are 9.8% of all housing units. Additionally, mobile homes account for 1.2% of all housing units.

PERSON PER HOUSEHOLD

Average Persons Per Household in Towamencin Township are similar to County averages. In owner-occupied units, Towamencin averages 2.68 people, and 1.94 in renter-occupied units (2.77 and 1.9 respectively for the County).

YEAR MOVED IN

18.1% of all households moved into their home after the year 2020 and 58.6% moved in between 2000 and 2019. 23.3% have lived in their homes since before 1999.

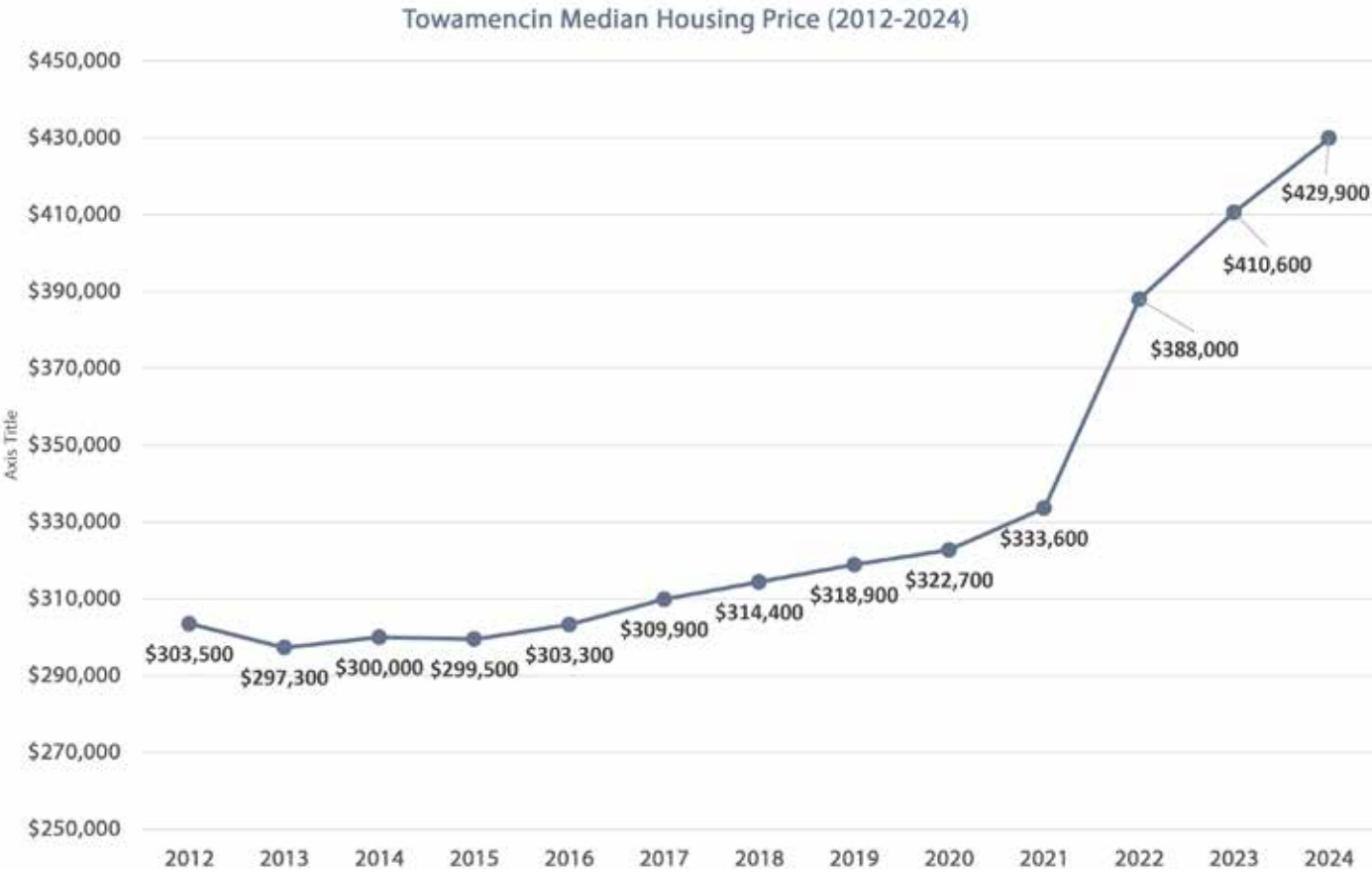


MEDIAN HOUSING PRICE (OWNER-OCCUPIED)

Towamencin Township’s median housing price (2024) of \$429,900 for owner-occupied units is the lowest of the 5 adjacent municipalities, with the median being \$524,100 and is also lower than the County median of \$436,700.

MEDIAN HOUSING RENT

Towamencin Township’s median rent (2024) of \$1,753 is comparable to the median rent of its adjacent municipalities, which is \$1,865, and is higher than the County median of \$1,683.

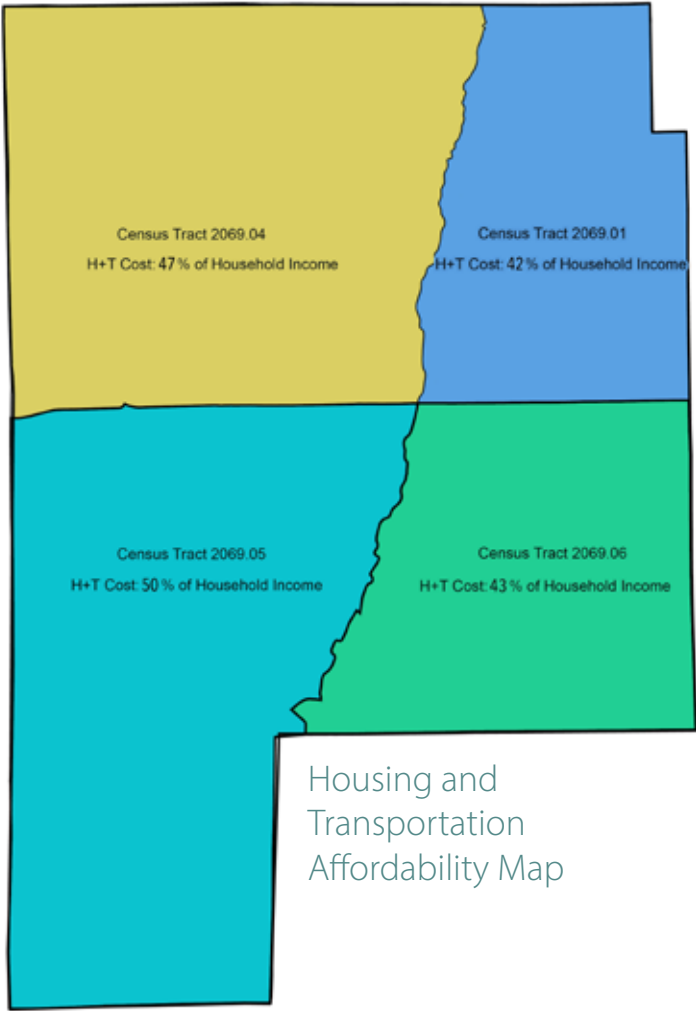


HOUSING AND TRANSPORTATION AFFORDABILITY INDEX

Provided by the Center for Neighborhood Technology, The Housing and Transportation Affordability Index is a measure that provides an understanding of the affordability of a place by showing how much of a burden both housing and transportation costs place on a household. The traditional measure of affordability only considers housing costs (mortgage, taxes, utilities, insurance, fees), which are deemed affordable at 30% of a household’s income.

The H+T Index includes transportation costs (auto ownership, auto usage, public transit usage) in its affordability measures, as they are typically a household’s second-largest expenditure. Transportation costs are considered affordable at 15% or less of a household’s income. The H+T Index sets the benchmark for housing and transportation costs at no more than 45% of household income. The H+T index uses 2022 Census data.

Data is available for the four census tracts in Towamencin Township, 2069.01, 2069.04, 2069.05, 2069.06. The H+T value for each census tract is used to calculate the average for the Township. The average housing cost as a percentage of household income is 27.5%, while the percentage for transportation is 18%. These values combine for an H+T value of 45.5%, indicating slight affordability challenges. As per the H+T Index, housing costs are slightly lower than the target index and the transportation costs are higher, likely due to the lack of bus or train service.



Housing and Transportation Affordability Map

Towamencin Housing + Transportation Costs			
Census Tract	Housing Cost	Transportation Cost	H + T Cost
2069.01	25%	17%	42%
2069.04	30%	17%	47%
2069.05	31%	19%	50%
2069.06	24%	19%	43%
Township Average	27.50%	18.00%	45.50%

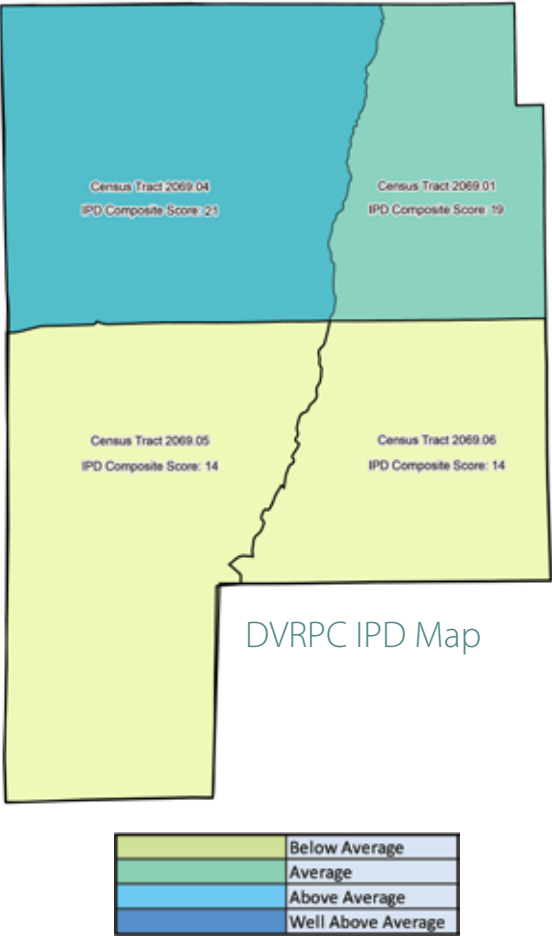
DVRPC INDICATORS OF POTENTIAL DISADVANTAGE

From the Delaware Valley Regional Planning Commission (DVRPC):

Under Title IV of the Civil Rights Act and the Executive Order on Environmental Justice (#12898), MPOs are directed to create a method for ensuring that equity issues are investigated and evaluated in transportation decision-making. In response, DVRPC has created the Indicators of Potential Disadvantage (IPD) analysis tool that can be used to identify equity issues. The IPD analysis tool identifies populations of interest under Title IV and Environmental Justice using U.S. Census American Community Survey 2020-2024 five-year estimates data and maps these populations in each of the Census tracts in the region via GIS. Each population group is an indicator in the analysis and includes the following: Youth, Older Adults, Female, Racial Minority, Ethnic Minority, Foreign-Born, Limited English Proficiency, Disabled, and Low-Income. Each census tract receives an "IPD Score", which is calculated by standard deviations relative to an indicator's regional average. This score is generated by allocating a ranking (0 to 4) to each of the 9 indicators, resulting in a final summary score between (0-36). The score categories range from 0 (well below average) to 4 (well above average).

The IPD Analysis Tool is intended to be used as the first step in equity analyses. The methodology is designed to identify populations of interest using demographic data. Once identified, informed decisions regarding possible discrimination against these groups can be made. Using the 0 to 36 scale, regions with IPD scores at the higher end of the spectrum have a higher concentration of these populations of interest and have a higher potential for inequity.

Three of the four census tracts of Towamencin have IPD indicators that are "above average" or "well above average," which correspond to IPD scores of 3 or 4 respectively. Tract 2069.01 has an IPD composite score of 19, Tract 2069.04 is 21 and both Tract 2069.05 and Tract 2069.06 have a score of 14. Tract 2069.01 has a high presence of females and disabled populations, Tract 2069.04 has a high presence of older adults and females, and Tract 2069.05 has a high presence of youths. This information may be useful in understanding the needs of specific neighborhoods in the Township.



DVRPC IPD Map

DVRPC IPD Indicators					
Census Tract	2069.01	2069.04	2069.05	2069.06	DVRPC Average
Youth	23.9%	18.3%	26.5%	18.6%	21.0%
Older Adults	20.1%	34.5%	13.2%	18.8%	16.7%
Female	55.1%	60.5%	50.1%	47.6%	51.4%
Racial Minority	21.0%	20.6%	22.7%	27.5%	37.9%
Ethnic Minority	8.6%	6.3%	2.1%	1.5%	10.3%
Foreign-Born	14.3%	15.6%	9.7%	10.8%	11.8%
Limited English Proficiency	9.2%	6.7%	4.5%	8.2%	6.7%
Disabled	17.4%	14.2%	8.0%	9.4%	13.0%
Low-Income	20.1%	22.0%	5.4%	8.5%	25.0%
Composite Score	19	21	14	14	



ANALYSIS
MARKET AND REAL ESTATE ANALYSIS
EXECUTIVE SUMMARY

STUDY PURPOSE

As a way to access current market conditions in the Township, a market analysis was completed. Working in collaboration with Simone Collins Landscape Architecture, 4ward Planning provided market, real estate, financial, and fiscal analysis services to Towamencin Township in support of its Comprehensive Plan Update. Market and real estate analysis findings from this report identify near-term, market-supportable residential and commercial land uses that could be prospectively captured within the Township over the next five years, as well as potential redevelopment sites. A subsequent analysis evaluated the financial feasibility and fiscal impacts of potential development.

STUDY AREAS

The market and real estate analysis examines the following study areas:

- **Towamencin Township:** Serves as the base area.
- **15-Minute PMA:** The Primary Market Area (PMA) represents the catchment area from which 70 percent or more of consumer patronage originates – here defined as the 15-minute drive-time from the intersection of Route 63 and Forty Foot Road.
- **Montgomery County:** Serves as the Secondary Market Area (SMA), representing a larger catchment area from which the Township could prospectively compete for new residents and businesses.

- **Philadelphia MSA:** The Philadelphia-Camden-Wilmington, PA-NJ-DE-MD Metropolitan Statistical Area (MSA) includes 11 counties in New Jersey, Pennsylvania, Delaware, and Maryland.
- **Pennsylvania:** As defined by state borders.

MARKET OPPORTUNITIES AND CHALLENGES

Residential

The township’s suburban housing market is tight, with little built over the past two decades.

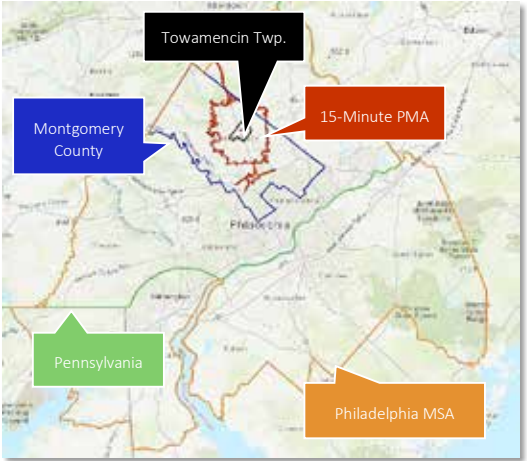
With over 19,000 workers commuting more than 25 miles to work in the PMA, there is likely pent-up housing demand, as a small portion of these workers would likely trade a commute if adequate housing were available closer to their place of employment. Furthermore, the County’s unemployment rate is historically low (2.7 percent as of October 2023), indicative of an extremely tight labor market. Some companies may face challenges in expanding or meeting consumer demand, due to a limited pool of workers and tight housing market.

Despite pent-up housing demand and relatively tight housing vacancy rates (1.4 percent among ownership units and 2.4 percent among rental units), few housing units have been built or permitted in the Township over the past two decades, suggesting there is likely limited vacant land or land zoned to allow for a greater diversity of housing typologies.

Like much of Montgomery County, the Township is suburban in nature with many owner-occupied, single-family homes. Allowing for a greater diversity of housing stock in the township (e.g., townhomes or apartments) could help create a more sustainable and inclusive community. Considering nearly half of renter households in the Township pay more than 30 percent of their monthly incomes on housing, according to Census data, the development of multi-family rental housing in the Township could help alleviate the tight rental market and cost-burdened households.

Largely due to estimated pent-up demand from workers who commute into the Township, this analysis projects by 2028 there will be an estimated unmet demand for approximately 4,280 residential units in the PMA, assuming no new development projects come to market. In addition to the known housing units in the development pipeline, Towamencin Township has market support for capturing between 128 and 214 additional housing units by 2028, principally in the form of multi-family rental and townhouses averaging 1,800 s.f. each.

Figure 1. Study Areas



Source: Esri

Senior Housing

The township has a relatively large share of age-restricted housing units. Consideration should be given to modifying these units from “age-restricted” to “age-targeted,” to prepare for future shifts in housing needs and preferences.

(NOTE: Age-restricted housing includes units in developments where a legal restriction requires either 1) that all residents are ages 62 and older, or 2) at least one person (per household) age 55 or older lives in at least 80 percent of the development’s occupied units.)

While the traditional senior housing market (composed of majority independent living (IL), assisted living (AL), or nursing care (NC) facilities) was profoundly impacted by the Covid-19 pandemic, the relatively new active adult (AA) senior housing development has been booming in recent years - due to the large baby boomer population that is aging, yet remaining physically active and desiring higher-end recreation and community amenities. AA facilities are also attractive to developers, as they typically command rent premiums and require fewer healthcare licenses and operational costs than traditional senior housing.

Currently, age-restricted housing units represent 11 percent of all housing units in Towamencin Township (compared to just six percent of all housing units in the county). Not surprisingly, given this large inventory, the Township also has a relatively large share of residents ages 55 and older - a “target market” for potential new senior housing development aimed at seniors interested in remaining in the township as they age.

Overall population and household growth in both the Township and the larger Philadelphia MSA region are projected to be relatively flat through 2028 (e.g., less than a half-percent annual growth or decline). Absent significant investment, near-term housing demand will come from shifts in household needs and preferences rather than from household growth. The near-term increase in PMA residents ages 65 and older should drive additional demand for senior housing, which could be captured in the Township (the average age for AA and IL housing is 73 years and mid-80s, respectively, to the National Investment Center (NIC). New AA units in the Township, however, should consider the large competitive supply of 55-plus AA units currently being constructed in neighboring Hatfield Township (326 single-family detached homes and townhomes at Del Webb North Penn).

Over the long-term, as the baby boomer population continues to age, and housing needs and preferences shift again, there will likely be an oversupply of age-restricted houses and apartments in the Township. Consideration should be given to modifying these units from “age-restricted” to “age-targeted,” providing amenities and designs consistent with the needs of active adults, while not limiting occupancy to those 55 and older.

Retail

Underutilized commercial sites could be redeveloped to include multi-family housing.

The Philadelphia MSA’s retail market has been slowly rebounding since the Covid-19 pandemic and has seen positive year-to-date net absorption of retail space. Montgomery County is a major retail hub and is strong in terms of retail occupancy and demand. The Township’s largest neighborhood shopping center, the Shops at Town Square (formerly the Towamencin Village Shopping Center) is currently being expanded and remodeled. While not in the current redevelopment plans, developing multi-family apartments at this site has also been considered. Market findings support the development of multi-family rental housing at this site, due to the Township’s tight rental inventory and high share of cost-burdened renter households.

New housing in the Township would likely increase its customer base and help attract and support additional food and beverage establishments. Further, there will likely be demand for more retail, in general, should additional multi-family units get built.

According to consumer expenditure data from the U.S. Bureau of Labor Statistics (BLL), the average household in the PMA spends approximately \$2,370 per year on dining out at full-service restaurants (66 percent on dinner) and \$2,320 per year on dining out at fast food, takeout, or delivery food establishments, totaling nearly \$4,400 per year on food away from home (41 percent on dinner). Potential new housing development in the Township (e.g., higher density townhomes or apartment developments, in particular) could increase the Township’s overall household density and customer base, which could help attract and support more food and beverage establishments, as well as other retail businesses, in general.

Office

Potential new office space in the Township should be limited and targeted at local-serving businesses in need of flexible office space (e.g., medical office, coworking spaces). Additionally, office-to-residential development, where feasible, could be a strong economic and environmental strategy for the township’s existing underutilized office spaces.

Office vacancy rates in the Suburban Philadelphia office market remain well above pre-pandemic levels, suggesting that new office space development in the region should proceed cautiously, if at all. Based on feedback from local real estate professionals, Towamencin Township is located outside of existing suburban office hubs, and there is little demand for office space in the Township.

Consequently, potential new office space in the Township should be limited and targeted at local-serving businesses in need of flexible office space (e.g., business incubators, coworking spaces). Additionally, office-to-residential development could be a strong economic and environmental strategy for the Township’s existing underutilized office spaces – relieving the tight housing market, reusing existing structures where feasible, and making use of existing supportive infrastructure (e.g., utilities, roadways).



TOWNSHIP REDEVELOPMENT OPPORTUNITIES
There are six potential large redevelopment sites within the township.



MARKET AND REAL ESTATE ANALYSIS

MIXED-USE OPPORTUNITIES

Shops at Town Square

This vacant 14-acre site is currently owned by the Nicoletti Robert Family Trust (Philadelphia Suburban Development Corporation- PSDC) and has a land use code of C - Convertible Real Estate - Comm Condo.

Given the site's located adjacent to the Shops at Town Square with frontage along Forty Foot Road, the 14-acre site could easily support the development of 168 units under a low-density approach (12-units per acre) or 336 units under a higher-density scenario (24 units per acre). (Note: PSDC's current concept plans do not propose residential units).

24 Acre PSDC Site in Towamencin Village

This approximately 24-acre site is currently owned by the Philadelphia Suburban Development Corp (PSDC) and has a land use code of C - Com Vac Land.

Given the site's location along Towamencin Avenue near the Interstate 476 (PA Turnpike), the 24-acre site could be developed as a mixed-use site containing several hundred housing units (multi-family, townhouses and carriage homes), along with 30,000 square feet of neighborhood serving retail and personal services. (See "Fiscal Impacts" Analysis in the full market study).

6 Acre PSDC Site in Towamencin Village

This approximately 6-acre site is also currently owned by the PSDC and has a land use code of C - Com Vac Land. Given the site's located along the Sumneytown Pike south of Forty Foot Road adjacent to the site proposed for the new Wawa, the 6-acre site could easily support the development of additional commercial services such as fast casual dining establishments and a fitness center (8,000 to 10,000 s.f.). (Note: PSDC's current concept plans do not propose light industrial - rather they proposed mixed use - residential/commercial).



PSDC Office Site in Towamencin Village

Located at Sumnytown Road and Bustard Road, just east of 1-476, this 30-acre site (former Kulpsville Business Campus) is owned by the PSDC. The parcel's current land use code is C - Office: Condo.

Given the site's size, location, surrounding uses, and existing zoning, the 30-acre site could easily support the development of small-scale light industrial buildings which are in short supply regionally and nationally. These buildings would range in size from 10,000 to 25,000 s.f. and offer flex space.

However, recent concepts that have been suggested include both residential uses and possibly a hotel.

RESIDENTIAL OPPORTUNITIES

Residential Zoned Land- Freddy Hill Farms Area

Located immediately northeast of I-476 and southwest of Sumneytown Pike, the following two adjacent parcels (both with R - Preferential Assessment land use codes) contain approximately 128 acres of residential land combined and represent potential redevelopment opportunities:

- The 94.3-acre parcel at 1440 Sumneytown Pike is owned by Freddy Hill Ventures LP. The site was a dairy farm with family-oriented amenities and activities such as mini-golf, a golf shop, studio, and driving range, batting cage, picnic area, dairy store, and homemade ice cream parlor. The entertainment center closed in 2025 and this parcel being proposed for at least 103 single-family residences.
- A 35.1 acre site with frontage on both Sumneytown Pike and Kriebel Road is also zoned for residential use and is being proposed for at least 37 single-family residences.
- The adjacent 33.5-acre parcel at 1780 Kriebel Road is owned by Walton Raymond E and Pauline. The parcel also appears largely comprised of farmland and contains a single-family home. This parcel is being proposed for 34 single-family residences.

These parcels are zoned R-175, which allows 60,000 s.f. lots for single family units (30,000 if both public water and sewer are provided).

This marks the end of the executive summary of 4ward Planning's Market Study Analysis. The complete study is available in the Appendix.



Sumneytown & Kriebel Frontage

FISCAL IMPACT ANALYSIS OF LIKELY DEVELOPMENT

FISCAL IMPACT ANALYSIS

A Fiscal Impact Analysis was conducted for three areas of the Township to measure the likely economic impact of future development and the affect on both Township and School Districts costs and benefits. The complete analysis is contained in the appendix of this report.

Three areas of likely future development were examined. The Towamencin Village Area, The Shops at Town Square, and the Freddy Hill Farm area off of Sumneytown Pike and Kriebel Road.

The fiscal impact is shown for the first stabilized year. This assumes the project is at its long-term equilibrium rate, which is typically year two after receiving a certificate of occupancy; projected revenues are inclusive of real property taxes, local service taxes and earned income taxes. See methodology section of the full report in the appendix for an explanation of this method.

The Towamencin Village analysis assumed 152,045 SF of retail (including restaurants), 45,000 SF of office, 480 multi-family dwelling units, a 100-room limited-service hotel and an 18,000 SF community center. The hotel and community center are not part of the fiscal analysis for several reasons.

For the Towamencin Village, the first stabilized year projected fiscal impact to the Township is a positive \$272,809.00. The first stabilized year projected fiscal impact to the School District is a positive \$3,154,245.00.

The Shops at Town Square analysis assumed 250,000 SF of retail, inclusive of 129,000 SF Target, a 41,000 SF grocery store, and in line shops and restaurants. The project is to complement an existing 242,000 SF.

For the Shops at Town Square the first stabilized year projected fiscal impact to the Township is a positive \$83,956.00. The first stabilized year project fiscal impact to the School District is a positive \$2,162,888.

