

developed. Mr. Olszak explained that the Act 209 Traffic Impact Study has some information but it is difficult because it depends on zoning and utilities. Mr. Andorn also asked about the fair share and multi-family housing and asked about the number. Mr. Olzsak explained that there is not a number, it is something that is looked at on a regional basis. Mr. Andorn asked about his concern about the deferral of sidewalks and also wanted to know if there was plan to update potential trail connections. Mr. Andorn also asked about water mains and sewer pipes in the Township and if there is an inventory and if that was information that he could have access to.

Ms. Taylor asked about updating the demographics.

Ms. Greenawalt asked about regional planning and if that was something that the Township should consider. Mr. Olszak explained the benefits of regional planning and also some things that should be considered if the Township does plan to explore entering into such an agreement with other municipalities.

Mr. Holsonback and Mr. Andorn commented on the photos on page 43-45 in the Sense of Place Chapter. They felt that there needed to be some clarification on why some are recommended and others are not.

4. **Discussion on the April 28th Meeting Agenda-** Ms. Crandell gave an overview of the items on the April Agenda including the review of the Comp Plan Chapters- Transportation & Mobility, Community Character, Preservation, Open Space and Parks. The other items on the agenda include LD 2021-02- Hujanir along with their Sewer Module, and the Clean-up Ordinance.

OTHER BUSINESS - None.

PUBLIC COMMENT –

Stuart Roth made a comment that he lives near the proposed City View development at Germantown Pike and Park Avenue. He just wanted to know the status so that he could be kept informed as this plan goes through the process. Ms. Crandell explained that it will go in front of the Planning Commission, however it may be a few months before it appears on an agenda. She encouraged him to check the Township website and weekly e-newsletter.

Frank Marino asked a question about whether the Township had any incentives for green buildings for commercial buildings. Ms. Crandell explained that there are programs from the Federal and State, however currently the Township does not have anything like that. Mr. Olszak commented that the County has a C-PACE program.

ADJOURNMENT

There being no further business before the Planning Commission, Ms. Greenawalt adjourned the meeting at 8:44pm.

Respectfully Submitted:

Stacy E. Crandell
Assistant Township Manager



4259 W. Swamp Road
Suite 410
Doylestown, PA 18902

www.cksenineers.com
215.340.0600

March 24, 2022
Ref: # 7201-168

Township of Worcester
PO Box 767
Worcester, PA 19490-0767

RECEIVED
MAR 28 2022
RECEIVED

Attention: Tommy Ryan, Township Manager

Reference: 2083 Bustard Road – Sewage Facilities Planning Module

Dear Mr. Ryan:

I am in receipt of a Component 1 Sewage Facilities Planning Module which has been submitted for the construction of a house and installation of an on-lot sewage disposal system at 2083 Bustard Road. This Planning Module was submitted to the Township by VW Consultants, LLC. Via email on March 9, 2022. The Planning Module is required in conjunction with the construction of an on-lot sewage disposal system on the property.

I have reviewed the planning module submitted by the applicant's consultant and find it to be acceptable and complete. In order to submit this module to the Pennsylvania Department of Environmental Protection (PADEP), the Township will need to sign the module in several places.

First, the Completeness Checklist, needs to be signed and dated. Second, Page 4 of the Planning Module requires a signature of the Township Zoning Officer and also the signature of an Authorized official of the Township Planning Commission. Finally, page 5 of the module requires the Township's signature by the Chairperson/Secretary of Governing Body.

Please have the Planning Module executed as referenced above and submit to the applicant's consultant for forwarding to PADEP. Please contact me if you have any questions or need any additional assistance on this module.

Very truly yours,
CKS ENGINEERS, INC.
Township Engineers


Joseph J. Nolan, P.E.

JJN/paf
cc: File

**MONTGOMERY COUNTY
BOARD OF COMMISSIONERS**

VALERIE A. ARKOOSH, MD, MPH, CHAIR
KENNETH E. LAWRENCE, JR., VICE CHAIR
JOSEPH C. GALE, COMMISSIONER



**MONTGOMERY COUNTY DEPARTMENT
OF HEALTH & HUMAN SERVICES**

OFFICE OF PUBLIC HEALTH
PO Box 311 • NORRISTOWN, PA 19404-0311

610-278-5117
FAX: 610-278-5167
WWW.MONTCOPA.ORG/HHS

CHRISTINA N. MILLER, M.S.S.
ADMINISTRATOR
RICHARD S. LORRAINE, MD, FACP
MEDICAL DIRECTOR

March 7, 2022

Worcester Township
Tommy Ryan, Manager
1721 South Valley Forge Road
P.O. Box 767
Worcester PA 19490-

Re: 2083 Bustard Road
Sewage Facilities Planning Module
Worcester Township, Montgomery County, PA

Dear Mr. Ryan:

The Montgomery County Department of Health & Human Services, Office of Public Health (OPH) has reviewed the Sewage Facilities Planning Module for 2083 Bustard Road in Worcester Township. The module was prepared by VW Consultants LLC and a complete copy was received by OPH on February 24, 2022

The Module proposes a new single family residence to be served by an on lot septic system and well water.