For the Towamencin Village and Shops at Town Square a positive net benefit to the municipality and school district is not unusual due to ratables and relatively low service costs.

The residential development scenario on Sumneytown and Kriebel, the development of 150 single-family detached housing unit comprised of 80 unrestricted

four-bedroom homes and with estimated sale value of \$650,000.00; 40 age-restricted three-bedroom carriage units with an estimated sales value of \$525,000.00; and 30 age-restricted three bedroom bungalow units with an estimated sales value of \$460,000.00.

For this residential scenario, the first stabilized year projected fiscal impact to the Township is a positive \$9,670.00. The first stabilized year project fiscal impact to the School District is a positive \$652,958.00.

Lower positive fiscal impacts are normal for residential development since they have a higher cost in services to the Township as well as producing more school age children when compared to multi-family housing.

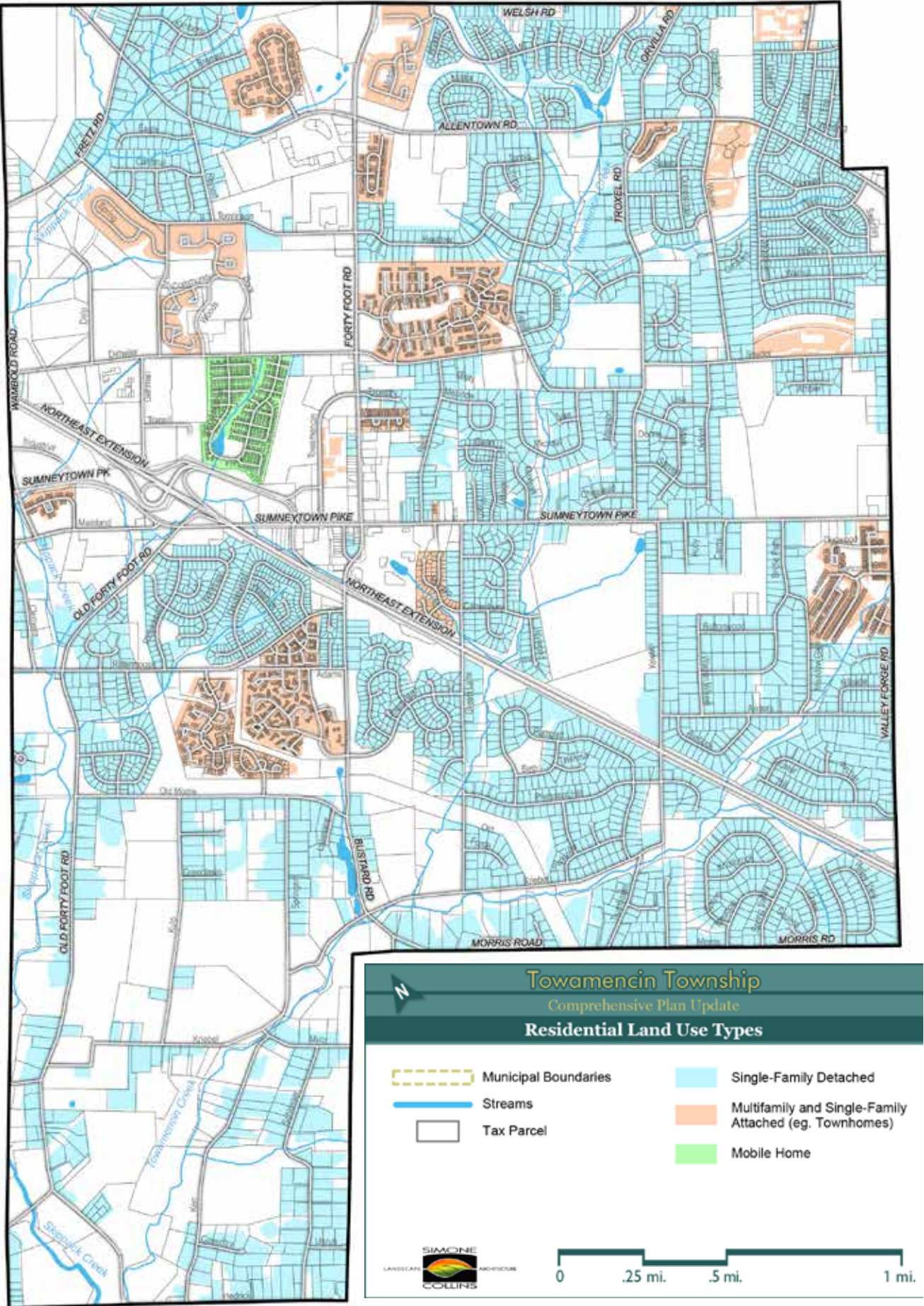
The Fiscal Impact Analysis prepared as a part of this plan examined two area of the Township that are the most likely areas for additional economic development in the Township. One is the Towamencin Village and one is the Shops at Town Square at Allentown Road. The analysis utilized the most recent preliminary plans provided by the developer for these two areas.

For the Towamencin Village, the analysis showed that the first stabilized year (assumes to years after the entire project has received its certificate of occupancy) projected fiscal impact to the Township was a net positive impact of \$272,809.00. For the School District, there was a net positive impact of \$3,154,245.00.

For the Shops at Town Square redevelopment, the projected fiscal impact to the Township was a net positive impact of \$83,956.00. For the School District, there was a net positive impact of \$2,162,888.

HOUSING TRENDS

Current trends in housing development are being driven by market conditions, shifts in lifestyle preferences, and demographic changes. The live-work-play model has gained popularity, emphasizing mixed-use developments that integrate residential, office, commercial, and recreational spaces. These developments cater to individuals seeking convenience and a balanced lifestyle within walkable, amenity-rich environments in both urban and suburban areas. Mixed-use developments are transforming underutilized spaces by maximizing land use efficiency, reducing sprawl, and fostering vibrant, interconnected communities that support local economies.



As the population ages, *aging-in-place* has become a key focus, as many people wish to remain in their communities but may lack the financial or physical means to maintain their current larger homes. The Centers for Disease Control and Prevention’s Healthy Community Design Initiative characterizes Aging In Place as “The ability to live in one’s own home and community safely, independently, and comfortably, regardless of age, income, or ability level.”

Accessory dwelling units (ADUs) have become a common strategy for enabling seniors to age-in-place, offering flexibility and accessibility that allows them to live independently while remaining close to family or caregivers. These small, secondary housing units can be built on the same property as a primary residence, or incorporated into the existing residential structure as a small apartment, providing a more accessible and manageable living space. ADUs allow older adults to maintain their autonomy while benefiting from support when needed, reducing the need for relocation to assisted living facilities and fostering multi-generational living.

Innovations in construction methods, such as *modular housing*, are addressing the affordability and speed of development. Prefabricated homes, built off-site and assembled on-site, are becoming a viable solution for reducing construction time and costs, offering scalable options for both affordable housing and market-rate developments.

ADUs also provide a way for adult children to live at home, in a small private dwelling unit. Many communities are hesitant to allow ADUs based on fear that these units could change the character of a community or support a large influx on non-family members living in the ADU. When allowed, ADUs should be on larger residential lots only and adhere to strict design guidelines. It is impractical to try and enforce non-family members residing in ADUs and when zoning regulations are thoughtfully written, ADUs can be a small step in easing the housing shortages in many communities

**ECONOMIC DEVELOPMENT
EMPLOYMENT FORECASTS**

Employment forecasts for Towamencin Township reflect trends across Montgomery County and the broader region. The local economy is driven by key sectors, including healthcare, retail, education, and manufacturing, aligning with Pennsylvania’s employment projections, which highlight growth in

healthcare support, transportation, and skilled trades through 2025. In particular, regional growth in service-oriented industries, boosted by local commercial projects like the redevelopment of Towamencin’s shopping centers, is expected to generate new retail and service jobs, while healthcare and technology roles continue to expand statewide.

The DVRPC forecasts (2020-2050) for Towamencin Township show modest population growth but significant employment expansion through 2050. Population is projected to grow by about 9%, adding 1,609 residents, while employment is expected to increase by a substantial 20%, adding 1,633 jobs. DVRPC forecasts for population appear to be slightly lower than actual numbers predicted for 2024. Similarly, new job growth in the Township is lower than projected, due at least in part to the 2020 pandemic and market uncertainty over the last several years. Proposed new development at Towamencin Village and at the Shops at Town Square could accelerate these projections.

**COMMERCIAL AND RETAIL DEVELOPMENT
TRENDS**

Current commercial and retail development trends emphasize flexibility, innovation, and mixed-use environments that cater to evolving market demands. *Flexible office spaces* are becoming increasingly popular, with businesses seeking adaptable environments that support remote and hybrid work models. These spaces often feature open layouts, shared amenities, and modular designs to accommodate changing workforce needs and collaboration styles.

Maker-spaces and *small manufacturing spaces* are also on the rise, driven by the growth of local entrepreneurship, artisanal production, and small-scale manufacturing. These spaces provide affordable, collaborative environments where creators and small businesses can develop, test, and produce goods, contributing to local economies and innovation ecosystems.

Mixed-use developments continue to be a cornerstone in contemporary urban and suburban development, blending residential, commercial, and recreational spaces in a single area. This approach fosters vibrant, walkable neighborhoods that reduce reliance on cars, enhance community interaction, and increase economic activity. By integrating living, working, and leisure spaces, mixed-use developments support sustainability and efficiency, and offer convenience for residents and businesses alike.

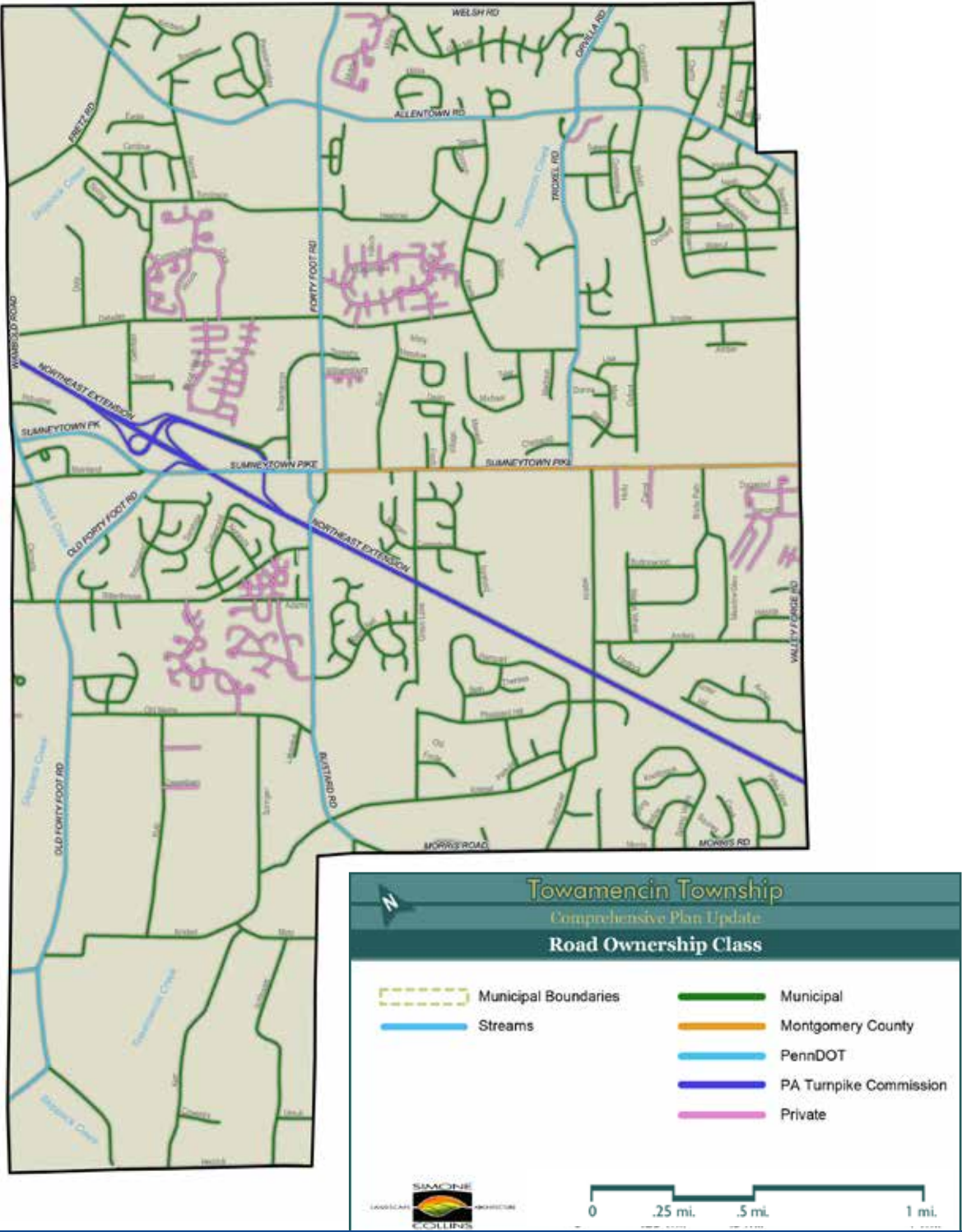
**TRANSPORTATION
ROAD CLASSIFICATION**

The road network in Towamencin follows the traditional road hierarchy of principal arterials, collector roads, and local roads. Sumneytown Pike and Allentown Road serve as the major east/west arterials, while Forty Foot Road and Valley Forge Road serve as the north/south arterials. Troxel Road, Bustard Road, Old Forty Foot Road, and Derstine Road are the collector roads that link the local residential roads with the major arterials and Interstate 476, which is the regional transportation spine of the

Township. Route 476, or the Northeast Extension to the Pennsylvania Turnpike, make Towamencin easily accessible from anywhere in the region. This enhances development opportunities in the Township, particularly in the Village.

TRAFFIC VOLUMES

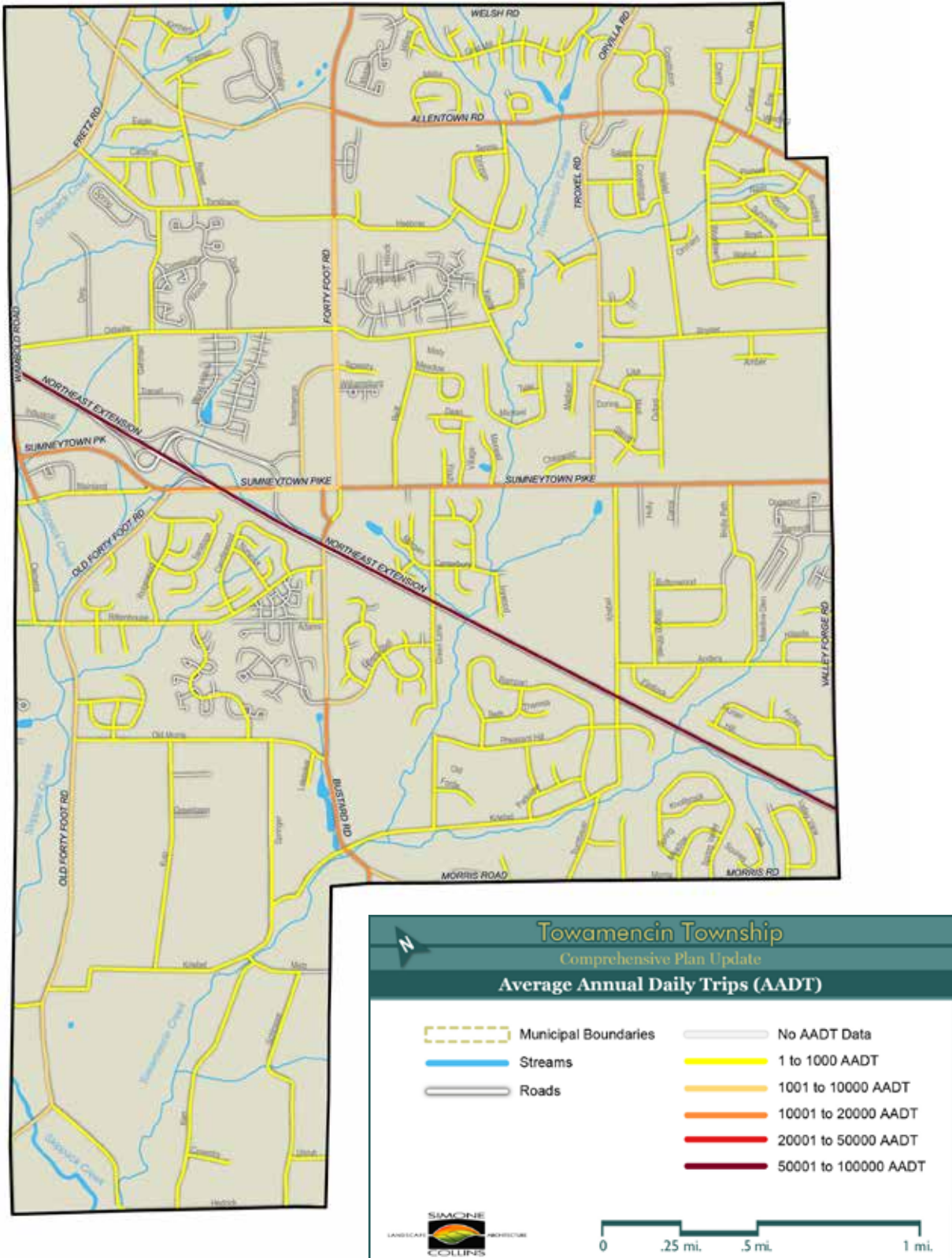
To measure traffic volume, Average Annual Daily Trips (AADT) data is presented. AADT is a key metric used to analyze and forecast traffic volume by tallying all vehicle trips on a road segment during a year in both directions,



and dividing the total count by 365 days, resulting in an average number of daily trips.

The accompanying graphic categorizes the roads within the Township by the following low- to high-volume AADT intervals: 1 to 1000, 1,001 to 10,000, 10,001 to 20,000, 20,001 to 50,000, and 50,001 to 100,000. There are some road segments within the Township to which there is no

AADT data attributable. Most roads within the Township are low-volume neighborhood roads falling into the 1 to 1,000 AADT interval. The highest AADT is unsurprisingly Interstate 476, followed by the arterial roads of Sumneytown Pike, Allentown Road, Bustard Road, Forty Foot Road, Old Forty Foot Road, and Wambold Road.



PUBLIC TRANSIT
Access to the Southeastern Pennsylvania Transportation Authority (SEPTA) public transportation network within Towamencin Township is somewhat limited. The closest Regional Rail station is located roughly 3 miles away in Lansdale, which provides rail access to the southeastern municipalities of the county, as well as Philadelphia and the regional Amtrak hub of 30th Street Station.

Currently, SEPTA Bus Route 132 is the only bus route that intersects Towamencin, providing service from Montgomery Mall to Telford. Residents can use Route 132 to connect to the Montgomery Mall, where they can catch the Route 96, which provides service to Norristown, or Route 94, which provides service to Chestnut Hill.

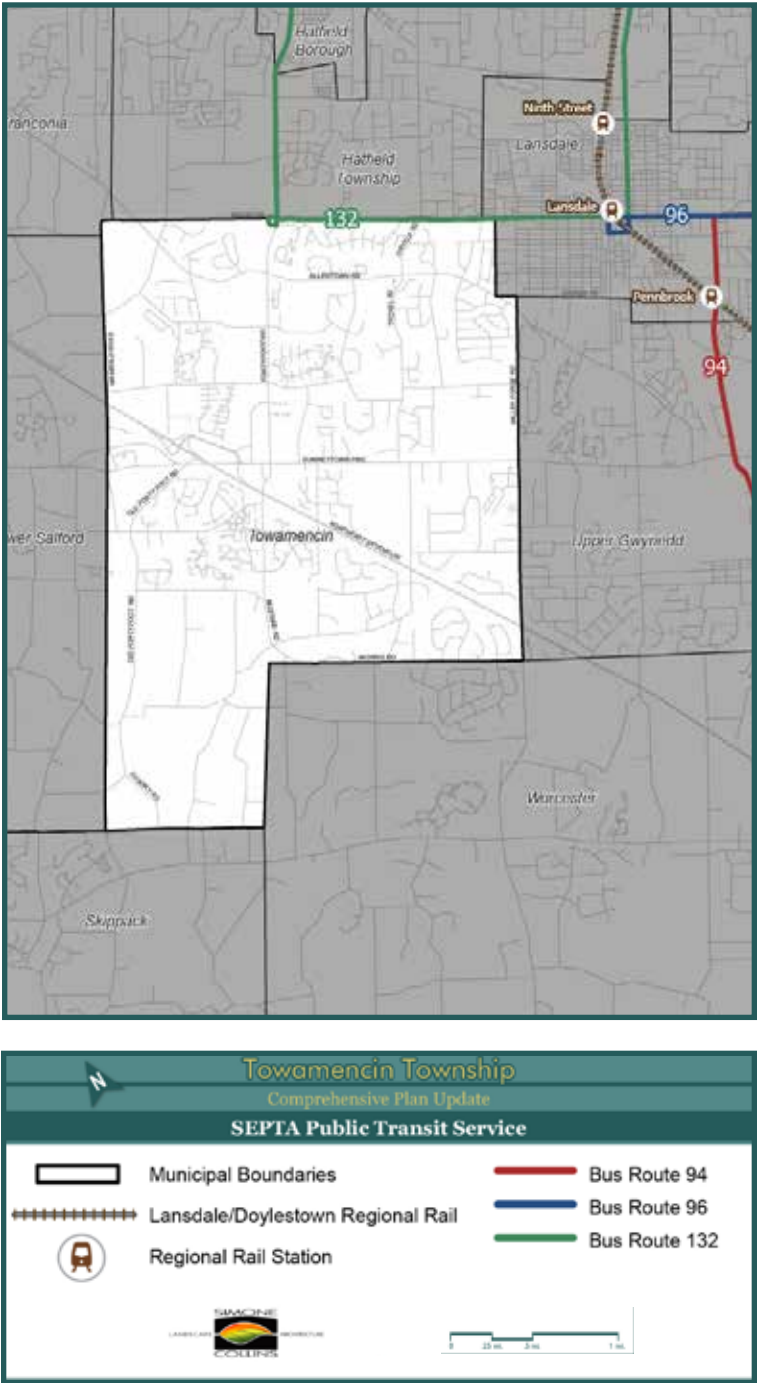
SEPTA plans to begin implementation of its much-anticipated New Bus Network initiative in August, 2026, under the Fiscal Year 2027 Annual Service Plan released today. Formerly known as Bus Revolution, the initiative represents the first-ever comprehensive redesign of SEPTA's bus network in its 63-year history.

As of April 2026, there are no scheduled changes to route 132. However, there are route alignment changes planned for connecting route 94, planned for February, 2027. For frequent updates, maps, and details on upcoming engagement events including SEPTA's Annual Service Plan open house and hearing visit septa.org/bus.

BICYCLE AND PEDESTRIAN FACILITIES
The 2023 Towamencin Connectivity Study marked a major step towards the establishment of a comprehensive multimodal transportation network within the Township. The Study contains thorough analysis of existing connectivity conditions and provides a robust improvement plan, including new trails, bicycle facilities, and a variety of safety infrastructure.

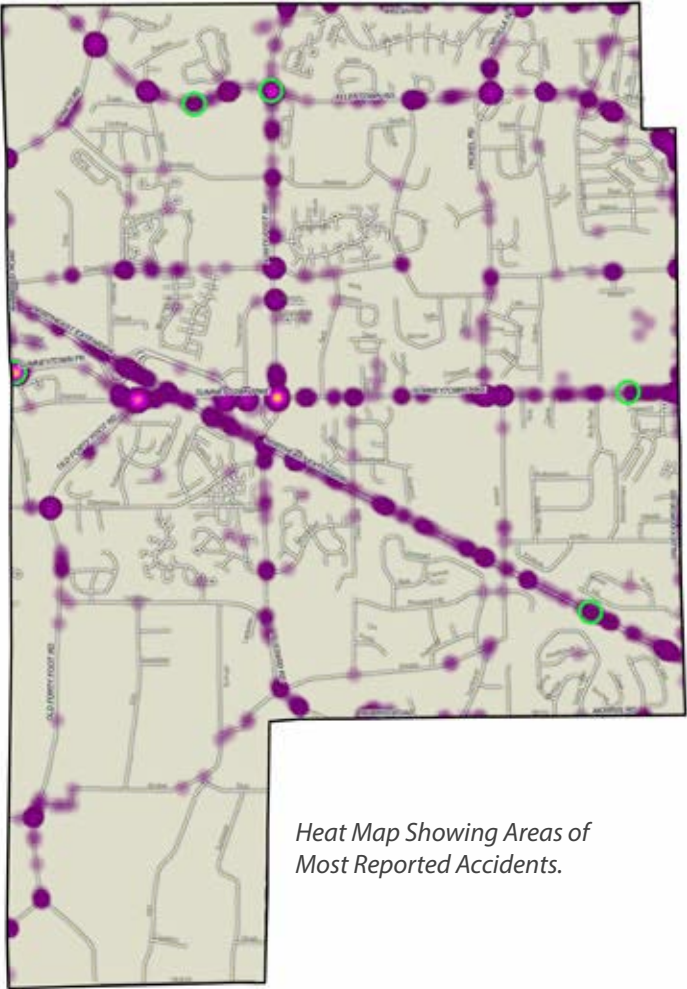
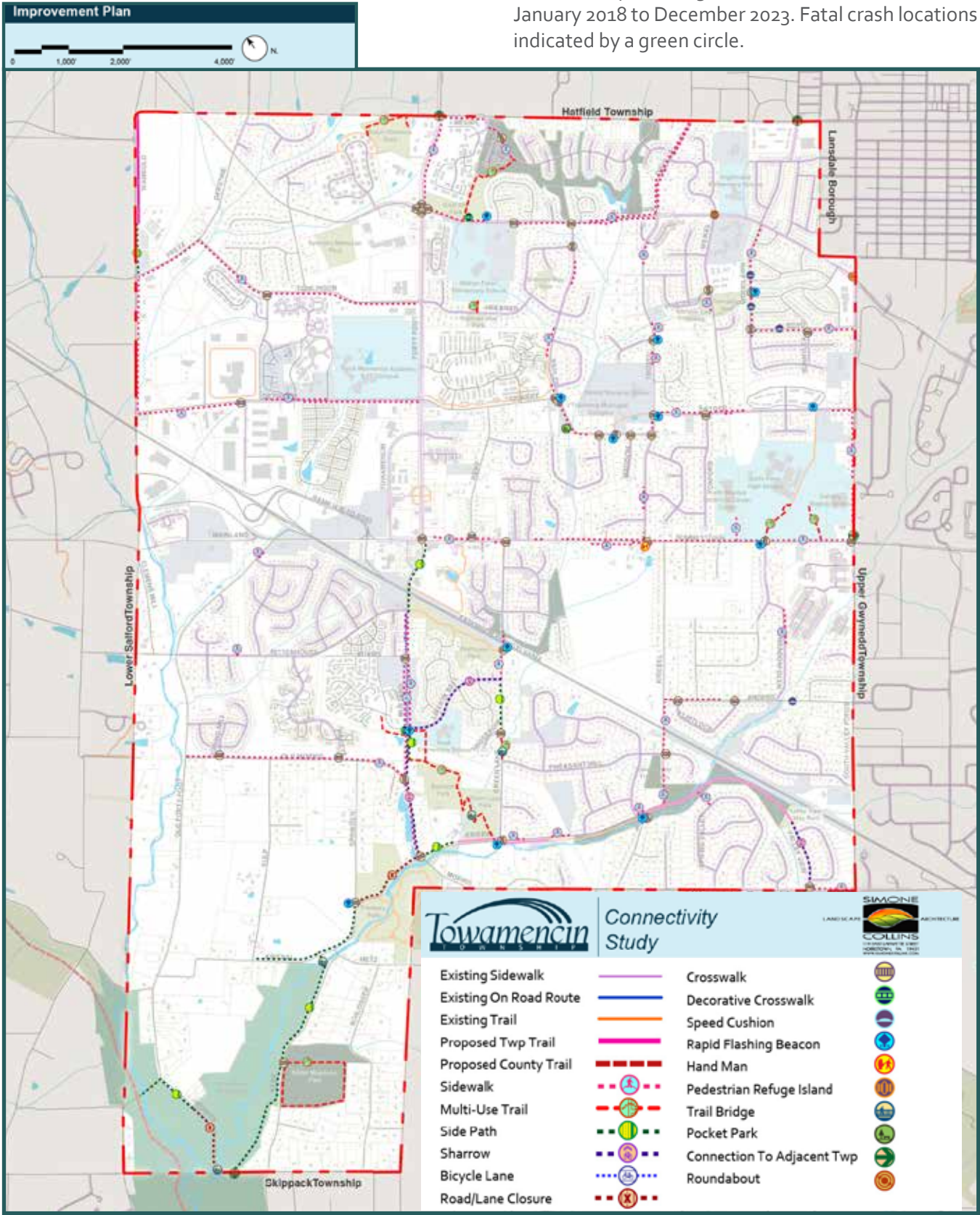
The map on the next page is the final Improvement Plan recommended in the Connectivity Study, which identifies solutions that establish key multimodal connections between destinations, prioritizing user safety. For an in-depth analysis of bicycle and pedestrian facilities, please refer to the Towamencin Connectivity Study. The Connectivity Study should be incorporated as a part of this Comprehensive Plan Update.

AccessScore
This analysis tool developed by DVRPC determines how supportive the area surrounding a transit station (Regional Rail, light rail, trolley, subway) is of bicycle and pedestrian activity based on infrastructure and demographic characteristics. Using the scoring scale of 1 (low access) to 10 (high access), the Lansdale Regional Rail station has an AccessScore of 6, a CycleScore of 6.9, and a PedestrianScore of 6.9. The northeastern neighborhoods of Towamencin between Forty Foot Road and Valley Forge Road are included in these calculations.

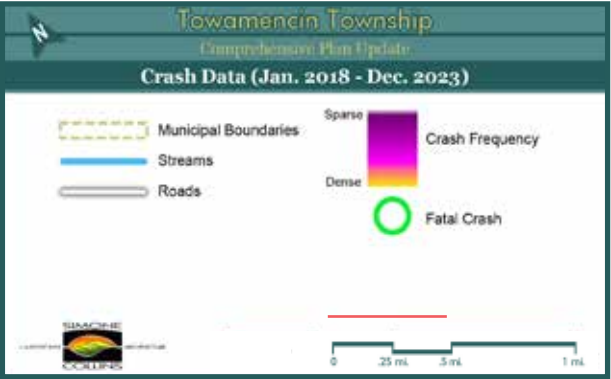


TRAFFIC ACCIDENTS

The PennDOT Pennsylvania Crash Information Tool (PCIT) provides summary crash data categorized by severity, type, and year. The tool also provides GIS shapefiles that can be used to visually represent these crashes by their location, which was used to develop the heat map showing crashes in Towamencin from January 2018 to December 2023. Fatal crash locations are indicated by a green circle.



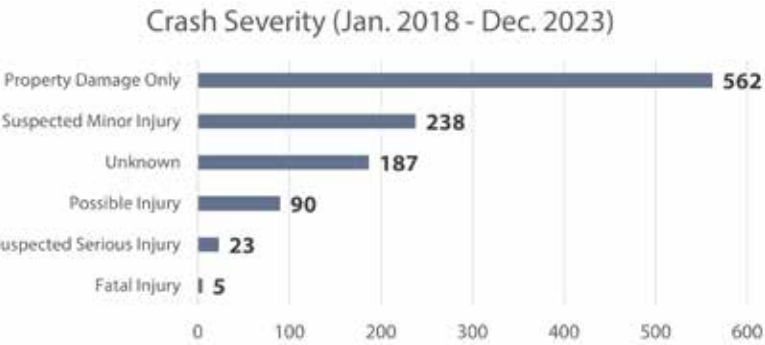
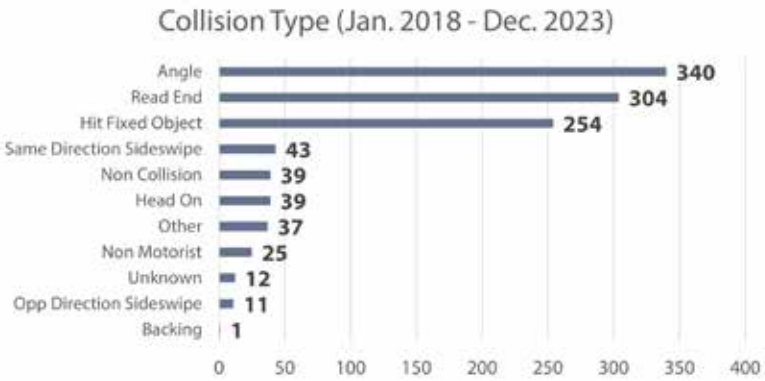
Heat Map Showing Areas of Most Reported Accidents.



Over the 6-year period, there were 1,105 vehicle crashes, peaking with 203 crashes in 2021. 2021 also saw 4 of the 5 crashes involving fatalities. The most frequent types of crashes were "Angle" (340), "Rear End" (304), and "Hit Fixed Object" (254), which accounted for 81% of all accidents. Of the 1,105 total vehicle accidents, 562 only involved property damage, while 5 crashes resulted in fatalities and 23 are suspected to have resulted in serious injuries. 187 accidents had an unknown severity level.

ROAD PROJECTS

There are three PennDOT road projects currently under construction within Towamencin boundaries, the 309 Connector project at Forty Foot Rd. and Sumneytown Pike, lane departure safety infrastructure improvements on Allentown Rd. near Woodlawn Dr., and seal coating on Quarry Rd.



CHALLENGING INTERSECTIONS

As part of the public opinion survey, respondents were asked to rank road intersections from most challenging to least challenging. The top five ranked intersections were indicated and shown on this map.

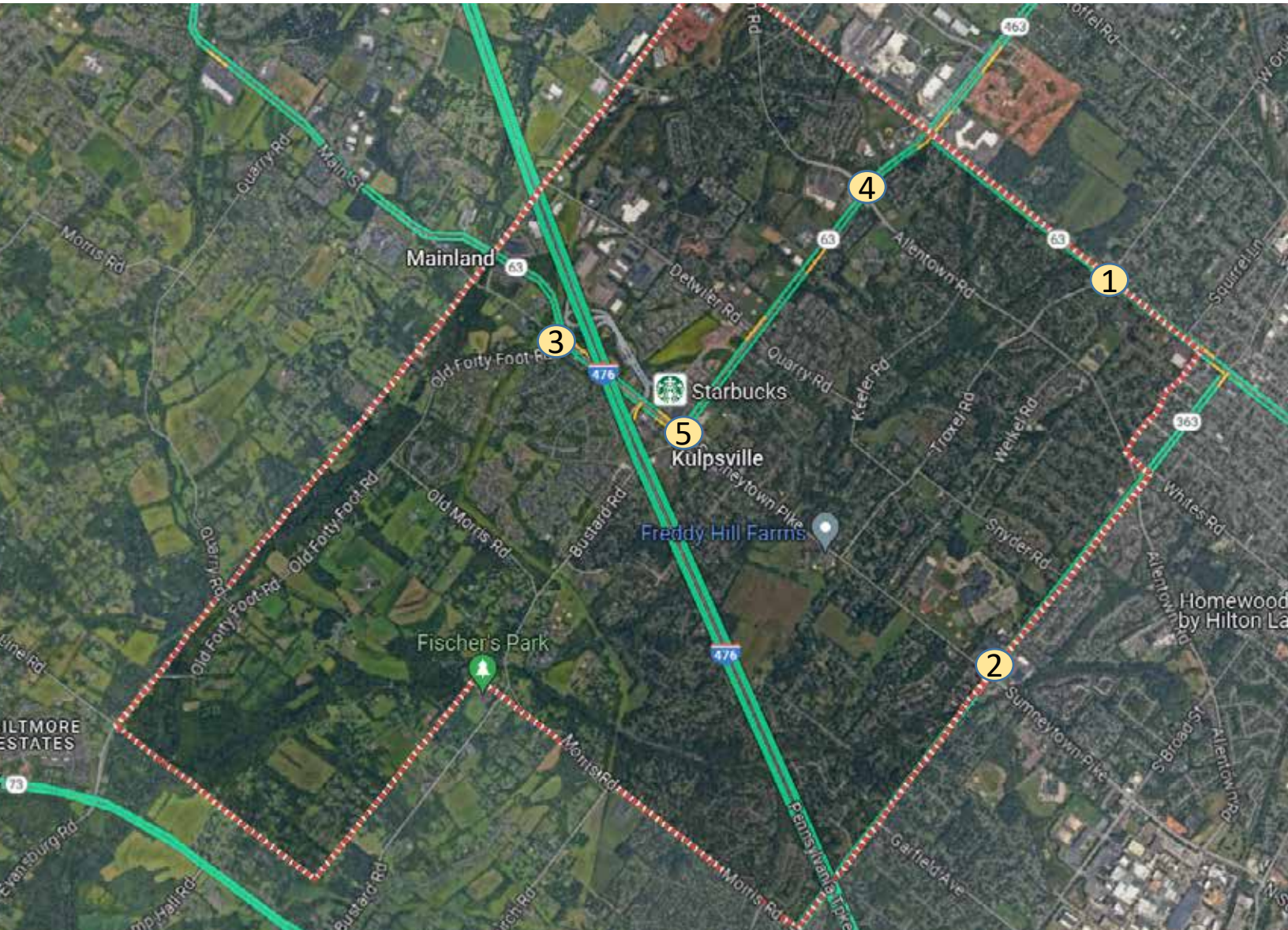
MOST CHALLENGING INTERSECTIONS

- 1 W. Orvilla Road and Welsh Road
- 2 S. Valley Forge Road and Sumneytown Pike
- 3 Old Forty Foot Road and Sumneytown Pike
- 4 Allentown Road and Forty Foot Road
- 5 Forty Foot Road and Sumneytown Pike

OFFICIAL MAP

As permitted by the PA Municipal Planning Code, the Official Map is a combined map and ordinance designed to implement the goals and community vision set forth in the municipality’s Comprehensive Plan. The Official Map shows the locations of planned future public lands and facilities such as transportation, recreational parks and trails, and open space.

The Official Map expresses a municipality’s interest in possibly acquiring these lands for public purposes at some future time. The Official Map process does not mandate any action by the Township. However, if a parcel designated as future open space is planned for development or subdivision of a land development or subdivision application, it gives the Township an opportunity to discuss preserving at least part of the parcel as open space, in addition to whatever provisions may exist in the zoning ordinance for open space preservation or providing residents with public trails.



An official map may include but need not be limited to:

- Existing and proposed public streets, watercourses, and public grounds, including widenings, narrowings, extensions, reductions, openings or closing of same.
- Existing and proposed public parks, playgrounds, and open space preservations.
- Existing and proposed pedestrian ways (trails) and easements.
- Flood control areas, floodways and floodplains, stormwater management areas and drainage easements.

Benefits of an Official Map are:

- It helps to focus limited financial resources on projects that meet and advance community goals.
- It helps to make improvements such as the street network improvements, intersection improvements, protecting natural areas, providing more green space, recreation facilities, trails, and sidewalks.
- It saves time and money by informing property owners and developers of municipal goals and intentions in advance of land development plans.
- It is an effective negotiation tool for municipalities, helping to ensure development is compatible with and supportive of public goals.
- It gives municipalities an advantage in securing grants.

Immediate applications include adding trail routes as recommended by the 2023 Township Connectivity Plan. This may be especially helpful for off-road routes where the Township may need to obtain easements or make fee simple purchases to accommodate the trail route. Additionally, the Township can designate undeveloped parcels as potential open space. This will give the Township the ability to enter into discussions with the property owners about possible acquisition of part or all of the subject property for public open space.

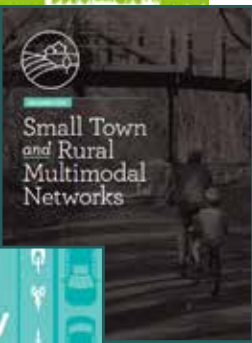
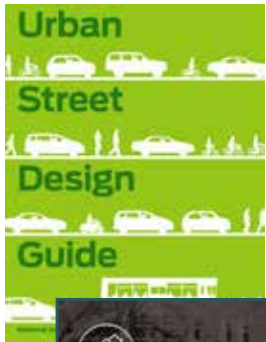
For additional information on the Official Map, please refer to the following link:

[The Official Map: A Handbook for Preserving and Providing Public Lands and Facilities](https://library.weconservepa.org/library_items/g31-The-Official-Map-A-Handbook-for-Preserving-and-Providing-Public-Lands-and-Facilities)
https://library.weconservepa.org/library_items/g31-The-Official-Map-A-Handbook-for-Preserving-and-Providing-Public-Lands-and-Facilities

TRANSPORTATION TRENDS

Transportation planning best practices emphasize creating safer, more efficient, and sustainable built environments. *Complete Streets policies* promote the design of roadways to accommodate all users—pedestrians, cyclists, motorists, and transit riders—regardless of age or ability. These policies prioritize safety and accessibility, integrating wider sidewalks, protected bike lanes, and enhanced crosswalks into road designs. *Roundabouts* are increasingly favored over traditional intersections, as they reduce traffic speeds, enhance safety by minimizing severe collisions, and improve traffic flow. Their design encourages continuous movement, reducing idling times, and fewer emissions.

Additional *traffic calming strategies*—such as speed bumps, curb extensions, and raised crosswalks—are being implemented in residential and pedestrian-heavy areas to slow vehicular speeds, enhance safety, and create more pedestrian-friendly streetscapes. Collectively, these trends reflect a shift towards creating urban and suburban environments that balance mobility with safety, sustainability, and community livability. Many of these tools are recommended in the 2023 Township Connectivity Study.





LAND USE

The following land use data is sourced from the 2015 and 2023 DVRPC land use files, accessible through DVRPC’s GIS Data Portal. A comparison between the 2015 and 2023 land use distribution is presented to highlight changes over the 8-year period. The land use percentages are based on a total acreage of 6,192.4.

It should be noted that DVRPC land use categories are generalizations. For example, an area shown as “wooded” may actually be a wooded residential land use. Also, this data is not highly accurate and is intended to give a snapshot view of land uses.

RESIDENTIAL

The largest land use category is residential, which represented 47.1% (2,890.8 acres) of the land use in the Township in 2023 and an increase of 0.4% from 2015. The Township has a healthy mix of higher density housing types, but remains largely of single-family suburban character, that becomes more rural in nature in the southwestern panhandle section.

WOODLANDS

Wooded areas account for 15.6% (966.7 acres) of the Township land use, a large portion of which is attributable to Evansburg State Park. Other wooded areas are riparian corridors and buffers within neighborhoods.

AGRICULTURAL

Agricultural land uses represent 10.9% (673.9 acres) and are located primarily in the panhandle section of the Township, as well as the Freddy Hill Farms property (proposed for residential development). These agricultural lands also have value as open space, since they provide environmental services (minimal run-off), scenic value, and help preserve the agricultural heritage of the community.

TRANSPORTATION & UTILITIES

Transportation and utility land uses represent 7.1% (440.7 acres) and 1.9% (115.8) acres of total Township land area. These land use categories consist of road infrastructure and utility corridors.

RECREATION

Recreation land uses include Township-owned parks and recreation facilities, privately-owned recreation, and North Penn School District facilities. These facilities represent 4.6% (283.7 acres) of the land use.

UNDEVELOPED

Undeveloped parcels represent 3.8% (232.2 acres) of Township land uses and are concentrated around the village center and Forty Foot Road, as well as the Wambold Road industrial corridor. There are also small undeveloped parcels throughout the Township. It should be noted agricultural lands are often considered “undeveloped” since these lands are often prime candidates for development.

INSTITUTIONAL

Institutional land uses consist of schools and religious institutions and are somewhat decentralized and spread out within the Township. These land uses account for 3.7% (231.3 acres) of Township land area.

COMMERCIAL

Commercial land uses total 165.4 acres (2.7%) and are concentrated in the town center corridors at the Sumneytown Pike and Forty Foot Road intersection, and the Towamencin Shopping Village. There are additional commercial uses along Welsh Road and Wambold Road, as well as the Allen Forge strip mall at Valley Forge Road and Allentown Road.

INDUSTRIAL

Industrial land uses are located along the Wambold Road industrial corridor and represent 2.4% (146.8 acres) of Township land uses.

WATER

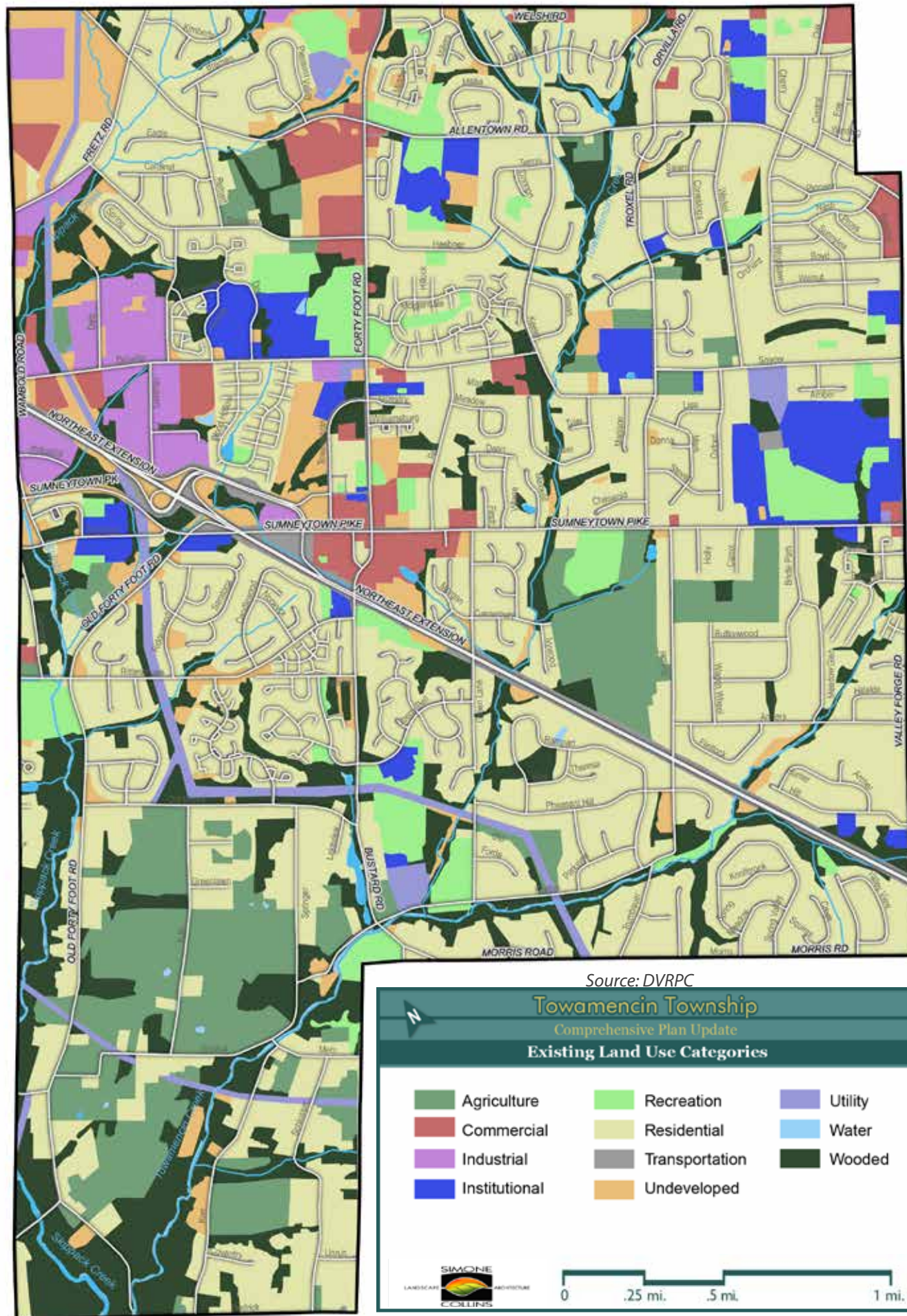
Water accounts for 0.7% (45 acres) of Township land uses and consists mainly of the Towamencin Creek and several small ponds throughout the Township.

**COMMUNITY FACILITIES
TOWAMENCIN ADMINISTRATION**

Towamencin Township is a Home Rule Charter municipality within Montgomery County, Pennsylvania. Towamencin residents elect a five-member Board of Supervisors to govern the Township and execute legislative, executive, and administrative powers. The Board of Supervisors appoints a Township Manager to handle the day-to-day administrative responsibilities of the municipality.

Towamencin Land Use - 2015		
Land Use Category	Acres	Percentage
Residential	2890.8	46.7%
Wooded	966.7	15.6%
Agriculture	673.9	10.9%
Transportation	440.7	7.1%
Recreation	283.7	4.6%
Undeveloped	232.2	3.8%
Institutional	231.3	3.7%
Commercial	165.4	2.7%
Industrial	146.8	2.4%
Utility	115.8	1.9%
Water	45.0	0.7%
Grand Total	6192.4	100.0%

Towamencin Land Use - 2023		
Land Use Category	Acres	Percentage
Residential	2913.9	47.1%
Wooded	909.2	14.7%
Agriculture	564.2	9.1%
Transportation	454.8	7.3%
Recreation	318.2	5.1%
Undeveloped	290.3	4.7%
Institutional	236.7	3.8%
Commercial	185.9	3.0%
Industrial	158.2	2.6%
Utility	115.8	1.9%
Water	45.0	0.7%
Grand Total	6192.4	100.0%



The 2025 Adopted Budget includes a total tax millage of 5.689 across five separate funds: General Fund (4.022 mills), Fire Fund (0.263 mills), EMS Fund (0.116 mills), Parks & Recreation Fund (0.481 mills), and Debt Service Fund (0.807 mills). Changes 2024 to 2025 include a reallocation of 0.298 mills from the General Fund to 0.182 mills to the Fire Fund and 0.116 mills to the EMS Fund, which was introduced in 2024 to support EMS services provided by Volunteer Medical Service Corp (VSMC). The total tax millage between 2023 and 2024 remains unchanged.

The 2025 Adopted Budget's operating funds projected ending balance figure amounts to \$5,120,042 and the capital funds projected ending balance amounts to \$3,247,704. As of December 31, 2024, the total outstanding balance of governmental debt was \$7,391 with scheduled debt payments satisfying outstanding balances of all 6 notes by 2034. As of the same date, the total outstanding balance of the 2 notes relating to sewer debt were \$7,703,000 and scheduled to be paid in full by 2035.

The top sources of revenue across all Township Funds include Real Estate Taxes (\$4,924,150), Residential Sewer

Charges (\$4,320,000), Earned Income Taxes (\$3,950,000), and Commercial/Industrial Sewer Charges (\$2,800,000). The top expenses across all Township Funds include the total Sewer Operations budget (\$4,610,800), Public Safety budget (\$4,371,775), General Government Staff budget (\$979,100), and Public Works budget (\$833,400).

The status of the Township's governmental funds is similar to many professionally managed municipalities in the state: the Township has sufficient funds to cover operating costs, but it has more capital needs than can be reasonably financed by the Township on its own, requiring success in grant awards to finance larger projects.

The Township can issue more debt in the coming years to meet some of those capital needs, and this will likely require some tax increases to finance the new debt while covering anticipated operating cost growth. This summary notes the dependence on grants and at least consideration of increased taxes in the future to cover operating cost growth in the coming years. The current

Towamencin Township 2025 Adopted Budget Operating Funds										
	01 General	02 Street Light	03 Fire	04 EMS	05 Park & Recreation	06 Swimming Pool	08 Sewer	23 Debt	94 General Reserve	Total
Beginning Balance (a)	\$ 2,406,923	\$ 4,507	\$ 19,910	\$ 1,173	\$ 51,578	\$ 24,153	\$ 2,755,497	\$ 213,197	\$ 104,286	\$ 5,581,225
Revenue (b)	\$ 10,065,660	\$ 770	\$ 368,240	\$ 102,200	\$ 487,700	\$ 10,000	\$ 7,738,325	\$ 716,170	\$ 3,000	\$ 19,492,065
Expense (c)	\$ 9,547,293	\$ 770	\$ 502,440	\$ 102,200	\$ 497,900	\$ 90,000	\$ 5,394,745	\$ 1,975,200	\$ -	\$ 18,110,548
Net Revenue Less Expense (d = b - c)	\$ 518,367	\$ -	\$ (134,200)	\$ -	\$ (10,200)	\$ (80,000)	\$ 2,343,580	\$ (1,259,030)	\$ 3,000	\$ 1,381,517
Transfers In (e)	\$ 908,300	\$ -	\$ 134,200	\$ -	\$ 670,000	\$ 80,000	\$ -	\$ 1,302,000	\$ -	\$ 3,094,500
Transfers Out (f)	\$ 2,454,200	\$ -	\$ -	\$ -	\$ 706,000	\$ -	\$ 1,717,000	\$ -	\$ -	\$ 4,877,200
Net Transfers (g = e - f)	\$ (1,545,900)	\$ -	\$ 134,200	\$ -	\$ (36,000)	\$ 80,000	\$ (1,717,000)	\$ 1,302,000	\$ -	\$ (1,782,700)
Projected Ending Balance (a + d + g)	\$ 1,379,390	\$ 4,507	\$ 19,910	\$ 1,173	\$ 5,378	\$ 24,153	\$ 3,382,077	\$ 256,167	\$ 107,286	\$ 5,180,042
Projected Ending Balance as % of 2025 Expense	14.4%						62.7%			28.6%

Towamencin Township 2025 Adopted Budget Capital Funds								
	07 Fishers Park	09 Sewer Capital	18 Park Capital	19 Public Art	30 General Capital	33 Traffic Impact	35 Highway Aid	95 Capital Equip Resv
Beginning Balance (a)	\$ 797,925	\$ 2,101,364	\$ 421,744	\$ 161,856	\$ 391,473	\$ 109,802	\$ 262,603	\$ 489,979
Revenue (b)	\$ 259,000	\$ 460,000	\$ 684,285	\$ 2,500	\$ 578,020	\$ 3,000	\$ 522,500	\$ 15,000
Expense (c)	\$ 263,700	\$ 1,549,097	\$ 1,491,000	\$ -	\$ 1,712,250	\$ -	\$ 750,000	\$ -
Net Revenue Less Expense (d = b - c)	\$ (4,700)	\$ (1,089,097)	\$ (806,715)	\$ 2,500	\$ (1,134,230)	\$ 3,000	\$ (227,500)	\$ 15,000
Transfers In (e)	\$ -	\$ 700,000	\$ 390,000	\$ -	\$ 750,000	\$ -	\$ -	\$ -
Transfers Out (f)	\$ 67,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Net Transfers (g = e - f)	\$ (67,300)	\$ 700,000	\$ 390,000	\$ -	\$ 750,000	\$ -	\$ -	\$ -
Projected Ending Balance (a + d + g)	\$ 725,925	\$ 1,712,267	\$ 5,029	\$ 164,356	\$ 7,243	\$ 112,802	\$ 35,103	\$ 489,979

Board and future Boards of Supervisors will need to make decisions on balancing capital improvement needs and costs (many of these improvements noted as desirable by residents during this Comprehensive Planning process) with how taxes and grants are approached.

EDUCATION

North Penn School District operates four schools within Towamencin, including North Penn High School, Nash Elementary, Walton Farm Elementary, and Inglewood Elementary. Several private schools are also located within the Township, including Calvary Baptist School and Dock Mennonite Academy. Towamencin residents are required to pay a North Penn School District real estate tax millage of 30.9667 as of 2024.

School District enrollment projection data was released by the Pennsylvania Department of Education in September 2024. Projections for North Penn School District indicate stable overall enrollment through 2034, maintaining a total student population between 12,800 and 12,900. High school enrollments (grades 9-12) are projected to rise modestly toward the end of the

forecast period, reflecting a gradual demographic shift as these cohorts progress. Additionally, middle school enrollments are anticipated to peak around 2029-2030 before experiencing a slight decline. These trends underscore the district’s capacity to manage moderate shifts in student distribution, with stable enrollment in the upper grades supporting long-term planning for high school resources and infrastructure.

PUBLIC SAFETY, FIRE AND EMERGENCY

Police and Crime

The Towamencin Police Department employs 23 officers across the patrol services and highway safety departments. The Department patrol fleet consists of 15 cars that are generally replaced every five to six years due to the high wear and tear of 24/7 use, with three cars being replaced annually. The Police Department has a partnership with North Penn School District for emergency response training and some facility use for Department physical defense training. The Police Department is involved in the community and can be requested to participate in law enforcement education outreach, as well as providing police facility tours for

schools, community groups, or other organizations.

The Pennsylvania Uniform Crime Reporting System is the database for crime statistics for municipalities within the Commonwealth. The three most common offenses over the 10-year period of 2014-2024 were Larceny-Theft (an average of 92 annually), Simple Assaults (an average of 20 annually), and Burglary (an average of 8 annually). There is an average of 131 total annual offenses over the 10-year period, with 2015 having the most (185), and 2018 having the least (84).

Fire Department

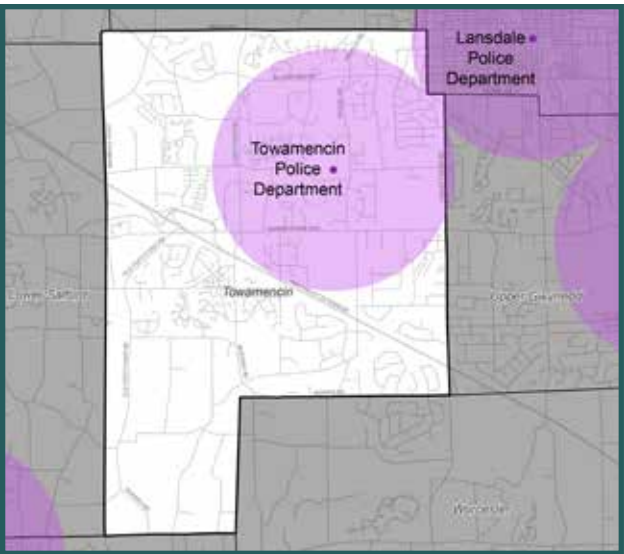
The Towamencin Volunteer Fire Company is staffed with 35 volunteers, approximately half of whom regularly respond to service calls, along with several administrative employees. There are two fire stations within the Township – on Bustard Road and one behind North Penn High School. There is currently a funding committee to establish a funding strategy to renovate older sections of the firehouse.

A typical week will see around 3 to 5 calls, a majority of which are automatic fire alarms due to smoke. There is usually around 400 calls annually. The Fire Department is also called to support vehicular accidents when rescues are needed, there is fluid on the highway, or ambulance support is needed. Additional fire engine support is provided by a regional mutual aid station, which the Township contributes to as well. The current vehicle inventory is 1 rescue truck, 1 tanker, 2 fire engines, 1 fire police truck, and 1 utility truck – all of which are on a 10-year replacement rotation. Existing equipment is up to par and the self-containing breathing apparatus are under 20 years old, while rescue tool replacement may be imminent as they are approaching the 20-year mark.

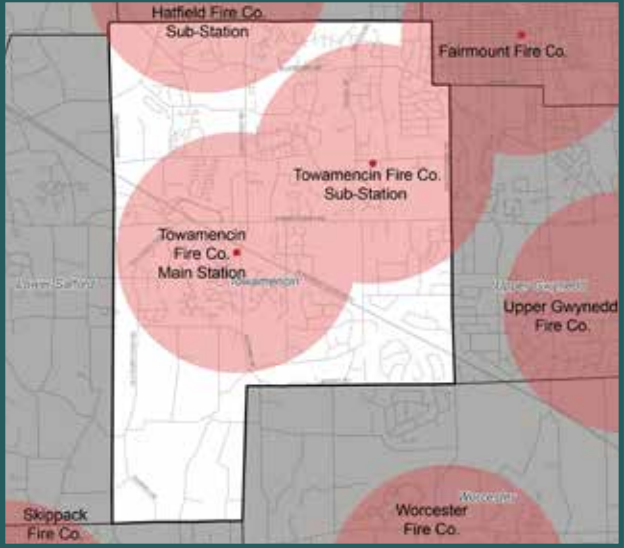
Incentive Program and Dedicating Millage

The Township has dedicated millage for Fire Companies of 0.263 mills and for Emergency Management Services of 0.116 mills. This is unique for the service area coverage compared to other townships in this service area.

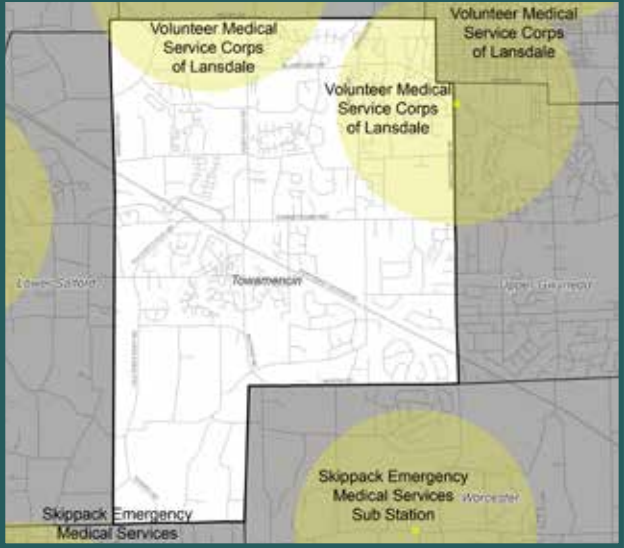
As with many municipalities, it is increasingly difficult to maintain a dedicated cadre of volunteers to man the fire companies. To attempt to incentivize the volunteers, the Township recently passed an ordinance to allow the Township Public Works employees who are certified as firefighters to respond to alarms during the workday. Additionally, the Township will provide a yearly stipend to these township employee-volunteers (currently set at \$3,000.00). This is a unique and creative incentive.



Police Locations



Fire Company Locations



EMS Locations



Enrollment Projections
Prepared by the Pennsylvania Department of Education

North Penn SD 123465702

YEAR	K	1	2	3	4	5	6	7	8	9	10	11	12	Total
Actual														
2019 - 2020	995	930	916	916	938	974	1018	999	1053	1021	1007	952	1046	12765
2020 - 2021	841	995	914	902	907	924	991	1015	1001	1047	1045	1026	995	12603
2021 - 2022	983	942	1028	929	908	927	916	997	1000	986	1076	1019	1072	12783
2022 - 2023	942	1085	967	1010	938	907	920	918	1012	1005	1039	1092	1078	12913
2023 - 2024	864	984	1090	982	1016	952	939	955	944	1025	1048	1052	1147	12998
Projection														
2024 - 2025	823	926	996	1090	985	1021	961	949	962	943	1063	1064	1104	12887
2025 - 2026	880	883	937	996	1093	990	1030	971	956	961	978	1079	1117	12871
2026 - 2027	884	944	893	937	999	1099	999	1041	978	955	996	993	1132	12850
2027 - 2028	876	948	955	893	940	1004	1109	1010	1049	977	990	1011	1042	12804
2028 - 2029	879	939	959	955	896	945	1013	1121	1018	1048	1013	1005	1061	12852
2029 - 2030	882	943	950	959	958	901	954	1024	1130	1017	1087	1029	1055	12889
2030 - 2031	886	946	954	950	962	963	909	964	1032	1129	1055	1104	1080	12934
2031 - 2032	889	950	957	954	953	967	972	919	971	1031	1171	1071	1159	12964
2032 - 2033	893	953	961	957	957	958	976	983	926	970	1069	1189	1124	12916
2033 - 2034	896	957	964	961	960	962	967	987	991	925	1006	1085	1248	12909

Emergency Management Service (EMS)
Towamencin is served by the Volunteer Medical Service Corps of Lansdale, who currently serves 12 municipalities in the North Penn area. The closest service location to Towamencin is in Hatfield, and a VMSC location within Towamencin is desired due to its central location in the region. Perhaps the developing Village Center could provide a location for a Towamencin location, especially since it has excellent roadway access. VMSC frequently responds to traffic calls in Towamencin due to the Turnpike access point, in addition to a high frequency of falls from the high elderly population. VMSC provides ambulance support at any Township events where it is needed. Towamencin is the only municipality within the VMSC service area that has a defined millage for EMS, which amounts to \$100k annually.

LIBRARY
Towamencin residents may become members of the Lansdale Public Library after paying a \$50 annual fee for their family. Alternatively, residents can sign up for a library card with the Montgomery County - Norristown Public Library and use it to access the resources of the North Wales Area Library.

HEALTH CARE FACILITIES
There is an urgent care facility within the Township at Grand View Urgent Care located at Sumneytown Pike & Forty Foot Road. There are others in surrounding municipalities. The closest hospital is the Abington-Lansdale Hospital operated by Jefferson Health in Lansdale.

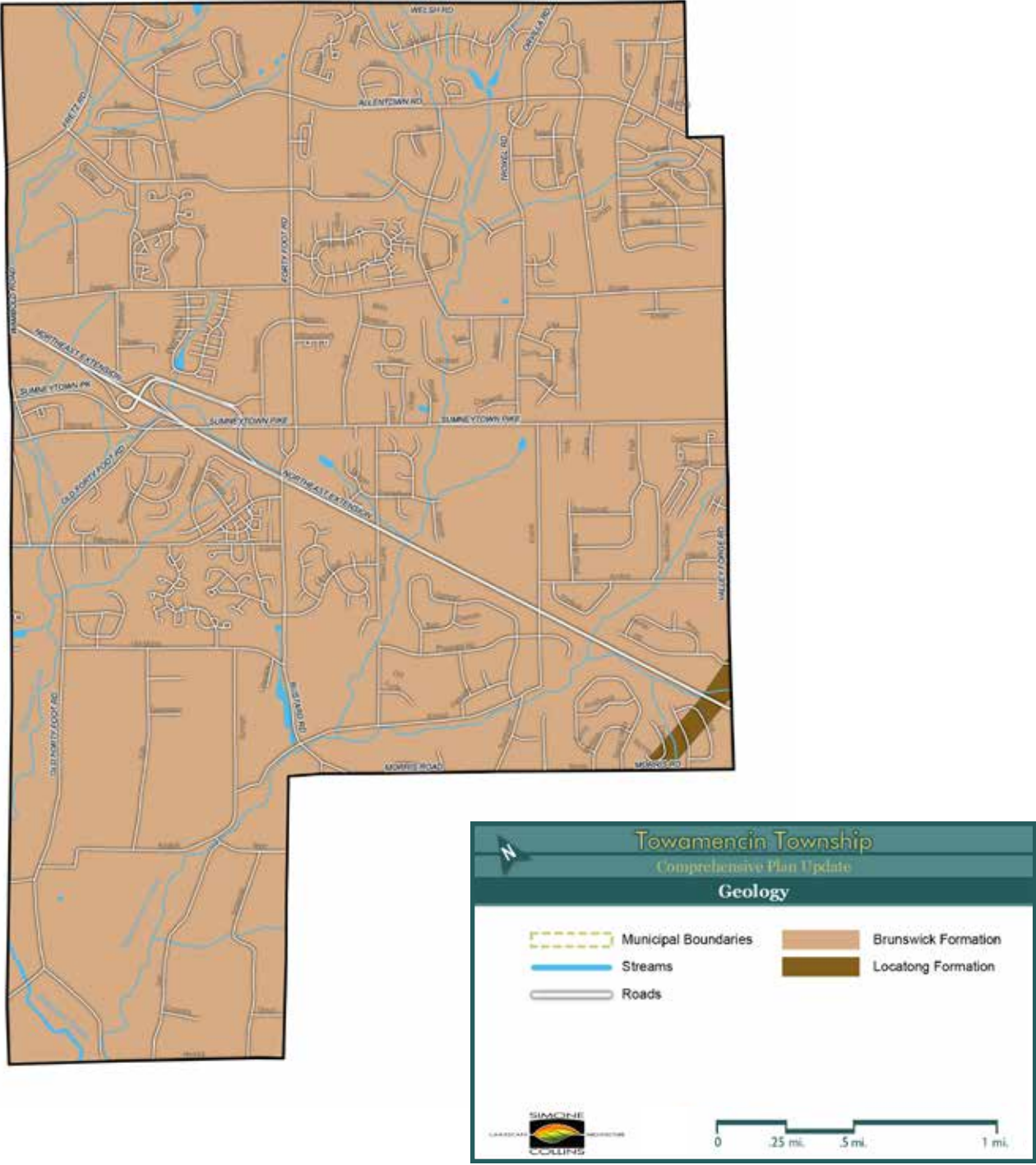
RELIGIOUS INSTITUTIONS
Towamencin Township in Pennsylvania is home to several religious institutions spanning various denominations. Prominent congregations include Towamencin Presbyterian Church, Towamencin Mennonite Church, Calvary Bible Fellowship Church, Trinity Reformed Church, and St. James Lutheran Church. Each church provides regular worship services, Bible study groups, youth activities, and community events that encourage connection and spiritual growth among attendees.

Towamencin Mennonite Church, in particular, serves a diverse community and emphasizes outreach and intercultural ministry. In addition to these main Christian congregations, the township’s religious demographics reflect a broader mix, with the majority identifying as Catholic, along with smaller percentages of Lutheran, Methodist, and Jewish faiths, among others.

UTILITIES
Towamencin residents have access to several private utility providers in the region, primarily PECO Electric Utilities for electricity and PECO for natural gas, although others are available. Towamencin residents receive water service from the North Penn Water Authority. In 2022, Towamencin Township entered an Asset Purchase Agreement with NextEra Water Pennsylvania, LLC to sell its public sewer system. As of September 2024, the parties mutually agreed to terminate the purchase agreement. The sewer system will remain under the control and ownership of Towamencin Township and the Towamencin Municipal Authority.

NATURAL RESOURCES
GEOLOGY
The geologic profile in Towamencin is dominated by the Brunswick Formation, which is composed primarily of red shale, siltstone, and sandstone, and can play a critical role in land development. While the formation generally provides stable ground, its permeability varies, affecting drainage and requiring careful groundwater management.

Sandstone layers within the formation are typically more permeable, allowing for better water movement, whereas shale and siltstone layers tend to be the opposite. The distribution of these rock types within the Brunswick Formation can result in localized groundwater flow differences, affecting foundation stability, slope integrity, and overall site suitability for development. Developers must address these challenges with proper engineering solutions, including slope stabilization and reinforced foundations, to ensure safe and sustainable development.



TOPOGRAPHY AND STEEP SLOPES

Steep slopes are naturally occurring results of geology, hydrology, and man-made development. Topography limits development and steep slopes (slopes over 15%) are classified as environmentally sensitive. As slope increases, the depth of topsoil and the ability of the soil to support structures decreases. Environmental sensitivity of the steep slope is different from lowland areas. Sediment erosion is a likely result if vegetation is removed from steep slope areas, leading to increased stormwater runoff.

Steep slopes are commonly found in riparian areas and altering them may come with hydrological changes including increased flooding risk for surrounding areas. Most steep slopes in Towamencin are concentrated along the Towamencin Creek, Skippack Creek, and their tributaries. The lower or “cut” nature of I476 is visible by the man-made steep slopes on either side of the highway.

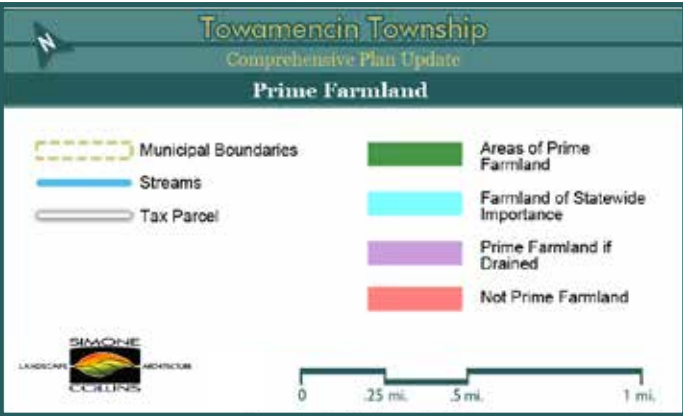
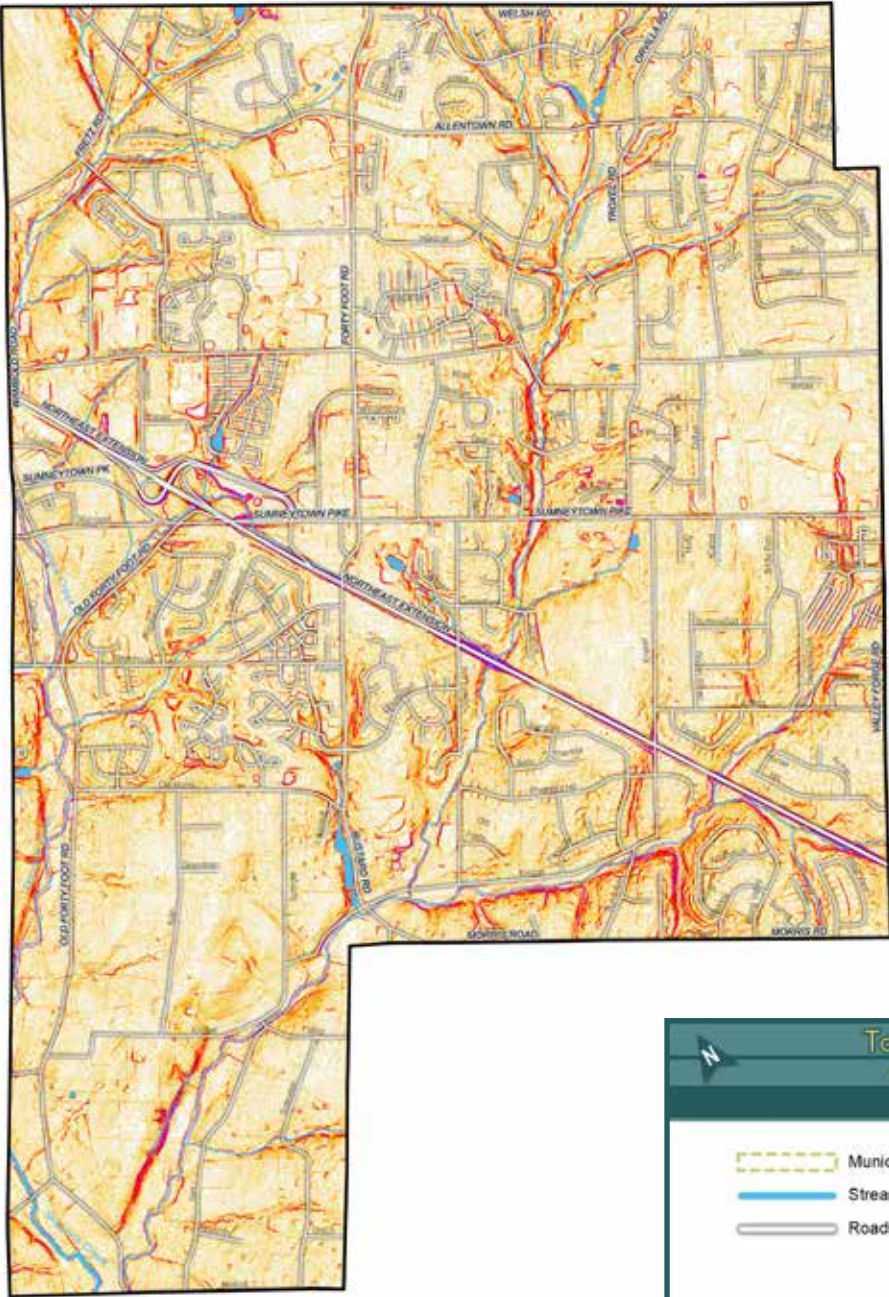
SOILS

Prime and Important Agricultural Soils

Agricultural soils are measured by fertility, depth to bedrock and groundwater, texture, erodibility, and slope. Prime farmland includes deep, well- drained, and moderately sloped soils that can support high yields of crops with little management.

represents prime farmland, blue represents prime farmland of statewide importance, and the red is not prime farmland. There is a strong presence of farmland of statewide importance throughout the Township, representative of the agricultural legacy of the area.

The map below was generated using the U.S. Dept. of Agriculture’s Web Soil Survey and shows areas of prime farmland within Towamencin Township. The green



Hydric and Alluvial Soils

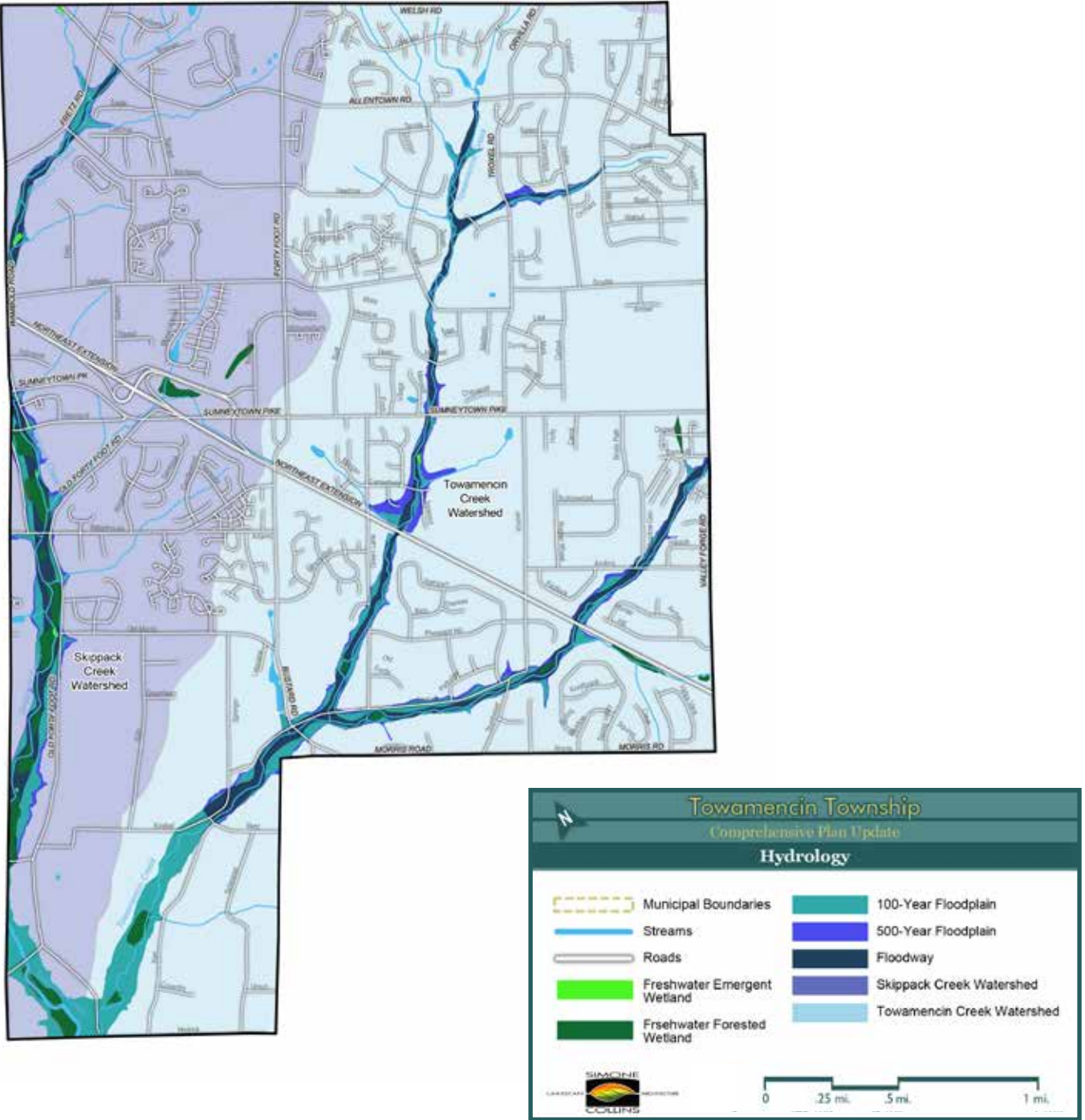
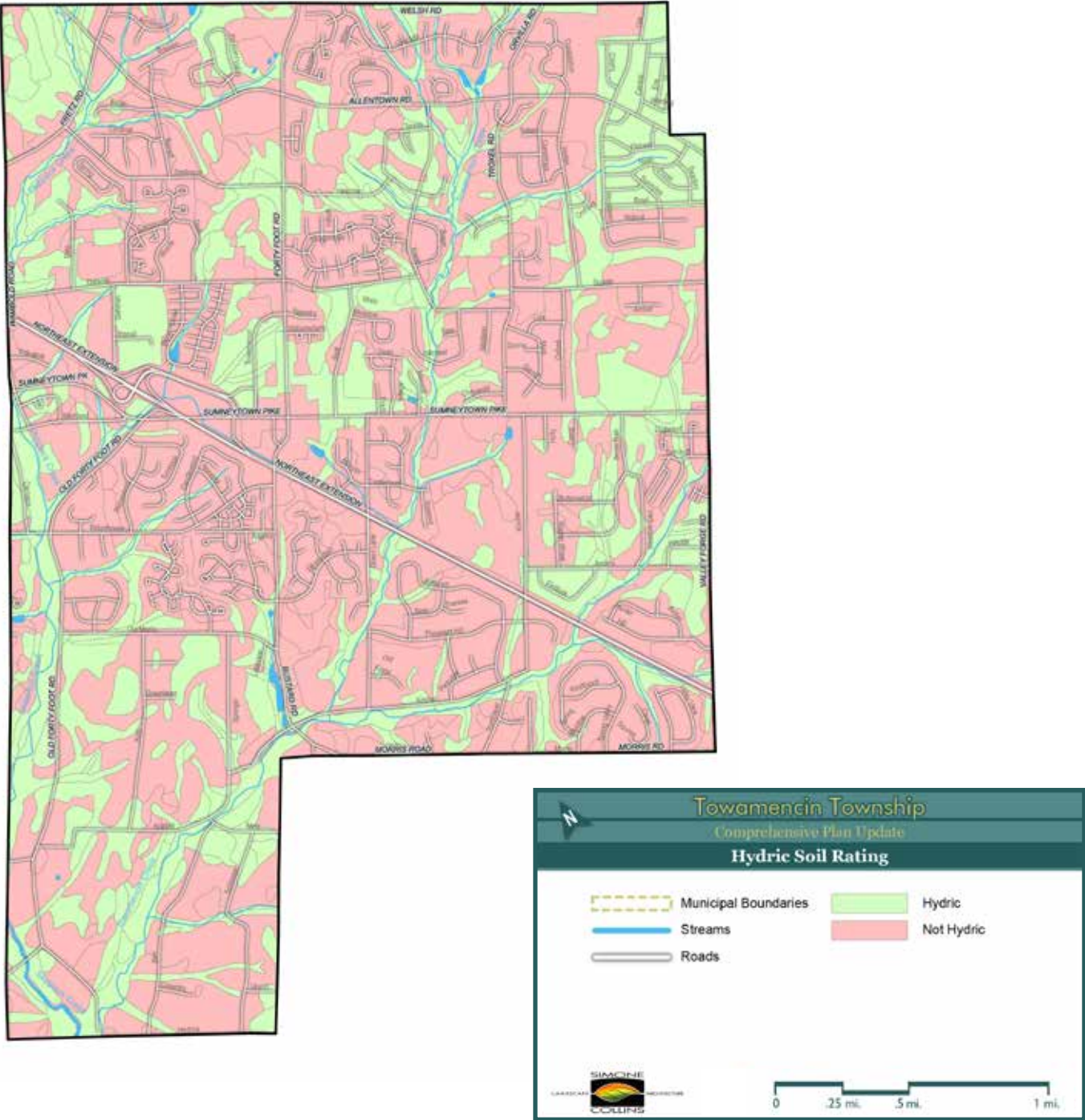
Hydric soils are periodically wet soils in an undrained condition that often support the growth of wetland vegetation. Some hydric soils are found in drained conditions and will not exhibit wetland vegetation, such as those that have been drained for agricultural use. Soils with major hydric components are a conservative indicator of wetlands. Other soils have hydric components in limited settings, such as depressions, bottom lands, swales, drainage ways, and alluvial soils. These soils have a high-water table and frequently pond.

The map below shows the distribution of hydric soils based on data from the Natural Resources Conservation Service (NRCS) Soil Science Division, which is the lead agency for the National Cooperative Soil Survey. Related to hydric soils, alluvial soils are frequently, but not always, located within a floodplain. This soil has been deposited by flowing water and are not stable due to their texture and composition. Alluvial soils can be an indicator of a floodplain and can often form aquifer recharge. Please note that this data is highly generalized and does not always reflect actual site-specific conditions.

HYDROLOGY

The defining hydrologic features of Towamencin are the Towamencin Creek and the Skippack Creek, and their associated watersheds. The Skippack Creek Watershed, which includes the Towamencin Creek sub-watershed, drains into the Perkiomen Creek Watershed, and eventually the Schuylkill River Watershed - all within the greater Delaware River Basin. The Skippack Creek Watershed hydrology is affected by the typical concerns associated with development pressures, including pollution, habitat fragmentation, and stormwater runoff.

100- and 500-Year Floodplains are shown on the hydrology map using FEMA's National Flood Hazard Layer (NFHL) data. Flood impacts on development in the northern portions of the Township are generally kept in check by steep riparian slopes, but low-lying areas further south are subject to higher flood risks, such as the neighborhoods to the west of Freddy Hill Farms and along the Towamencin Creek in the panhandle.



WOODLANDS

This tree canopy map was generated using a high-resolution 2015 dataset and represents a high level of detail, but the tree canopy in 2024 may have changed slightly due to new developments or new growth. The tree canopy cover in Towamencin is most abundant within riparian corridors along waterways. A large portion of the more rural panhandle region is forested, due in large part to Evansburg State Park. Based on this mapping, tree canopy cover in the township is estimated at 20%.

STREET TREES

Towamencin engineering standards require street trees for any subdivision or land development as part of the design and construction of:

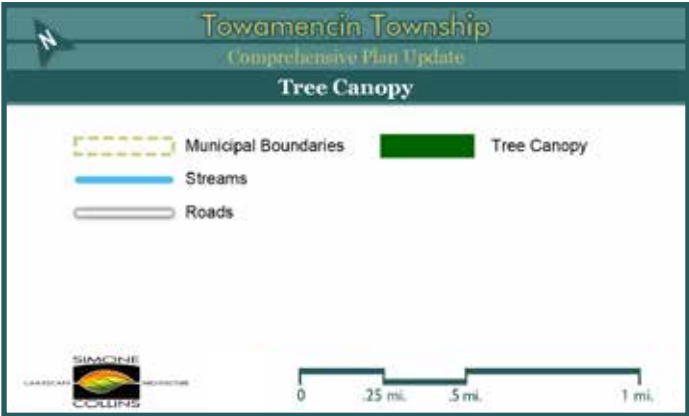
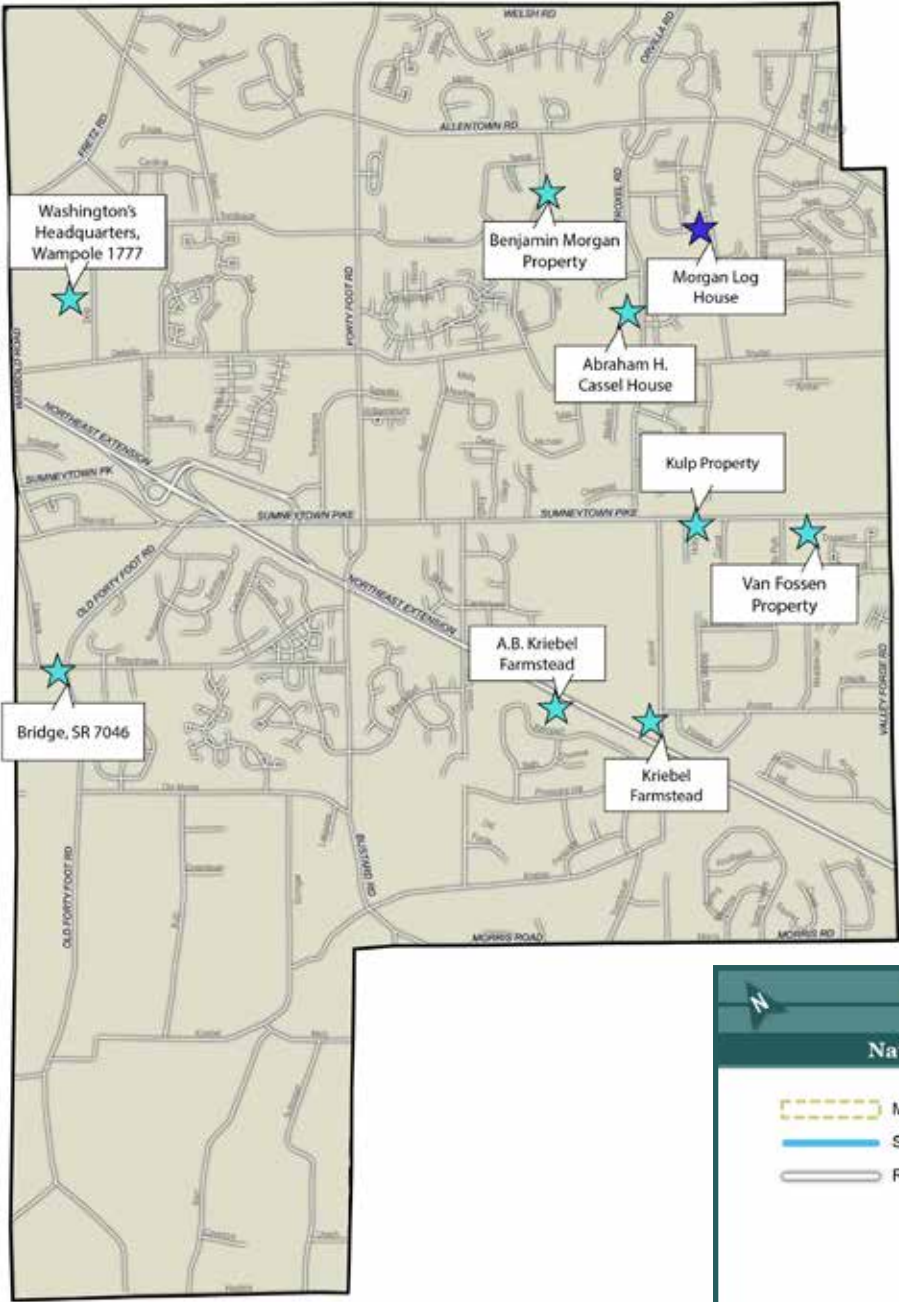
- New streets
- New sidewalks or pedestrian ways
- Existing streets, sidewalks, pedestrian ways, highways, bicycle or other trails or pathways when they abut or lie within the subdivision or land development
- Access driveways to residential developments serving more than four dwelling units

HISTORIC RESOURCES

The Morgan Log House is Towamencin Township’s sole listing on the National Register of Historic Places, despite the historic sites listed below being eligible.

- A.B. Kriebel Farmstead, 1875 Rampart Lane
- Kriebel Farmstead, 1780 Kriebel Road
- SR 7046 Bridge, Rittenhouse Road & Old Forty Foot Road
- Kulp Property, 1310 Sumneytown Pike
- Van Fossen Property, 1140 Sumneytown Pike

- Abraham H. Cassel House, 980 Troxel Road
- Benjamin Morgan Property, Keeler Road
- Washington’s Headquarters Wampole 1777, Delp Drive



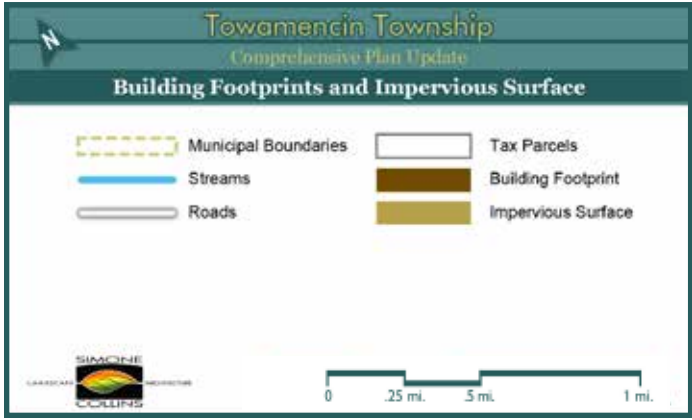
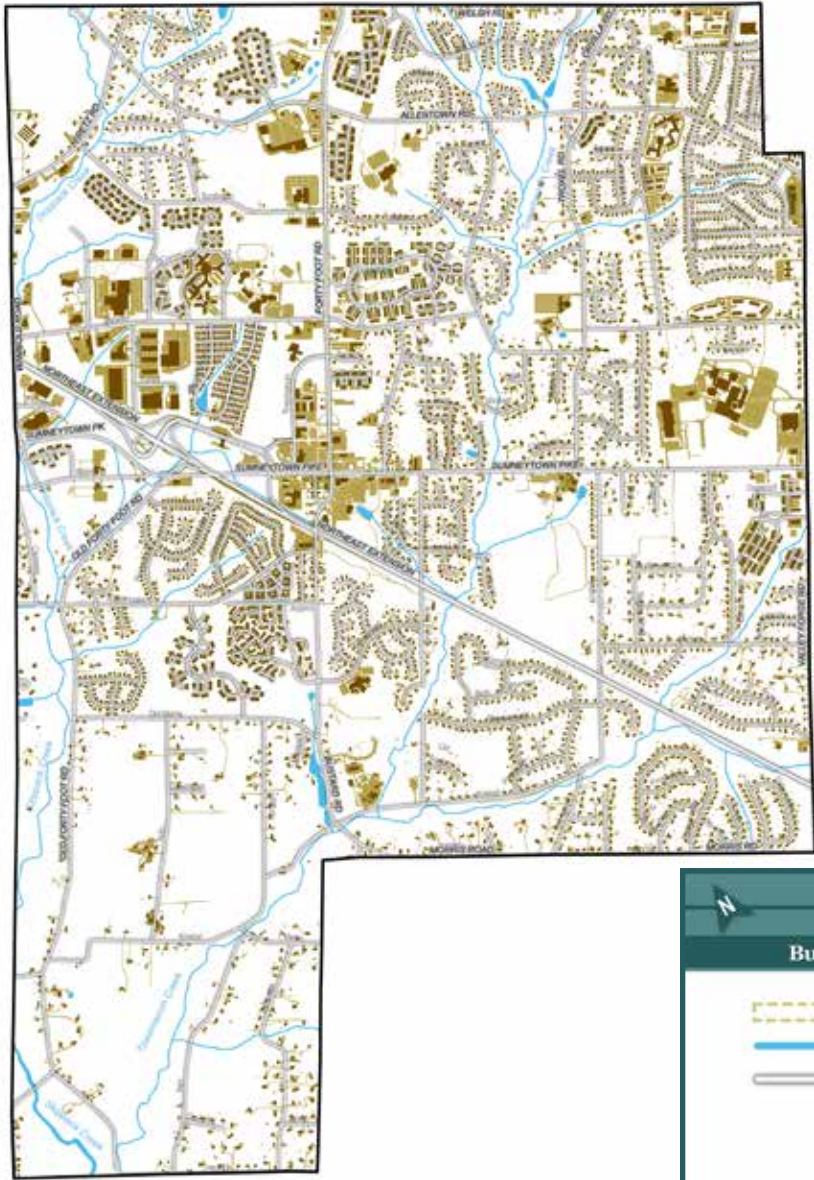
ENVIRONMENTAL SUSTAINABILITY,
ENERGY AND RESOURCE CONSERVATION
WATER QUALITY

The Skippack Creek Watershed Alliance is the multi-municipal group formed by the townships of Towamencin, Hatfield, Worcester, Skippack, and Lower Providence, to manage and implement the Total Maximum Daily Load Implementation Plan (TMDL) required by the siltation and sediment impairment of the Skippack Creek Watershed. The impairment designation was issued by the EPA in 2005. Management of these hydrological impacts can be referenced in detail in the [Skippack Creek Watershed Multi-Municipal Pollution Reduction Plan](https://www.lowerprovidence.org/477/MS4-Documentation).

<https://www.lowerprovidence.org/477/MS4-Documentation>

This 2022 Pollution Reduction Plan identifies several future stormwater projects in Towamencin.

- Floodplain restoration and stream bank repair program along Dorchester Way
- Detention and infiltration basin along Bustard Rd. and Nash Elementary School
- Stream restoration project along Kriebel Rd. between Bustard Rd. and Trumbauer Rd.
- Stream restoration project between Anders Rd. and the PA Turnpike
- Retrofitting an existing detention basin at Grist Mill Park into a wetland



NATURAL RESOURCES PROTECTION

The Towamencin Environmental Advisory Council (EAC) consists of 7 voting members and 3 associate members appointed by the Board of Supervisors who are charged with tasks as requested by the Board of Supervisors for the promotion and conservation of natural and historic resources and for the protection and improvements to the quality of the environment within the Township. The EAC meets monthly to advance their agenda which includes hands-on projects and educational programs for Township residents.

The Towamencin zoning code includes *Environmental Performance Standards* which regulates protection for floodplains, lakes and ponds, wetlands, streams and watercourses, steep slopes, woodlands, and tree protection areas. The code establishes a Floodplain Conservation District for application to specific areas within the Township that are subject to flooding, particularly in the Flood Insurance Rate Map (FIRM) floodplain areas. These zones are A Zone, AE Zone without Floodway, and AE Zone adjacent to defined Floodway, as well as certain areas with a frequency of flooding of 1% or greater per year.

RENEWABLE ENERGY ORDINANCE

Towamencin zoning ordinance and SALDO provide definitions and use regulations regarding solar energy facilities, roof-mounted solar energy systems, and wind energy systems.

In February 2024, the Towamencin Board of Supervisors passed Ordinance No. 24-03, which added electric vehicle charging stations as a by-right accessory use in all zoning districts besides the Village Overlay District and Entertainment Lifestyle Overlay District, where they added it as a permitted accessory use by conditional use. The ordinance also provided use-regulations and electric vehicle charging station-related definitions.

RECYCLING

In October 2024, Towamencin updated its Municipal Waste Collection and Recycling Ordinance, which requires residents to separate recyclable materials from municipal waste for collection. The Township hosts an annual electronics recycling event for residents to dispose of obsolete or unwanted electronic, and also advertises Montgomery County-sponsored recycling events, including household hazardous waste.



CONSERVATION TRENDS

Natural resource and energy conservation trends emphasizes sustainability, climate resilience, and resource efficiency. Efforts to reduce the *heat island effect* include increased tree planting, green roofs, and reflective building materials that cool urban/impervious areas by reducing heat absorption and promoting shade. These strategies mitigate rising temperatures, improve overall livability, and can be integrated with streetscaping improvements, simultaneously improving the pedestrian experience.

The implementation of *stormwater best management practices (BMPs)*, such as permeable pavements, rain gardens, and bioswales help manage runoff, reduce flooding, and filter pollutants before they enter waterways, promoting better water quality and ecosystem health. *Composting* initiatives are being increasingly implemented at both household and community levels. Composting reduces landfill waste and supports circular economies by converting organic waste into valuable soil nutrients, aligning with broader ecological health goals.

Small-scale solar and wind installations are gaining traction, offering clean energy options that can be integrated into both residential and commercial developments. These renewable energy systems reduce dependence on fossil fuels and contribute to diverse local energy grids that are more resilient. The installation of *electric vehicle (EV) charging stations* is also expanding as the transition to electric vehicles accelerates. EV infrastructure is being incorporated into public and private spaces to support alternative transportation options.

PARKS AND OPEN SPACE
PARK AND RECREATION SYSTEM

Towamencin completed a comprehensive evaluation of its Parks and Trails system in August of 2020 that includes an inventory of the existing facilities and established priority projects at both the facility- and Township-levels. The municipal park system consists of six large community parks, four small neighborhood parks, and three passive parks, totaling approximately 215 acres. A portion of Evansburg State Park is within Township boundaries. This 2020 Plan should be incorporated into this Comprehensive Plan.

SCHOOL DISTRICT LANDS

The four schools operated by North Penn School District within Towamencin, Inglewood Elementary School, Walton Farm Elementary School, General Nash Elementary School, and North Penn High School, all host active recreation facilities.

PRIVATE HOMEOWNERS ASSOCIATION (HOA)
OPEN SPACE

There are several private HOA housing developments that provide and maintain their own open space.

TOWNSHIP PARKS AND RECREATION OPERATIONS

The Open Space and Parks Advisory Board (a 9-member volunteer group) is advisory to the Board of Supervisors. The Committee determines a proposed capital improvement budget and submits it annually to the Board of Supervisors for consideration. The Committee proposes park improvements based on previous plans and the needs of the community. This volunteer group performs excellent work on behalf of residents.

Park operations are managed by the Township staff and parks are maintained by the Township Public Works Department. Also, a recreation and special events committee is advisory to the board of supervisions.

The Township employs an Events Coordinator who works approximately 32 hours a month. The regular events run by the coordinator include:

- Jigsaw Jamboree (puzzle competition event)
- Towamencin Community Day
- Summer Concerts
- Classic Car Show
- Summer Movie in the Park Event
- Fall Movie in the Park Event including a Halloween Pet Parade
- Turkey Trot 5K Walk + Run
- Holiday Lights Festival
- Two (2) new events are planned for 2025

Events and activities are advertised in the spring and fall newsletters that have a circulation of approximately 7,500. There is also a weekly “Enews” sent out to residents. These events are also featured on the Township web page and also on the Township’s Facebook page.

In 2024, the Township conducted first summer day camp in collaboration with the YMCA. It was held from June 17 to August 16. It averaged 29 campers per day and 265 total campers of the summer. Camp events included Olympic and traditional style games, and trips to Elmwood Zoo, and Water Tower Cinema. Campers were bussed to the Y for swimming twice a week, and a magician performed a magic show. That program has been discontinued.

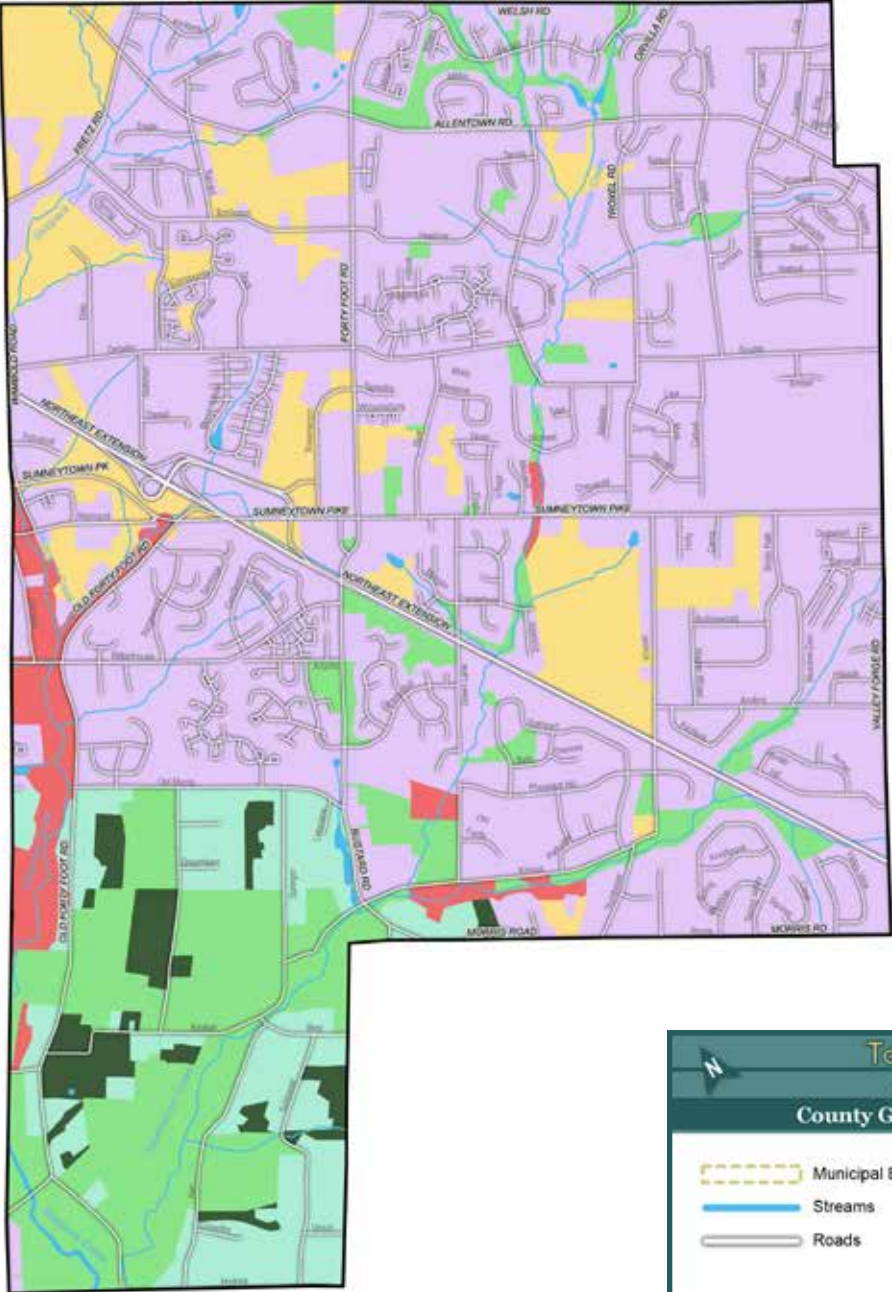
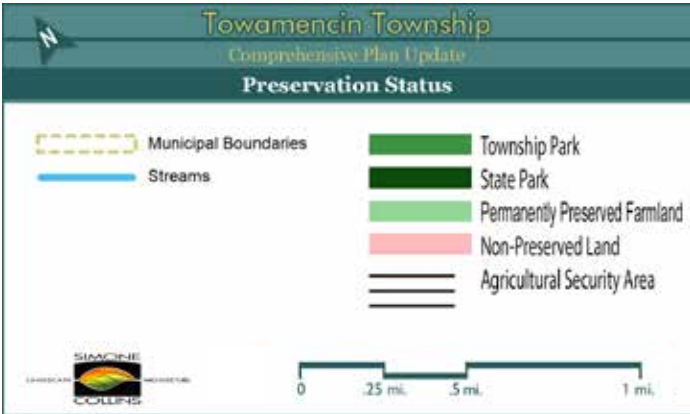
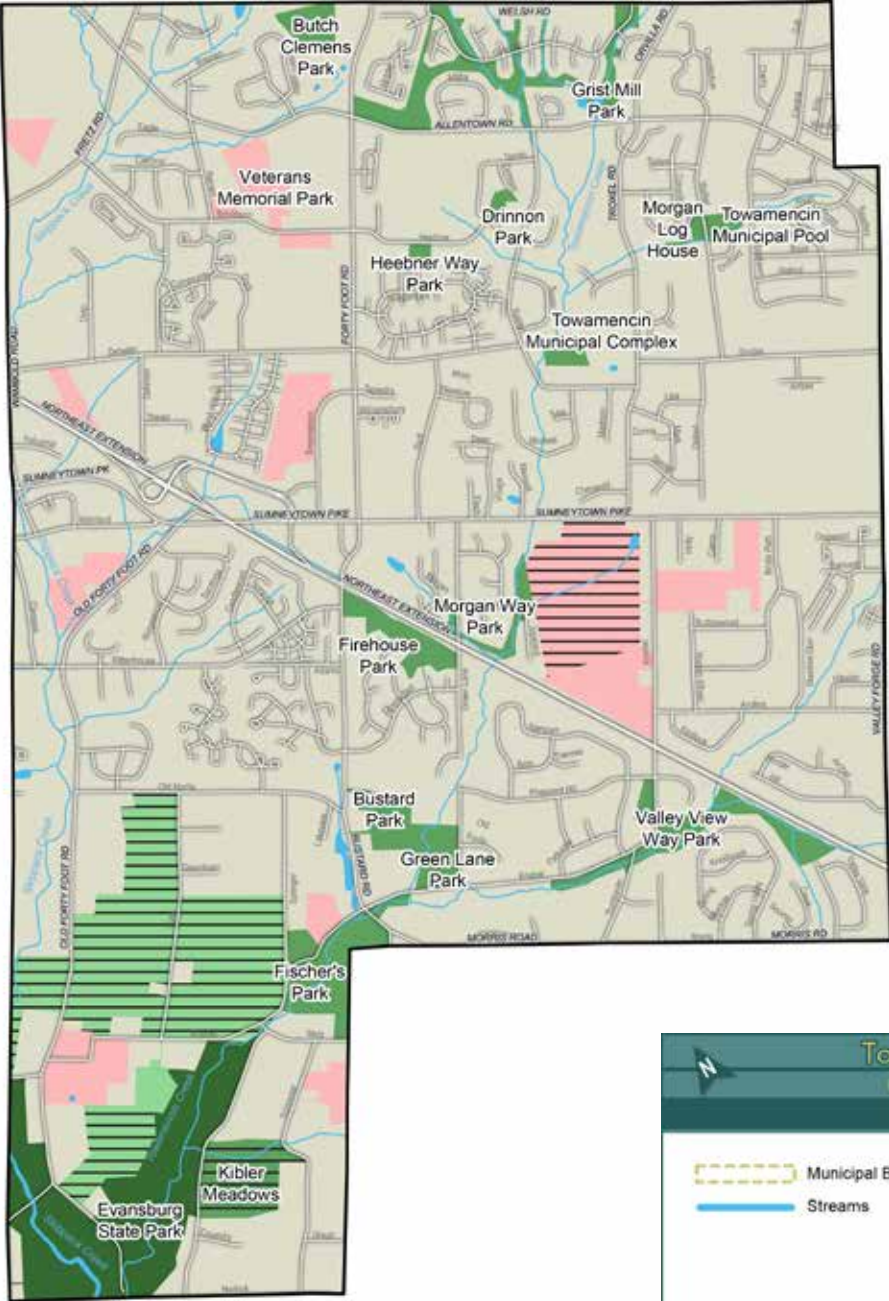
Towamencin Parks are maintained by the Department of Public Works and the level of all facilities is very good. The Towamencin Youth Association (TYA) is a volunteer organization that runs youth programs in Soccer, Softball, Baseball and Basketball. The TYA serves thousands of area youth annually, many who live outside the limits of the Township.



CONSERVED LANDS

Protected land within Towamencin consists of municipal and State-owned park facilities and privately-owned farmland parcels in the panhandle that have been permanently preserved or designated as an Agricultural Security Area (ASA). ASA lands are temporarily protected by property owners who receive a reduction in the assessment based on this protection. There are remaining open space or agricultural parcels within the Township that have not been preserved.

Montgomery County's Growth and Preservation 2020 data (facing page) identifies several areas within Towamencin as "Conservation Opportunity Areas" located primarily along the riparian corridors of the Skippack Creek and Towamencin Creek.



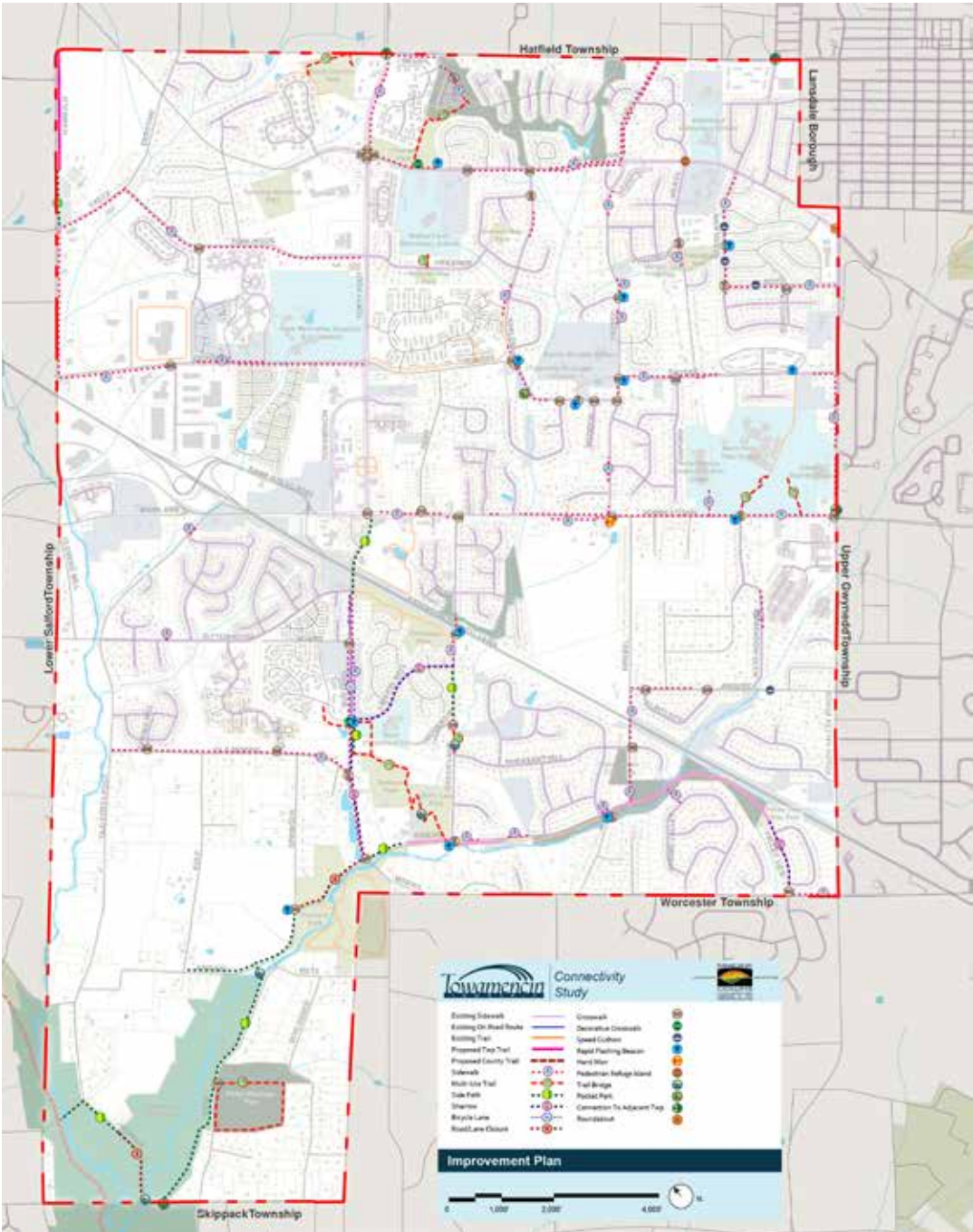
TRAILS AND CONNECTIVITY

The Towamencin Connectivity Study, completed in 2023, provides an inventory of existing trails and pedestrian connections. The existing conditions map completed during the development of the plan shows existing sidewalks, trails, side paths, and on-road bicycle facilities.

The 2023 Study also proposes many multi-modal connectivity improvements. The recommended facilities were developed with a goal of increasing bicycle/ pedestrian circulation throughout the Township,

prioritizing new connections between key destinations, and bolstering safety improvements for all modes of transportation.

Several sections of the Township currently exhibit a medium or high need for 10-minute walking access to parks and trails, particularly in the east and northeast. The entire Township is within 10-minute driving access to trail facilities. This data is available through Pennsylvania DCNR’s Outdoor Recreation Access mapping tool. The 2020 Connectivity Plan Recommendations address this analysis’ deficiencies.



PARK AND RECREATION TRENDS

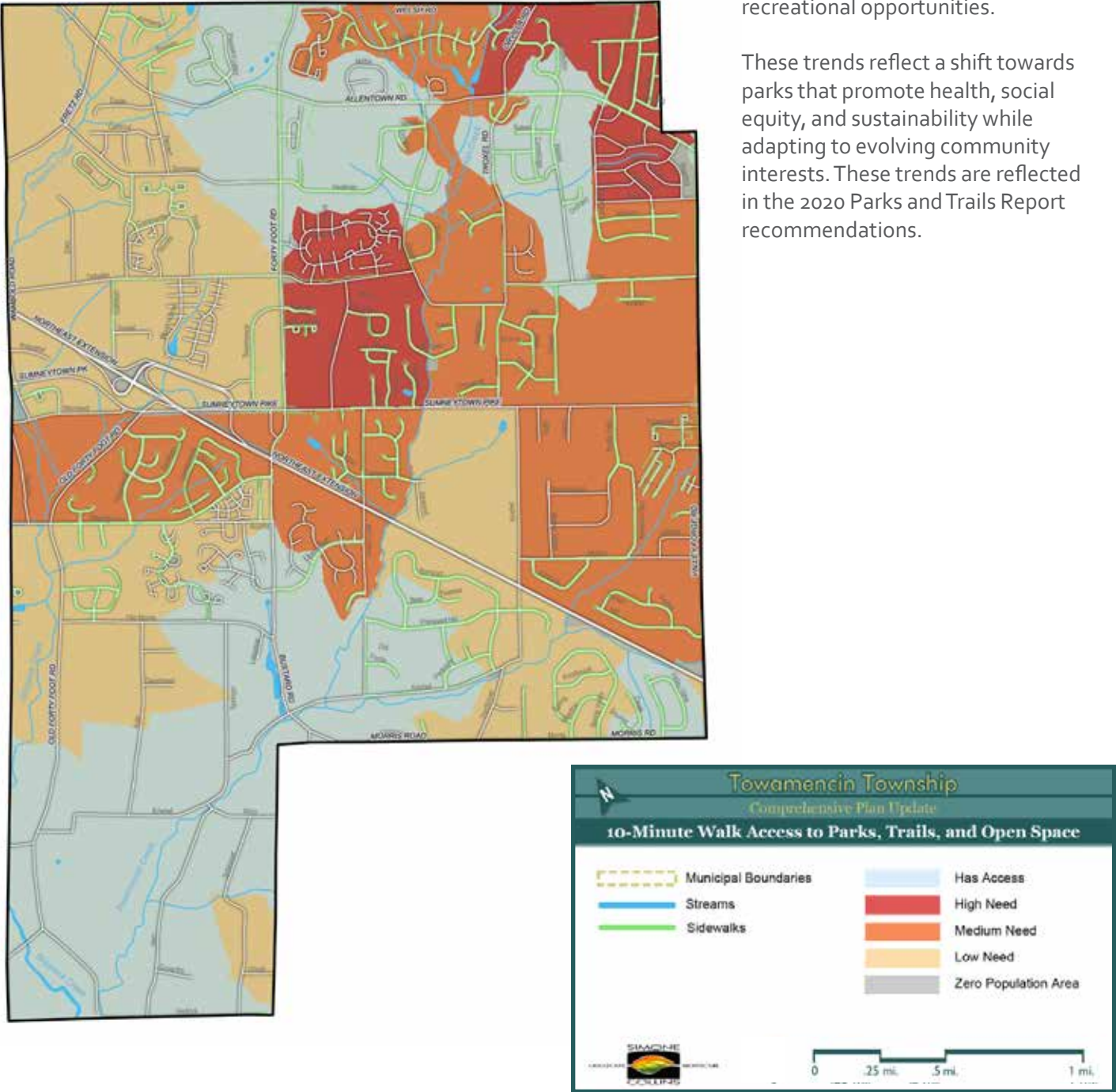
Contemporary park and recreation trends focus on creating dynamic, inclusive, and environmentally integrated places that cater to diverse community needs.

Nature-based play emphasizes the use of natural materials like wood, sand, and water to create play environments that encourage exploration, creativity, and interaction with nature. These facilities aim to foster environmental stewardship and enhance children’s connection to the natural world.

Inclusive play has also become a priority, with parks increasingly designed to be accessible to people of all physical and mental abilities. Playgrounds now feature equipment and layouts that accommodate physical, sensory, and cognitive needs, ensuring that children of all abilities can enjoy recreational spaces without barriers.

Additionally, park planners are responding to the rising popularity of sports like pickleball, disc golf, and cricket. Multipurpose courts, dedicated fitness zones, and flexible open spaces are now commonly included in park designs to meet the growing demand for varied athletic and recreational opportunities.

These trends reflect a shift towards parks that promote health, social equity, and sustainability while adapting to evolving community interests. These trends are reflected in the 2020 Parks and Trails Report recommendations.







Recommendations

CHAPTER

3

VISION STATEMENT

THE 2026 TOWAMENCIN TOWNSHIP COMPREHENSIVE PLAN UPDATE ENVISIONS THE TOWNSHIP AS A VIBRANT COMMUNITY WITH A PROMISING FUTURE BASED ON TRADITION, AN APPRECIATION OF ITS NATURAL RESOURCES, AND A COMMITMENT TO BALANCED GROWTH WHILE MAINTAINING A GREAT QUALITY OF LIFE FOR ITS RESIDENTS.

GOALS AND RECOMMENDATIONS

Based on feedback from the community, Planning Commission, Board of Supervisors, key person / agency interviews, Township department interviews and conversations with residents, the 2026 Towamencin Comprehensive Plan has established recommendations informed by goal statements for the various Comprehensive Plan elements.

LAND USE

Goal: Responsibly balance development and growth with open land protection and conservation that preserves community characteristics and identity while also ensuring the long-term vitality of the Township.

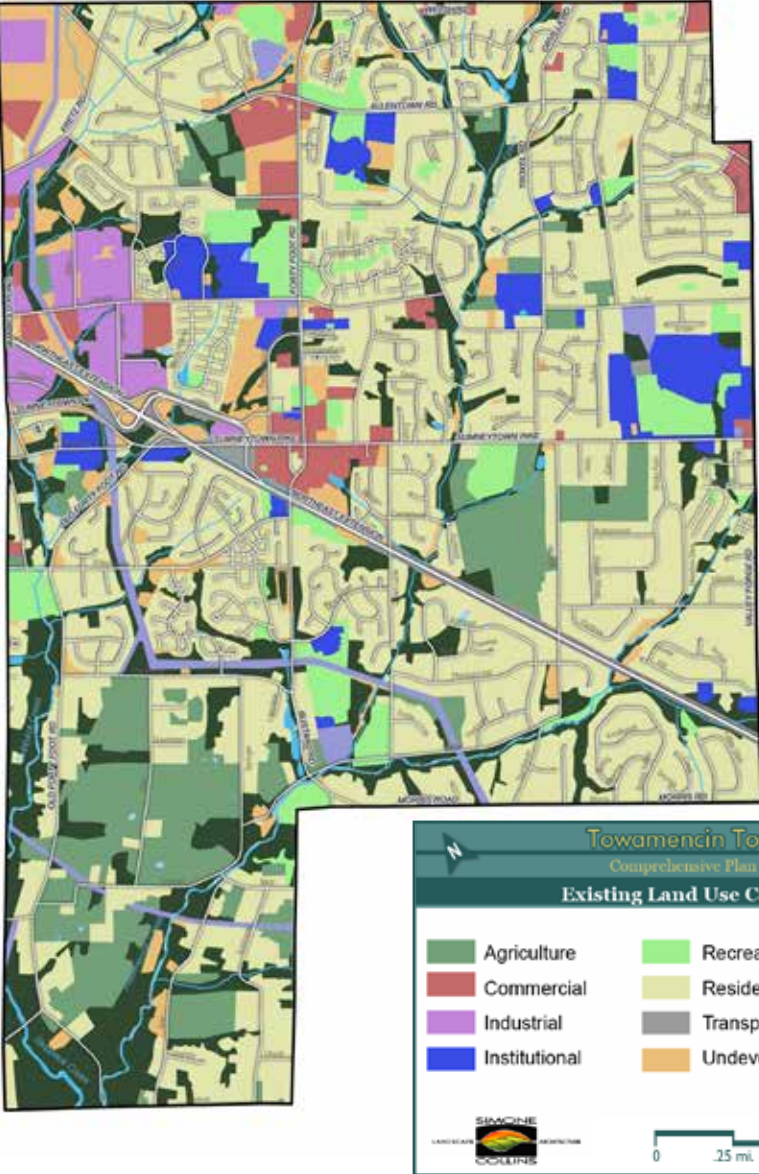
The revisions to the Future Land Use Map include:

- Expanded Industrial area on Wambold Road (NW corner of Township)
- Mixed Use area at the Village Center (Forty Foot & Sumneytown Pike)
- Freddy Hill Farm parcels from Agriculture to Residential
- Residential area west of Towamencin Avenue
- Removal of “undeveloped” land use designation

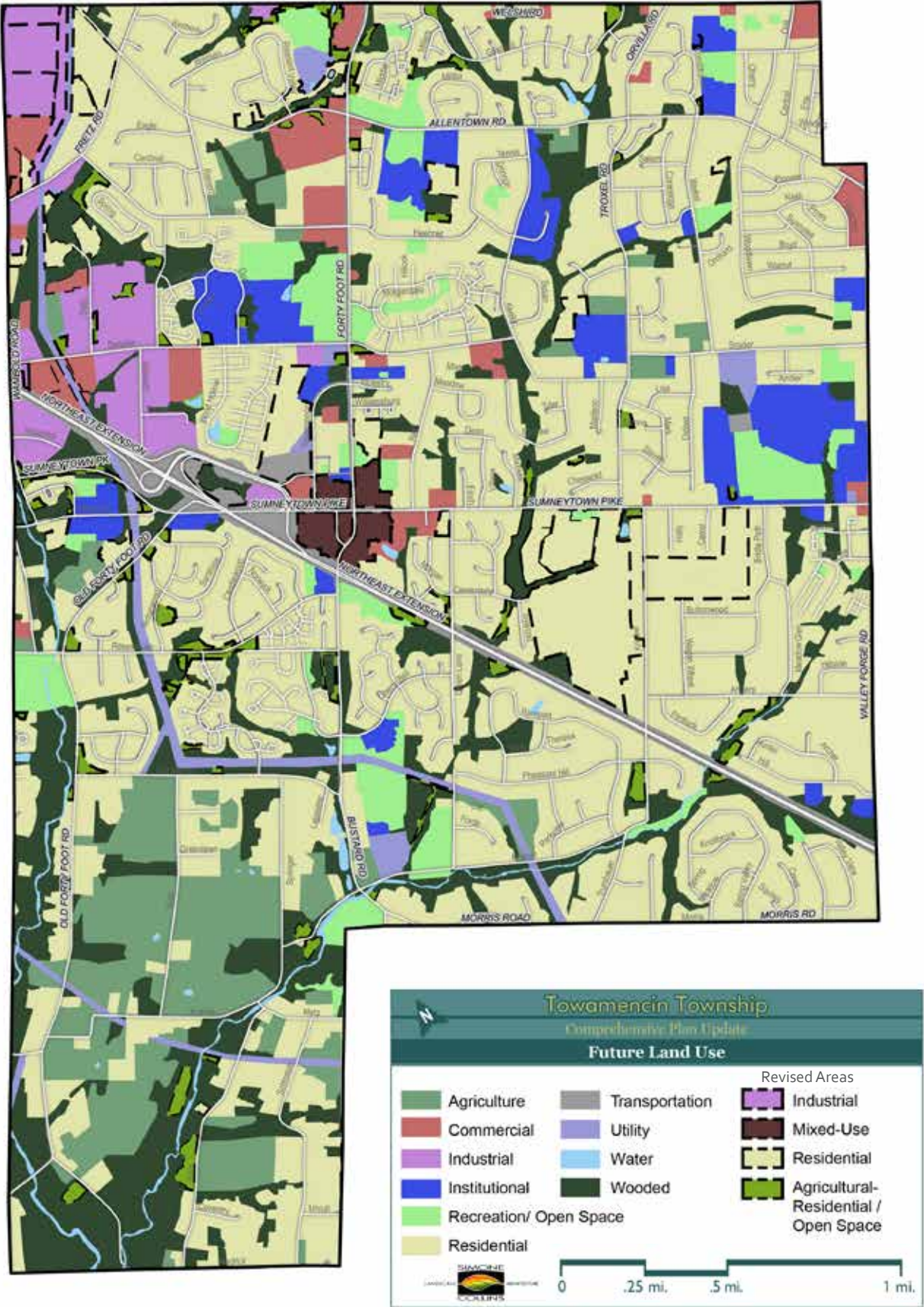
OFFICIAL MAP

It is recommended that the Township adopt an Official Map and identify proposed trails, roads, parks, and open spaces, including those identified in the Connectivity Study. The Official Map can help ensure that all future development includes provisions for open space protection and enhancement and trail and sidewalk connectivity.

Existing Land Use
Source:DVRPC



Future Land Use



TRANSPORTATION

Goal: Make all modes of transportation safer and more efficient by improving roadways, encouraging “Complete Streets” and building transportation infrastructure toward a Vision Zero model of no fatalities or serious injuries.

CONNECTIVITY STUDY RECOMMENDATIONS

The 2023 Towamencin Connectivity Study recommends comprehensive multimodal improvements that should remain a priority in municipal planning and implementation discussions. The Township should be proactive in pursuing grant funding and strategically leverage municipal funds to advance these improvements that will have a positive outcome on resident quality of life. These should be completed in tandem with traffic calming measures where appropriate.

OTHER PLANNING STUDY RECOMMENDATIONS

The Township should coordinate its implementation of the Connectivity Study recommendations with the WalkMontCo and BikeMontCo study and refer to these studies when applying for grants.

As the Freddy Hill Farm property is developed, roadway and off-road trail connections through the property should be explored and considered. For example, the extension of Canterbury Drive to Kriebel Road should be explored.

PRIORITIZE PEDESTRIAN SAFETY AT KEY DESTINATIONS

The Township should prioritize pedestrian safety to and around key destinations, such as the Towamencin Village, Township parks, schools, major shopping areas and places of worship.

SCHOOL DISTRICT COLLABORATION

It is recommended that the Township collaborate with North Penn School District to improve access, circulation, safety, and connectivity to school facilities. Partnership opportunities may exist for funding applications between Township and School District connectivity goals.

QUALITY SERVICE/INFORMATION

The Township must remain committed to delivering a high-quality and consistent road maintenance schedule that is clearly communicated to affected residents in advance to mitigate potential impacts to use, such as upcoming road projects like the 309 Connector and lane improvements at Orvilla Road and Welsh Road.

SUMNEYTOWN PIKE EXPANSION

The widening of Sumneytown Pike is a County-led project that has been discussed for at least two decades. The extent of the proposed project is from Sumneytown Pike and Bustard / Forty Foot Road east into Upper Gwynedd Township to Supplee Road.

There are at least two expansion options, a four (4) lane cross section and a three (3) lane cross section. For either option, there is substantial right-of-way acquisition required, the costs of which will be borne by both townships. Towamencin has already acquired some of this right-of-way just west of Valley Forge Road.

Towamencin has decided that the three (3) lane cross section (with a center turning lane) is the preferred option, since it reduces the extent of necessary right-of-way but will still help to reduce motor vehicle congestion. Pedestrian and bicycle connectivity improvements, as recommended in the Township Connectivity Plan, should be incorporated into this project. Towamencin should continue to work with Lower Gwynedd Township and Montgomery County to advance this transportation improvement initiative.

PUBLIC TRANSIT

Local bus service and regional rail service has been threatened due to the recent lack of State funding to SEPTA, the regional transportation authority. Lack of funding will reduce the already minimal public transit available in the Towamencin area. The Township should continue to inform residents of these potential changes to service. In June 2025, the Township Board of Supervisors passed a resolution in support of stable state funding for the transit agency. The Township should continue to strongly support permanent, dedicated and sustainable funding to restore service for the entire SETA network and, ultimately, to expand service and achieve a frequent, safe, reliable system for all riders.

HOUSING

Goal: Allow a variety of housing types that mitigate suburban sprawl and preserve existing neighborhood character while also addressing the need for additional housing.

EXPAND AVAILABLE HOUSING STOCK

Allow for additional housing types and higher densities to meet projected housing needs, mainly at Towamencin Village and The Shops at Town Square Area. Denser residential development at Towamencin Village can access the existing road network, designed to accommodate higher volumes of traffic. The long-awaited and desired (based on the Comp Plan Opinion Survey) restaurants, bars and small retail shops will be supported by new, close-by residential units.

ACCOMMODATE ACCESSORY DWELLING UNITS

It is recommended that the Township pursue the introduction of accessory dwelling units/In-law suites regulations that will support aging-in-place, adult children living at home and seniors being able to retain home ownership. Allowing ADUs in some residential districts can alleviate housing pressures commonly faced by senior citizens, most notably the ability to maintain larger houses and meet costs, especially in an environment where such costs are rising. ADU’s may be most easily accommodated in single family zoning districts with large minimum lot sizes. This includes the R-200 Zoning District and the R-180 Zoning District. The R-175 Zoning District might also be considered.

ADU ordinances can be tailored to discourage housing speculation and maintain single-family housing character by requiring that rentals be limited to family members or other relatives. Alternatively, the ordinance could be written less stringently but requiring owner-occupancy or primary-residency, which eliminates the familial requirement but still reduces the risk of absentee landlords.

MAINTAIN NEIGHBORHOOD CHARACTER

Ensure any new development or infill is compatible with surrounding neighborhood character by appropriately calibrating design standards within the Township SALDO. It will be important to ensure that any potential ADU ordinance is tailored to reflect sensitivity to existing neighborhood character.

ECONOMIC DEVELOPMENT
Goal: Encourage opportunities for economic development that are supportive of community values and needs.

TOWAMENCIN VILLAGE
The Township should continue to encourage and focus mixed-use and commercial development within the Towamencin Village Overlay District.

Comprehensive Plan opinion survey results show an overwhelming desire for more restaurants, bars and entertainment venues in the Township. Towamencin Village is the most logical place for these types of businesses in combination with other residential, commercial and personal service businesses. This plan’s market study indicated that additional multifamily dwelling units in Towamencin Village are likely needed to help support these new businesses.

The Fiscal Impact Analysis prepared as a part of this plan examined two areas of the Township that are the most likely areas for additional economic development. One is the Towamencin Village and one is the Shops at Town Square at Allentown Road.

The analysis utilized the most recent preliminary plans provided by the developer for these two areas.

For the Towamencin Village area, the analysis showed that the first stabilized year (assumes two(2) years after the entire project has received its certificate of occupancy) projected that the fiscal impact to the Township was a net positive of \$272,809.00. For the School District, there was a net positive impact of \$3,154,245.00.

For the Shops at Town Square redevelopment, the projected fiscal impact to the Township was a net positive of \$83,956.00. For the School District, there was a net positive impact of \$2,162,888.

It should also be noted that the developer’s preliminary plans align approximately with the market demand as outlined in this plan’s market analysis.

It is also important that the Township remain flexible regarding permitted uses in both of these mixed use areas so that the private sector can successfully react to changes in the market.

REDEVELOPMENT OPPORTUNITIES
The Township should identify and encourage the redevelopment of underutilized sites toward their highest and best use and increasing tax ratables. The Township staff should seek out these property owners to begin a dialogue aimed at understanding site redevelopment opportunities and how the Township can assist in redevelopment, toward enhancing the local economy. Some properties zoned as light industrial along Wambold Road, Fretz Road, Detweiler Road and Gehman Road may benefit from this strategy. Recent and ongoing trends point to new, non-traditional uses in light industrial zoning districts. These uses include indoor recreation centers (such as batting cages, tennis, rock climbing) microbreweries, distilleries, artisanal manufacturing (maker space), business incubator space, and other similar, non-traditional uses. The Township should ensure that these non-traditional uses are allowed in these areas / zoning districts.

ENCOURAGE LOCAL BUSINESS
The Township should promote the patronage of local service and retail businesses by a variety of strategies. These include: semi-annual visits by Township staff to businesses to understand owner/operator challenges and find out how local government can be of assistance; working with local banks to promote low-interest loans for business expansion or property enhancements; streamlining the permit approval process for new businesses; working with local businesses to sponsor and help promote marketing campaigns and events including “shop local” initiatives.

TOWAMENCIN STRATEGIC PLAN
The 2007 Towamencin Strategic Plan identified several goals that remain relevant in 2026 and the Township should remain committed towards pursuing them. The Township is in the process of developing a new strategic plan that should be informed by the adoption of the 2026 Comprehensive Plan Update.

WORKFORCE DEVELOPMENT
The Township should work with the County, local vocational schools, and other partners to encourage participation in and raise awareness of workforce development programs and exploratory youth education programs.

TOWNSHIP BRANDING
As the Towamencin Village is developed into a robust and walkable mixed-use center, the Township should seize the opportunity to enhance branding and identity by supplementing streetscape and landscape improvements in the Village. This is especially important in the Turnpike Interchange area. An attractive pedestrian streetscape in the Village can strengthen the community identity.

The Towamencin Gateway Signage project remains an excellent opportunity to enhance identity and branding and should be pursued as a priority project.



Concept for Towamencin Gateway sign at PA Turnpike Interchange



Gateway sign concept for smaller sites

ZONING
Goal: Ensure that zoning regulations support balanced, sustainable growth and are adaptable to future changes.

DEFINITIONS
The Township should perform a comprehensive review of its land use definitions to ensure that definitions in its Zoning and SALDO ordinances reflect current trends in the marketplace. Some new definitions that should be considered include:

- Artisanal manufacturing
- Boutique hotel
- Brewpub
- Build-to line
- Business incubator
- Co-working space
- Conservation Zoning
- Green roof
- Live-work unit
- Microbrewery
- Mixed-use development
- Outdoor dining area
- Pedestrian-oriented
- Stacked townhouse

In addition to adding new uses and definitions to the zoning ordinance, regulations should be considered to promote green or low-impact building principles, such as Leadership in Energy and Environmental Design (LEED). These could be in the form of density bonuses, increased building coverage allowances, or other similar incentives. Revisions should also be made to streamline the approval process to make it easier to navigate the permit process.

CONSERVATION ZONING

The Township should explore the implementation of conservation zoning for remaining undeveloped preserves to preserve its agricultural and open-space character. This approach would protect the area's environmental assets while allowing low-impact development that aligns with the Township's rural heritage. Preservation strategies should be made in a mutual agreement with the current landowners.

Conservation Zoning ordinances typically allow small lot sizes and mandate (or allow) for the preservation of public open space. The property owner will typically get the same price from a developer and the developer will typically build the same number of units but with fewer roads and less infrastructure (for less cost). For the undeveloped lands zoned R-175 which require a minimum 30,000 SF lots, lots could be reduced to a minimum of about 12,000 to 14,000 SF with a requirement of 30 to 40% open space. The new R-14 Clustered Single-Family Detached Dwelling Use works to achieve some of these objectives.

A companion strategy is to make the current R-175 zoning a conditional use, and make the Conservation Zoning a by-right use, as a way to incentivize open space preservation. In this way, existing zoning rights are not substantively changed while open space preservation is encouraged.

OPEN SPACE AND RECREATION

Goal: Protect and enhance existing Township parks, explore opportunities for additional parklands and seek to preserve remaining open lands in the Township.

TOWAMENCIN PARKS AND TRAILS EVALUATION

It is recommended that the Township implement the system-wide and facility-specific recommendations made in the 2020 Parks and Trails Evaluation. Wherever possible, these recommendations should be completed in tandem with those made by 2023 Towamencin Connectivity Study. In 2025, the Township is implementing major improvements to Grist Mill Park.

EVANSBURG STATE PARK

Evansburg State Park is currently underutilized and has significant potential to enhance its status as a regional outdoor recreation asset. Towamencin Township should work with neighboring municipalities to encourage the PA Department of Conservation and Natural Resources (DCNR) to create a new master plan that will improve access to and through the park along with other improvements that will make the park a better and more

sustainable recreational asset to the community. The Skippack Creek Watershed Alliance, an existing multi-municipal coalition, is a logical existing organization to suggest enhancements to the state park.

VETERAN'S MEMORIAL PARK

The Township and the Veteran's Committee should continue the development of the Veteran's Memorial Park and be proactive in pursuing grant applications from all applicable sources that will advance the implementation of the Master Site Development Plan through final design and engineering and construction phases. There may be opportunities for collaboration with Philadelphia Suburban Development Corporation for park access and parking.

EXPAND PARKS AND RECREATION OPERATIONS

The Township should explore expanding the role of the part-time parks and recreation Events Coordinator position to full-time Director of Parks and Recreation (or another part-time position as Parks and Recreation Director). While the Open Space and Parks Advisory Board does an amazing job, given the importance that residents place on park facilities, this important community-building department could be more effectively operated with a Parks and Recreation Director. A Director could work with the Board of Supervisors to set a more consistent program for parks improvements and budgets and seeking grants, while they continue to work with the Open Space and Parks Advisory Committee, who serve as direct representatives of the community.

The Township should investigate applying for a DCNR Peer Grant. Peer grants are awarded to help municipalities improve their park, recreation and conservation services through a collaborative process. Projects are accomplished through contracts with experienced park, recreation and conservation professionals from nearby communities who will work closely with local leaders. Examples may include projects that form new intergovernmental recreation and park agencies (which is a high priority for DCNR); improving management of a specific facility like a community center, trail or pool; conducting an overall management assessment of an agency's park and recreation services; park and recreation board training and development, etc. A peer grant examination of current park management and operations may lead to new opportunities for enhancing the Township park system, a high priority of residents as indicated during the Comprehensive Plan public input process.

RECREATION RESOURCE SHARING

The Township should identify opportunities for sharing recreation programming resources with the School District or adjacent municipalities to enhance program offerings to residents and realize possible cost savings.

OPEN SPACE PRESERVATION

The Township should continue to seek ways to preserve open space. There are several optional ways to do this.

- Consider allowing the new R-14 Cluster Single-Family Detached Dwelling Use, which was permitted as a by-right use in the R-175 District, to be permitted in other residential zoning districts where there is undeveloped land to allow an option where minimum lots are smaller (at least 12,000 sf for the R-14 use, for example) and preservation of a substantial amount of open space (at least 35% for the R-14 use, for example) is required.
- Adopt an Official Map that designates select undeveloped lands a possible future open space. This designation may help in preserving land as open space.
- Work with local land conservancy organizations to work with agricultural property owners to permanently conserve agricultural lands.
- Decide to create a bond issue (and incur debt) to purchase and preserve key parcels of land as permanent open space.

A combination of these methods can also be pursued.

AGRICULTURAL PRESERVATION

Goal: Increase the amount of preserved farmland to retain Towamencin's vanishing agricultural heritage.

Several agricultural parcels in Towamencin are currently not under any conservation protections. The Township should encourage landowners to pursue preservation status through the Montgomery County Farmland Preservation Program and support those landowners throughout the process.

The Township staff should reach out to existing remaining agricultural property owners to encourage permanent preservation through the County Farmland Preservation Program.

COMMUNITY FACILITIES

Goal: Provide community and municipal facilities and services that enhance the safety and quality of life for all Township residents.

POLICE AND FIRE

Maintain up-to-date facilities and equipment for the Police Department and the Towamencin Volunteer Fire Company.

The Township should continue to support the Towamencin Volunteer Fire Company in aggressively pursuing recruitment efforts for new volunteers.

EMS AND HEALTH CARE

The Township should continue to work closely and continue to support operations, VMSC.

Actively seek a location for a VMSC facility in the Village Center. Additionally, the Township can actively work with developers to develop a strategy to attract health care facilities to the Township.

NORTH MONTGOMERY TECHNICAL SCHOOL

Additional classroom space is much needed to meet increasing demand. The Township should work with the North Montgomery Technical School and the four partner municipalities to develop a solution. There may be opportunities in the Township to utilize vacant or underutilized office or other space for these classrooms.

PUBLIC WORKS IMPROVEMENTS

The Towamencin Public Works Department has expressed the need for a salt shed expansion and it is recommended that the Township seek funding for the plans that have already been developed for the Green Lane Sewer Authority location.

REGIONAL LIBRARY

It is recommended that Towamencin engage adjacent municipalities in discussions about developing a regional library. Inter-municipal collaboration on a regional public library can improve service efficiency and resource allocation for all municipalities involved. Joint resources will allow for a larger, more comprehensive facility that offers expanded collections, advanced technology, and versatile spaces for community use. This approach reduces redundant infrastructure costs, centralizes maintenance and staffing expenses, and broadens access to educational resources. A regional library also encourages greater community cohesion across municipal boundaries, while maintaining fiscal responsibility through shared funding and governance. There may be suitable locations within the Township and it may be an appropriate use in Towamencin Village.

RESIDENT COMMUNICATION

The Township should continue to be prompt and proactive with its communication to residents on important essential services. Maintaining regular contact with residents could also be leveraged to establish a stronger volunteer base for Township events.

The Township publishes and mails a spring and fall newsletter with 7,500 copies mailed to township households. Events and notices are posted to the Township web page and the Township Facebook page. Also, direct emails notify residents about upcoming events.

RESOURCE PROTECTION

Goal: Enhance protections for the Township’s natural and environmentally sensitive resources.

STRENGTHEN NATURAL RESOURCE PROTECTIONS

It is recommended that the Township enhance its zoning and SALDO regulations for sustainable practices such as tree protection and replacement, riparian corridors, steep slopes, and floodplains. Common approaches include expanding riparian buffer zones, incentivizing floodplain restoration, and requiring more stringent stormwater management standards.

The Township should work closely with the Towamencin EAC to determine appropriate ordinance enhancements.

The Township should remain engaged with the Skippack Creek Watershed Alliance (SCWA) and work towards the implementation of the Skippack Creek Watershed Pollution Reduction Plan goals. The SCWA could also be a starting point for discussions about a coordinated and join effort for a master plan and improvements to Evansburg State Park.

STREET TREE PLANTING

The Township has an opportunity to bolster its street tree planting and enhance the pedestrian streetscape experience in anticipation of greater connectivity throughout the Township. There are several ways to incentivize tree plantings for both individuals and businesses, including subsidizing the cost through grants or tax rebates, community planting or “adopt-a-tree” initiatives, and more robust planting requirements in zoning ordinances and SALDO standards.

INCREASE CANOPY COVER

It is recommended that Towamencin establish a formal program to increase the tree canopy cover throughout the Township. Past efforts with a Township Tree Farm were not productive. Tree purchases at nurseries is a more efficient approach. Establishing the Township as a heavily shaded community should be a long-term vision.

The Township should develop a 10-year plan to increase Township tree canopy cover along Township roadways, in parks, and Township open spaces through grants and by educating and encouraging private property owners to plant new trees. The Township should update the plan every five years.

STORMWATER MANAGEMENT

It is recommended that the Township prioritize stormwater management improvements within existing parks and open spaces. BMPs such as rain gardens, vegetated swales, infiltration basins, and porous pavement can help with stormwater control and management while adding beauty and environmental benefits to the Township. Stormwater management improvements in Township parks can also be of assistance in the Township meeting its MS4 permit mandates. MS4 (Municipal Separate Storm Sewer System) permits require a municipality to develop and implement a comprehensive Storm Water Management Program (SWMP) that includes pollution prevention

measures, treatment or removal techniques, monitoring, use of legal authority, and other appropriate measures to control the quality of storm water discharged to the storm drains and thence to waters of the United States. These improvements, commonly referred to as BMPs (best management practices) can take advantage of open areas in Township parks where these measures can help meet these mandates. Additionally, these park improvements can often be funded with park enhancement grants. Grants are typically not available for specific MS4 improvements. The Township can also provide incentives for residents to apply stormwater management on their own properties, such as partial funding for rain gardens or rain barrels. Partnerships can be formed with local environmental organizations such as the Skippack Creek Watershed Alliance to distribute educational information to the public about establishing stormwater BMPs at home. The Township EAC can continue to play a major role in this initiative.

ENERGY CONSERVATION

Goal: Promote sustainable development by encouraging renewable energy use and community engagement to reduce environmental impact and enhance climate resilience.

PROMOTE RENEWABLE ENERGY OPTIONS

The Township has existing ordinances for solar and wind energy use and it should examine possible enhancements to the solar and wind related ordinances, while also developing new zoning/SALDO regulations for geothermal energy. It will be important for the Township to encourage the use of these energy systems by homeowners, and the Township can work with the EAC to develop educational programs and initiatives that will support this goal.

SUPPORT ELECTRIC VEHICLE USE

The Township should explore opportunities to promote the development of electric vehicle charging stations in both public and private capacities, and encourage commercial land development applicants to include them in their facilities. A common tactic is through financial incentives such as grants, rebates, or tax credits to businesses, property owners, and developers who install EV chargers. Alternatively, the Township could secure grant funding to install public EV chargers at Township facilities such as the Township Building and Fischers Park. There may be opportunities to establish partnerships with utilities and private companies to establish and expand vehicle charging infrastructure.

HISTORIC PRESERVATION

Goal: Promote the protection of historic resources as a method of celebrating and preserving local heritage.

NATIONAL REGISTER OF HISTORIC PLACES

There are many historic resources in the Township that are eligible for addition to the National Register of Historic Places. Property owners should be encouraged to pursue inclusion and the Township should support their efforts to do so.

HISTORIC PRESERVATION EDUCATION

It is recommended that Towamencin explore partnerships with local historical enthusiast groups and the Historical Society of Montgomery County to distribute educational resources that raise awareness of the benefits of historic preservation as well as developing a program that promotes and celebrates existing local resources.

SUPPORTIVE ORDINANCES

Ensure that zoning and SALDO encourages preservation and adaptive reuse. Some common tactics include flexible use regulations for older buildings that allow for a variety of mixed-use or commercial uses, a streamlined permitting process that expedites preservation and adaptive reuse projects, or financial incentives that include tax abatements, grants, or low-interest loans through local banks.

NEW TECHNOLOGIES

AI in community planning and local governance.

While still in its relative infancy, Artificial Intelligence (AI) applications should be increasingly considered in both community planning and local governance. AI offers tools for more efficient and data-driven decision-making, while still requiring vigilance to ensure that equity and the human element are major drivers in planning. AI can and will increasingly offer tools for data analysis and forecasting, improved efficiency, scenario planning, communication, economic analysis and other areas while still maintaining strict ethical standards for a human-centered approach. The use of AI in community planning is an increasingly frequent topic of conversation among planners, one that Towmamencin Township should remain cognizant about as the utilization of AI tools is increasing utilized by both planners and local governments. The Township should ensure the practical use of AI by exploring its potential to streamline different government processes and helping workers stay ahead of the curve. It is recommended that a township-wide AI committee be created that explores the current and potential uses for the technology among different departments and organizations.

Please see the links to the following videos for information about the use of AI in community planning and local governance.

Introduction to AI & Ethics in County Planning
https://www.youtube.com/watch?v=loknP1CWJEY
AI Agents and Urban Planning
https://www.youtube.com/watch?v=1y7Oa1Kv7bl
AI in Urban Planning: Using the Right Tool for the Job
https://www.youtube.com/watch?v=zPx-pjSBnPg

COMPATIBILITY WITH ADJACENT MUNICIPALITIES

Goal: Coordinate planning goals with adjacent municipalities and explore mutually beneficial opportunities and initiatives.

The Lansdale Comprehensive Plan, entitled “Lansdale 2040” was completed in 2020. The following Borough plan components / recent developments are relevant to Towamencin Comprehensive Plan and Township residents.

The relevancy and importance of SEPTA train and bus service has increased, with new Transit-Oriented Design (TOD) developments that are planned and occurring

around the train station. The SEPTA transit facilities offer important service to Towamencin residents. Recent TOD development around the train station has been a catalyst for new restaurants and eateries. These food service venues offer opportunities for Towamencin residents to have dining experiences not available in the Township.

A significant portion of the Liberty Bell Trail is located in Lansdale Borough. Towamencin’s planned system of enhanced trails and sidewalks should consider new connections into Lansdale to access this trail, which is a part of the regional Circuit Trail network. Like Towamencin, the Borough has an excellent park system and these facilities provide alternative recreational destinations for Towamencin residents. The Township’s border with the Borough is compatible for both future land use and zoning, with residential land use being the primary land use along both municipalities’ border.

The Upper Gwynedd Township Comprehensive Plan 2040, completed in 2021 indicates that the long border it shares with Towamencin to be very compatible for both existing and future land use, with residential uses predominating in both townships. The Sumneytown / Valley Forge Road intersection is a small commercial / retail hub with retail prevalent on the Upper Gwyned side and small office / institutional uses in Towamencin. Towamencin’s decision to explore an expanded Sumneytown Pike cross section with multi-modal bike and pedestrian improvements is generally in keeping with Upper Gwynedd’s Comprehensive Plan direction to explore road widening with the County.

Upper Gwynedd’s recent Park, Open Space and Greenway Plan recommends a trail connection to Towamencin along Morris Road. This connection, once realized, will provide Towamencin residents with access to both the proposed Liberty Bell Trail and the proposed Power Line Trail, both of which connect to the Circuit Regional Trail Network, giving Towamencin residents tremendous access to this regional network.

The Worcester Township Comprehensive Plan, 2008 is in the process of being updated. The Comprehensive Plan Update of 2022 can be seen on the Township web site but remains proposed and not adopted. Towamencin Township shares an “L” shaped boundary with Worcester along its southeast corner. A portion of Fischer’s Park is located in Worcester, at the northwest corner of Worcester.

Both existing and future land use, along with zoning classifications are very compatible along the municipal boundary. There are opportunities for multi-modal connections into Worcester via the Morris Road connection (which can also connect into Upper Gwynedd Township.

The Indian Valley Regional Comprehensive Plan of 2015 includes Lower Salford Township which shares Towamencin’s wester border. Lower Salford occupies the southeast corner of the Indian Valley region. Where Lower Salford abuts Towamencin, future land uses, from south to north are indicted to be Rural Resource (farmland preservation & low density SF residential), Secondary Growth (nearing route I-476) where sanitary sewer extension may occur at sometime in the future, to Designated Growth Area (north and east of I-476 along the Sumneytown Pike Corridor and Wambold Road Corridors) where a variety of retail, commercial and higher density residential uses will be targeted. In Towamencin, these land use categories are compatible along the southern border of both townships, with low density residential land uses predominating. Along the northern end of the border line, land uses in both municipalities include industrial lands.

The Skippack Township Comprehensive Plan (2001) and the current Skippack Township zoning map show about one-half of the municipal boundaries occupied by Evansburg State Park land and about one-half of the boundary with low density single family residential in both townships. Both Townships have enormous potential to make more and better use of the state park through better access to it and improved park facilities, especially the park off-road trail system.

The Hatfield Township Comprehensive Plan (2024) and current zoning shows that land use is very compatible with the land use patterns to the south in Towamencin Township. Towamencin shares its northern border with Hatfield Township. Commercial and retail uses are in both municipalities along the Forty-Foot Road corridor. Most of the other shared border is residential land use. The limited industrial land use in Towamencin is mirrored by a larger limited industrial land use area in Hatfield.

REGIONAL PLANNING INVOLVEMENT
Participating in regional planning will allow the Township to anticipate changes and make informed decisions on development. By monitoring regional development trends, the Township can create adaptable policies that preserve local interests while staying responsive to larger growth and infrastructure changes. This proactive

approach will help maintain the Township’s character while enabling capitalization on larger-scale planning efforts. When County initiatives align with local priorities, the Township can access additional resources, funding, and policy support, enhancing the effectiveness of local development projects and planning decisions.

INTER-MUNICIPAL COLLABORATION
It is recommended that Towamencin continue to foster mutually beneficial relationships with its municipal neighbors. Building strong communication channels with adjacent municipalities will allow Towamencin Township to efficiently share services, such as emergency response, waste management, and public works. By collaborating on shared resources and services, the Township can reduce costs and improve service quality for residents. Consistent communication also enables the Township to jointly address infrastructure and environmental issues that cross municipal borders.

ENGAGEMENT WITH LOCAL AND REGIONAL ORGANIZATIONS
Whenever possible, Towamencin should continue to include local and regional organizations in planning discussions. Regularly engaging these groups informs planning decisions with valuable data and helps address community needs while also supporting regional growth objectives. Refer to Chapter 4 for a list of local and regional partners.





Implementation

CHAPTER

4

Achieving the goals established by the Township's Comprehensive Plan will require coordination between many individuals, agencies, and community organizations, as will the successful implementation of the strategies intended to achieve those goals. This chapter provides an overview of plan priorities, potential partnerships and funding sources to help advance Towamencin Township's vision for its' future.

IMPLEMENTATION PRIORITIES

RECOMMENDATIONS & PRIORITIES: Short-Term (Begin in 1 to 3 Years)						
Number	Land Use Trans. Housing Econ Dev Zoning Parks/OS Serv Del Energy	Recommendation	Priority High Medium Low	Responsible Entity	Possible Funding Source	Costs: Low: <\$50k Medium: <\$250k High: > \$500k
S-1		Adopt an Official Map	High	Planning Commission / Board of Supervisors / Consultants	Township	Low
S-2	Trans.	Systematically and annually seek funding to engineer and implement Connectivity Study Recommendations (on-going over a 20 year time period) to build at least one new connectivity improvement every three (3) years	High	Township Staff / Consultants / Board of Supervisors	DCNR, DCED PennDOT, DVRPC, County, Township	High
S-3	Trans.	Create a strategic partnership with the North Penn School District and private schools to pursue safer connectivity to area schools	High	Township Staff / Consultants / Township Schools	Township	Low
S-4	Serv Del	Continue and enhance information delivery about Township and County services, events and programs (on-going)	Medium	Township Staff	Township	Low
S-5	Housing	Revise Zoning to Expand Housing Types such as stacked townhomes and accessory dwelling uses	Low	Planning Commission / Board of Supervisors/ Consultants	DCED / Township	Low
S-6	Econ Dev	Work with property owners and developers to encourage the development of Towamencin Village	High	Planning Commission / Board of Supervisors/ Consultants	Township	Low
S-7	Econ Dev	Seek out developers to improve / redevelop vacant or underutilized commercial and light industrial sites	Medium	Township Staff/ Consultants	Township	Low
S-8	Serv Del	Encourage and support existing local businesses by visiting them semiannually to understand challenges and concerns and how the Township may assist them	Low	Township Staff	Township	Low
S-9	Econ Dev	Move Township Branding and Gateway Initiatives forward using art fees from Village development to create greater visibility for Towamencin	Low	Township Staff / Consultants	Township	Low
	KEY	Categories: Land Use, Transportation, Housing, Economic Development, Zoning, Parks and Open Space, Service Delivery, Energy Conservation				

S-10	Zoning	Create Conservation Zoning Districts in the R-200 and R-175 Zoning Districts to encourage or mandate more sustainable development and open space preservation. Use the new R-14 use as a model.	High	Planning Commission / Board of Supervisors/ Consultants	DCED / Township	LOW
S-11	Park/OS	Systematically and annually seek funding to engineer and implement Parks and Open Space Study Recommendations (on-going over a 20 year time period) so that a significant facility improvement is built every second or third year	High	Township Staff / Consultants / Board of Supervisors	DCNR, DCED, County, NFWF, Township	High
S-12	Parks/OS	Work with Skippack Creek Watershed Alliance members to encourage DCNR to create a new master plan for Evansburg State park to improve access to the park and create improved facilities for area residents	High	Township /Skippack Creek Watershed Alliance members	DCNR	Low
S-13	Parks/OS	Expand the role of the Special Events Coordinator to expand Township Recreational Programming for all age groups	Low	Township Staff	Township	Low
S-14	Parks/OS	Continue to work with the YMCA on Township summer camps	Medium	Township Staff	NA	Low
S-15	Parks/OS	Explore collaboration with YMCA to provide recreational programming for the Township	Low	Township Staff	NA	Low
S-16	Serv Del	Continue to support local fire companies with funding and volunteer incentives	High	Board of Supervisors	Township	Medium
S-17	Serv Del	Fund and build a new salt shed for Township Public Works at the Green Lane / Sewer Authority location	Medium	Township	Township / LSA	High
S-18	Parks/OS	Seek to strengthen natural resource protection ordinances while working with the Township Environmental Advisory Council (EAC) on resident education	Low	Township Staff / EAC	DCED, Township	Low
S-19	Parks/OS	Create an aggressive street tree planting program with annual goals (on-going)	High	Park and Rec Board / EAC	DCNR, County, LSA	Medium
S-20	Zoning	Explore options for reducing parking requirements for all uses.	High	Planning Commission / Board of Supervisors	NA	NA
S-21	Trans.	Prioritize pedestrian safety around key destinations, such as the Village Center, Township parks, schools, major shopping facilities and places of worship	Medium	Township / County / PennDOT	PennDOT Multimodal, DCED Multimodal, TASA	High
S-22	Trans.	Support the development of an expanded cross section for Sumneytown Pike along with pedestrian and bicycle connectivity improvements	High	Township / County / PennDOT	PennDOT Multimodal, DCED Multimodal, TASA	High
	KEY	Categories: Land Use, Transportation, Housing, Economic Development, Zoning, Parks and Open Space, Service Delivery, Energy Conservation				

RECOMMENDATIONS & PRIORITIES: Mid-Term (Begin in 4 to 6 Years)						
	Land Use Trans. Housing Econ Dev Zoning Parks/OS Serv Del Energy	Recommendation	Priority High Medium Low	Responsible Entity	Possible Funding Source	Costs: Low:<\$50k Medium: <\$250k High: > \$500k
M-1	Trans.	Complete Necessary Studies to determine need and feasibility for Sumneytown Pike Widening (3 or 4 lane cross options) in cooperation with Upper Gwynedd Township	Medium	Township / Upper Gwynedd Township/ County / PennDOT	PennDOT Multimodal, DCED Multimodal, County	Medium
M-2	Housing	Revise Zoning to Allow Accessory Dwelling units in the R-200 and R-175 Residential Zoning Districts	Medium	Planning Commission / Board of Supervisors / Consultants	Township	Low
M-3	Serv Del	Update and publicize the Township Strategic Plan semi-annually (ongoing)	Medium	Township Staff / Board of Supervisors	NA	Low
M-4	Econ Dev	Collaborate with the County, vocational schools to encourage participation and raise awareness of workforce development programs. Work with the North Montgomery Technical School and partner townships to find needed classroom space	Low	Township Staff	NA	Low
M-5	Zoning	Revise zoning ordinances to include new use definitions	Medium	Township Staff / Planning Commission / Consultants	DCED / Township	Low
M-6	Park/OS	Continue and expand formal and informal collaboration with municipal neighbors to share recreation programs, resources and facilities	Medium	Township Staff	Township	Low
M-7	Parks / OS	Seek funding to engineer and build Veterans Park	Medium	Veterans Committee / Township Staff / Consultants / Board of Supervisors	DCNR, DCED, County	High
M-8	Park/OS	Work with existing farm owners to preserve agricultural uses in the Township (on-going)	Medium	Board of Supervisors	County / LSA	High
M-9	Serv Del	Work with VSMC to find a new facility centrally located in the Township	Medium	Township Staff / Private Developers	Township	Low
M-10	Parks/OS	Create a 10-year plan to increase Township tree canopy cover	High	Parks and Open Space Board / EAC	DCNR / County / Township	Medium
M-11	Parks/OS	Prioritize stormwater management improvements in Township parks and other Township lands	Medium	EAC / Township Staff	DCNR / DCED	High
M-12	Land Use	Support the preservation of historic resources through education, supportive ordinances and Township acquisition of historic buildings / sites	High	Planning Commission / Board of Supervisors	PHMC / DCED / DCNR/ County	High
	KEY	Categories: Land Use, Transportation, Housing, Economic Development, Zoning, Parks and Open Space, Service Delivery, Energy Conservation				

RECOMMENDATIONS & PRIORITIES: Long-Term (Begin in 7 to 10 Years)						
	Land Use Trans. Housing Econ Dev Zoning Parks/OS Serv Del Energy	Recommendation	Priority High Medium Low	Responsible Entity	Possible Funding Source	Costs: Low:<\$50k Medium: <\$250k High: > \$500k
L-1	Zoning	Revise Zoning Ordinances to require architectural and site designs that maintain and enhance existing neighborhood character	Low	Township Staff / Planning Commission / Consultants	DCED / Township	Low
L-2	Zoning	Explore incentives for LEED qualifying energy conservation development	High	Township Staff / Planning Commission / Consultants	DCED / Township	Low
L-3	Park/OS	Collaborate with local Land Conservancies on open space preservation initiatives	Medium	Board of Supervisors / Township Staff	NA	Low
L-4	Park/OS	Consider a bond issue to fund Open Space preservation	Low	Board of Supervisors	NA	High
L-5	Serv Del	Complete a feasibility study for developing a regional library	Low	Township and neighboring municipalities	DCED	Medium
L-6	Energy	Promote solar, wind, geothermal energy sources for use throughout the Township	High	EAC / Township Staff	Sustainable Energy Grants	Varies
L-7	Energy	Support Electric Vehicle and Hybrid Vehicle Use - require charging stations of all development projects	High	Board of Supervisors	Sustainable Energy Grants	Varies
L-8	Zoning	Support and Enact Dark Skies compliant SALDO regulations for outdoor lighting to reduce light pollution	High	Township Staff / Board of Supervisors	NA	Low
	KEY	Categories: Land Use, Transportation, Housing, Economic Development, Zoning, Parks and Open Space, Service Delivery, Energy Conservation				

PLAN PARTNERS

The municipalities, community organizations, institutions, and agencies listed in this section could form or continue partnerships with Towamencin Township in pursuit of planning and community building objectives in which there is shared interest and benefit. Opportunities may exist for strategic partnerships consisting of multiple organizations.

LOCAL PARTNERS

- Volunteer Medical Service Corps of Lansdale
- Morgan Log House
- Towamencin Youth Association
- North Wales Area Library
- North Montco Technical Career Center

COUNTY AND REGIONAL PARTNERS

- Montgomery County Planning Commission
- DVRPC
- Montgomery County Library
- North Penn School District
- Perkiomen Watershed Conservancy
- Neighboring Munis
- Conservancies (general, such as NALT)

STATE PARTNERS

- DCED
- DCNR
- PennDOT
- PHMC

POTENTIAL FUNDING SOURCES

This section provides summary information for a number of grant programs and initiatives from a variety of federal, state, regional, local, and private funding sources. These programs are likely capable of assisting Towamencin Township and its partners in securing funding for planning, design, and construction of recreation-, environmental-, transportation-, and economic development-related projects.

PA DEPARTMENT OF NATURAL RESOURCES (DCNR) C2P2

C2P2 provides funding to municipalities and authorized nonprofit organizations for recreation, park, trail and conservation projects. Eligible projects include: feasibility planning studies; trail studies; conservation plans; master site development plans; comprehensive recreation park and open space and greenway plans; land acquisition for active or passive parks, trails and conservation purposes; and new development and rehabilitation of parks, trails, Riparian Forest Buffers, and recreation facilities.

Most of these DCNR-funded projects require a 50% match, which can include a combination of cash and/or non-cash values. Funding from DCNR for “sidewalk” connections is not usually granted unless these facilities are eligible as multi-use trails.

Visit: <https://brcgrants.dcnr.pa.gov/>

PA DEPARTMENT OF COMMNUITY AND ECONOMIC DEVELOPMENT (DCED) GREENWAYS, TRAILS AND RECREATION PROGRAM (GTRP)

The Greenways, Trails and Recreation Program (GTRP) is administered through the DCED, and provides funding for planning, acquisition, development, rehabilitation and repair of greenways, recreational trails, open space, parks and beautification projects. The program awards up to \$250,000 per project to eligible applicants and requires a local match of 15% of the total project cost. (GTRP funding for “sidewalk” connections will likely need to be eligible as “multi-use trails”).

Visit <https://dced.pa.gov/programs/greenways-trails-and-recreation-program-gtrp>

MULTIMODAL TRANSPORTATION FUND (MTF)

The DCED Multimodal Transportation Fund (MTF) is administered through the PA Department of Community and Economic Development (DCED) and provides grants to encourage economic development by ensuring that a safe and reliable multimodal transportation system is available to the residents of the Commonwealth. Funds may be used for preliminary engineering tasks, as well as development, rehabilitation, and enhancement of transportation assets within existing communities – such as: streetscape, lighting, sidewalk enhancement, pedestrian safety, connectivity of transportation assets and transit-oriented development.

MTF grants are available for projects with a total cost of \$100,000 or more, and grants shall not exceed \$3,000,000 for any project. The CFA will consider grant requests over \$3,000,000 for projects that will significantly impact the CFA's goal to leverage private investment and create jobs in the Commonwealth. After 2025, financial assistance under the Multimodal Transportation Fund shall be matched by local funding in an amount not less than 30% of the non-federal share of the project costs. Visit <https://dced.pa.gov/programs/multimodaltransportation-fund/>

KEYSTONE COMMUNITIES (KC)

The Keystone Communities (KC) program is designed to encourage the creation of partnerships between the public and private sectors that jointly support local initiatives such as the growth and stability of neighborhoods and communities; social and economic diversity; and a strong and secure quality of life. The program allows communities to tailor the assistance to meet the needs of its specific revitalization effort. Communities may wish to consider designation through the KC program as a Keystone Main Street, Keystone Elm Street, Keystone Enterprise Zone, or Keystone Community. Designation is an opportunity for targeted investment and development including the identification of specific needs for investment and/or development and the design and implementation of a strategy to address those needs.

Visit: <https://dced.pa.gov/programs/keystonecommunities-program-kcp/>

HISTORIC PRESERVATION TAX CREDIT (HPTC)

The Historic Preservation Tax Credit provides tax credits to qualified taxpayers for the restoration of qualified historic structures into income-producing properties. Projects must include a rehabilitation plan approved by the Pennsylvania Historical and Museum Commission.

For more information, visit: <https://dced.pa.gov/programs/historic-preservation-tax-credit-hptc/>

BUSINESS IN OUR SITES (BOS) Loans

The Business in Our Sites Program provides grants and loans to municipalities for the acquisition of key sites and their preparation for development by businesses, developers, and others. Funding supports all required site development activities needed to bring a site to “shovel-ready” status.

For more information, visit: <https://dced.pa.gov/programs/business-in-our-sites-grants-and-loans-bos/>

LOCAL SHARE ACCOUNT (LSA)- Statewide

Local Share Account Statewide distributes gaming revenues (PA Race Horse Development and Gaming Act) through the Commonwealth Financing Authority to support projects that improve the quality of life in the community. Eligible uses of funds include acquisition, construction, demolition, infrastructure, planning/consulting/design costs for planning projects, and engineering/design/inspection for construction projects, among other administrative and contingency costs.

For more information, visit: <https://dced.pa.gov/programs/local-share-account-lsa-statewide/>

PENNDOT

TRANSPORTATION ALTERNATIVES SET-ASIDE (TASA)
PennDOT administers the Federal Highway Administration (FHWA) Transportation Alternatives Set-Aside Program (TASA) under the Surface Transportation Program (STP) for community-based “non-traditional” projects that are designed to strengthen the cultural, aesthetic, and environmental aspects of the nation’s intermodal transportation system. The program seeks to provide funding for construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation. Non-motorized forms of transportation include sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.

There is a minimum award of \$50,000 for construction projects and a maximum award of \$1,500,000, although higher awards can be justified for “exceptional” projects. No applicant match is required, but all engineering and environmental clearances must be completed with non-FHWA funds to enable the TA funds to be used for construction and construction inspections.

Visit: <https://www.penndot.gov/ProjectAndPrograms/Planning/Pages/Transportation%20Alternatives%20Set-Aside%20-%20Surface%20Trans.%20Block%20Grant%20Program.aspx>

SAFE ROUTES TO SCHOOL (SRTS)
The SRTS program is administered by PennDOT through the federal TA Set-Aside program. SRTS is a national and international movement to create safe, convenient, and healthy opportunities for children to walk and bicycle to school. By getting more children to walk and bicycle to school, communities are helping children be healthier, they are reducing fuel consumption, alleviating traffic congestion, and improving air quality. SRTS programs are built on collaborative partnerships among many stakeholders, including educators, parents, students, elected officials, engineers, city planners, business and community leaders, health officials, and bicycle and pedestrian advocates. Eligible activities include new or reconstructed sidewalks or walkways, pedestrian and bicycle signs or signals, transportation projects that achieve ADA compliance, such as curb ramps, bike parking facilities or bus bike racks, shared use paths, side paths, trails that serve a transportation purpose, crossing improvements, and traffic realignments, road diets, or intersection changes.

Visit: <https://www.penndot.gov/TravelInPA/Safety/SchoolResourcesAndPrograms/SafeRoutesToSchool/Pages/default.aspx>

MULTIMODAL TRANSPORTATION FUND (MTF)
PennDOT administers Federal Highway Administration funds as a state Multimodal Transportation Fund program to provide grants that ensure that a safe and reliable system of transportation is available directly to the communities and residents of the Commonwealth. The program is intended to provide financial assistance to municipalities, councils of governments, businesses, economic development organizations, public transportation agencies, rail freight, passenger rail, and ports to improve transportation assets that enhance communities, pedestrian safety, and transit revitalization. Grants are available for projects with a total cost of \$100,000 or more. Grants shall normally not exceed \$3,000,000 for any project. The PennDOT Office of Multimodal Transportation will consider grant requests over \$3,000,000 for projects that will significantly impact PennDOT’s goal to leverage private investment and create jobs in the Commonwealth. Financial assistance under the Multimodal Transportation Fund shall be matched by local funding in an amount not less than 30% of the amount awarded. These federal funds cannot be matched by other federal funding.

Visit <https://www.penndot.gov/ProjectAndPrograms/MultimodalProgram/pages/default.aspx>

PA OFFICE OF THE BUDGET
REDEVELOPMENT ASSISTANCE CAPITAL PROGRAM (RACP)
The Redevelopment Assistance Capital Program provides funding for the acquisition and construction of regional economic, cultural, civic, recreational, and historical improvement projects. Projects are typically economic development projects and cannot be funded by other state grant programs.

For more information, visit: <https://www.budget.pa.gov/Programs/RACP/Pages/Main%20Page.aspx>

PA DOWNTOWN CENTER
Main St. Program
The PA Downtown Center provides technical assistance, board/committee support, and education to Main Street Programs designated as such under the Keystone Communities Program. The PA Downtown Center can assist with developing Five-Year Strategy, Organizational Sustainability Plan, Market Assessment and Image Development Reports and sample Historic Preservation Resolutions, all of which are application requirements for communities seeking Main Street designation. The Main Street Program is focused on downtown revitalization.

For more information, visit: <https://padowntown.org/programs/main-street-program/how-it-works/>

Elm St. Program
The PA Downtown Center provides assessment, training, and technical assistance services to Elm Street Programs designated as such under the Keystone Communities Program. Elm Street Programs are focused on residential and mixed-use areas in proximity to central business districts and consist of 5 focus elements: Safe, Clean and Green, Neighbors and Economy, Design, Image & Identity, and Sustainable Organization.

For more information, visit: <https://padowntown.org/programs/elm-street-program/how-it-works/>

SAFE STREETS AND ROADS FOR ALL (SS4A)
Starting in 2022, \$5 billion over 5 years in funding is available for planning & implementation projects that improve roadway safety by preventing deaths and serious injuries. SS4A grants require an eligible Action Plan to be adopted by the applicant before applying. Eligible activities include roadway safety treatments, development of multimodal improvements, and installing pedestrian safety enhancements, among many others.

For more information, visit: <https://www.transportation.gov/grants/SS4A>

RAISE
RAISE Grants are for capital investments in surface transportation that will have a significant local or regional effect on greenhouse gas emissions and climate change impacts. Projects funded by RAISE will promote energy efficiency, responsible land use, transportation efficiency, active transportation, pollution reduction, and brownfield redevelopment, among other goals.

For more information, visit: <https://www.transportation.gov/RAISEgrants/raise-nofo>

DELAWARE VALEY REGIONAL PLANNING COMMISSION (DVRPC)
CONGESTION MITIGATION AND AIR QUALITY (CMAQ)
DVRPC’s Competitive Congestion Mitigation and Air Quality Improvement Program (CMAQ) seeks to fund transportation projects that will improve air quality and reduce traffic congestion in the DVRPC Region. CMAQ eligible projects will demonstrably reduce air pollution emissions and help the DVRPC region meet the federal health-based air quality standards. CMAQ is not a grant program, but rather reimburses costs incurred after receiving funding authorization and notice to proceed.

For more information, visit: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/cmaq.cfm>

Regional Trails
The Regional Trails Program provides trail developers – including: counties, municipalities, and nonprofit organizations with technical assistance and funding opportunities to plan and implement trails that will contribute to The Circuit, the greater Philadelphia 800+ mile trail network.

For more information, visit: <https://www.dvrpc.org/trails/regionaltrailsprogram/>

TRANSPORTATION AND COMMUNITY DEVELOPMENT INITIATIVE (TCDI)

The Transportation and Community Development Initiative (TCDI) supports smart growth initiatives aligned with the implementation goals of DVRPC’s *Connections 2050* long-range plan for the Greater Philadelphia region. TCDI projects will improve the overall character and quality of life by enhancing existing transportation infrastructure, encouraging multi-modal transportation, and protecting the natural environment, among other objectives.

For more information, visit: <https://www.dvrpc.org/tcdi/>

PECO

Green Region

Administered by Natural Lands, the PECO Green Region Open Space Program funds efforts to preserve, protect, and improve open spaces in PECO’s southeastern Pennsylvania service area. Applications must receive gas and/or electric service from PECO. Past awards have been used to preserve open space, upgrade local parks, build/improve trails, and protect endangered species.

For more information, visit: <https://natlands.org/what-we-do/growing-greener-communities/peco-green-region/>

PHMC

Keystone HP Planning Grants

Keystone Historic Preservation Planning Grants support projects that identify, preserve, promote, and protect Pennsylvania historic resources that are listed on the National Register of Historic Places or are eligible to be listed.

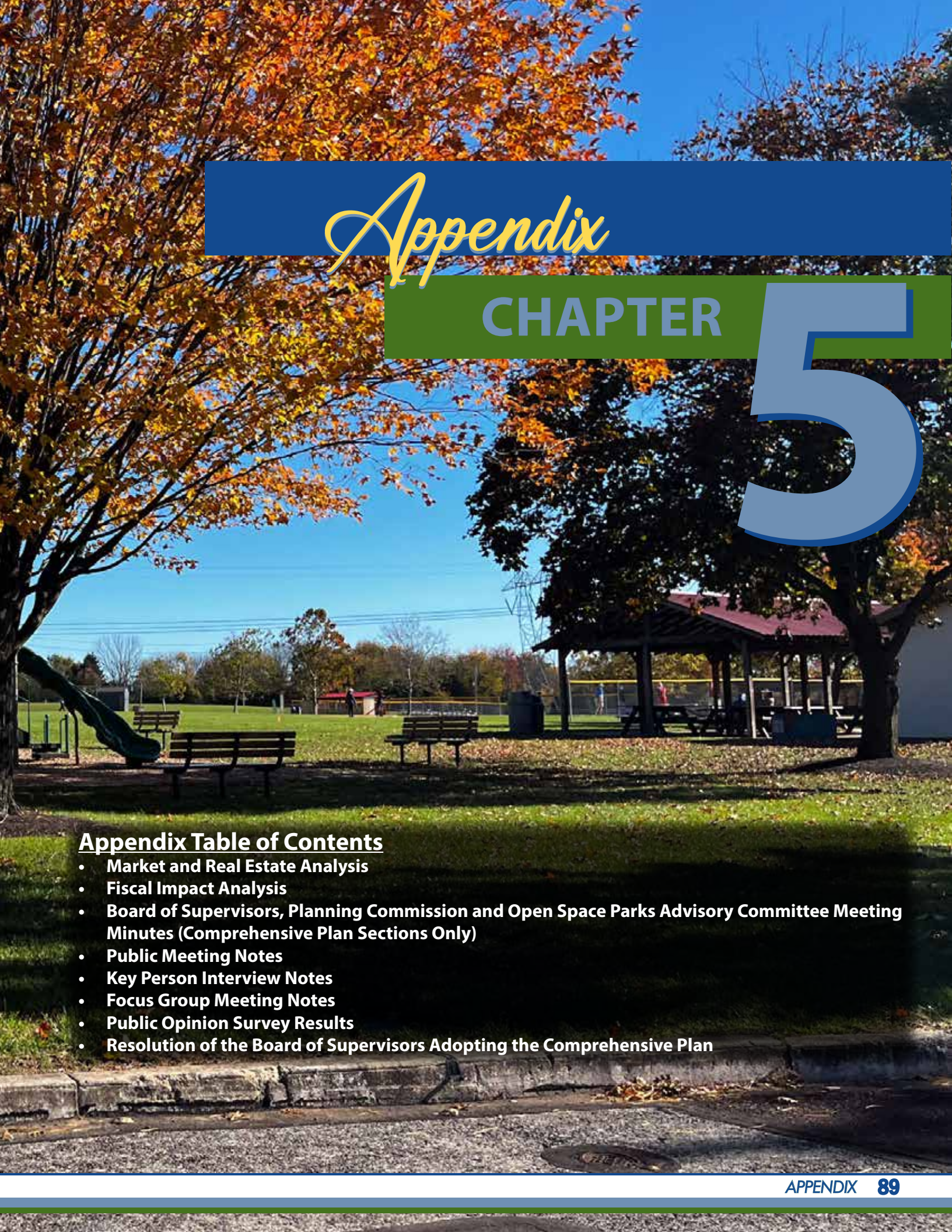
For more information, visit: <https://www.phmc.pa.gov/Preservation/Grants-Funding/Pages/Planning-Projects.aspx>

Keystone HP Construction Grants

Keystone Historic Preservation Construction Grants support the preservation, rehabilitation, or restoration of Pennsylvania historic resources that are listed on the National Register of Historic Places or are eligible to be listed. Funding is only available to nonprofit organizations and local governments.

For more information, visit: <https://www.phmc.pa.gov/Preservation/Grants-Funding/Pages/Construction-Projects.aspx>





Appendix

CHAPTER

5

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