OPH has no objections to the proposed Sewage Facilities Planning Module, provided approval for increased flows is granted by the existing collection system.

If you have any further questions, please contact me at (610) 278-5117 extension 4218.

Sincerely,

Vincent Smith
Environmental Health Specialist/SEO
Division of Water Quality Management
vsmith@montcopa.org

Enclosures

xc: Worcester Township
VW Consultants LLC
John Pepper, Field Supervisor
File

RECEIVED

▶ MAR 18 2022 ◀

RECEIVED

OFFICE OF PUBLIC HEALTH LOCATIONS

1430 DEKALB STREET • NORRISTOWN, PA 19404-0311 • PHONE: 610-278-5145 • FAX: 610-278-5166

364 KING STREET • POTTSTOWN, PA 19464 • PHONE: 610-970-5040 • FAX: 610-970-5048

102 YORK ROAD, SUITE 401 • WILLOW GROVE, PA 19090 • PHONE: 215-784-5415 • FAX: 215-784-5524



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF ENVIRONMENTAL PROTECTION
BUREAU OF POINT AND NON-POINT SOURCE MANAGEMENT

Completeness Checklist

The following items should be checked off by the applicant as each is completed. The municipality should confirm that the required items have been included within ten days of receipt and if complete, sign and date the checklist. Submissions not containing the following information will be considered incomplete.

- Complete Component 1
- Letter from public water supplier (if applicable)
- Plot plan and 7.5' topo map showing subdivision
- "Site Investigation and Percolation Test Report(s)" with results of **ALL** profile examinations and percolation tests (suitable and unsuitable)
- Signature of soils description preparer
- Signature of developer
- SEO signature
- PNDI "Project Planning & Environmental Review Form" (request DEP search) or "Project Environmental Review Receipt" (self completed search) and all appropriate documentation for the form submitted.
- Planning Agency Signature
- Zoning Officer Signature (if applicable)

Signature of Municipal Official

Date submittal determined complete



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF ENVIRONMENTAL PROTECTION
BUREAU OF POINT AND NON-POINT SOURCE MANAGEMENT

Code No.

SEWAGE FACILITIES PLANNING MODULE

Component 1. Exception to the Requirement to Revise the Official Plan
(Return completed module package to appropriate municipality)

DEP USE ONLY				
DEP CODE #	CLIENT ID #	SITE ID #	APS ID #	AUTH ID #

This planning module component is used to satisfy the sewage facilities planning requirements for subdivisions of 10 lots or less (including residual lands) intended as building sites for detached single family dwelling units served by individual onlot sewage disposal systems. The number of lots includes only those lots created after May 15, 1972. Refer to the instructions for help in completing this component.

NOTE: All soil testing must be field verified by the Sewage Enforcement Officer (SEO). The SEO must notify the approving agency verbally or in writing at least 10 days prior to testing. In some cases, a representative of the approving agency may wish to observe the soil testing.

REVIEW FEES: Amendments to the Sewage Facilities Act established fees to be paid by the developer for review of planning modules for land development. These fees may vary depending on the approving agency for the project (DEP or delegated local agency). Please see Section K and the attached instructions for more information on these fees.

A. PROJECT INFORMATION (See Section A of instructions)

- Project Name 2083 Bustard Road
- Brief Project Description Existing lot of record
- Total Number of Lots:

Number of Lots Being Proposed	0	
+ Residual Land Parcel/Lot.....	1	+
+ Number of Previous Lots Developed from Present Tract As it Appeared on May 15, 1972	4	+
Total	5	= *

* If total exceeds 10, do not use this form. Contact DEP for correct forms.

B. CLIENT (MUNICIPALITY) INFORMATION (See Section B of instructions)

Municipality Name Worcester	County Montgomery	City <input type="checkbox"/>	Boro <input type="checkbox"/>	Twp <input checked="" type="checkbox"/>
Municipality Contact - Last Name Ryan	First Name Tommy	MI	Suffix	Title Township Manager
Additional Individual Last Name	First Name	MI	Suffix	Title
Municipality Mailing Address Line 1 1721 South Valley Forge Road		Mailing Address Line 2 P.O. Box 767		
Address Last Line -- City Worcester		State PA	ZIP+4 19490	
Phone + Ext. (610) 584-1410	FAX (optional) (610) 584-8901	Email (optional)		

C. SITE INFORMATION (See Section C of instructions)

Site (Land Development Project) Name 2083 Bustard Road

Site Location Line 1
2083 Bustard Road

Site Location Line 2

Site Location Last Line -- City	State	ZIP+4	Latitude	Longitude
Lansdale	PA	19446	40°13'09"N	75°21'57"W

Detailed Written Directions to Site

From 2 E Main St, Head southwest toward E Main St, Turn right onto E Main St 466 ft; Turn left onto DeKalb St 1.5 mi; Continue onto US-202 N/Dekalb Pike 3.2 mi; Turn left onto PA-73 W 5.2 mi; Turn right onto Bustard Rd 0.5 mi; Turn left and destination will be on the left

Description of Site (Project)

The site consists of hay fields

Site Contact (Developer) -- Last Name	First Name	MI	Suffix	Phone	Ext.
Sambrick	Bruce			(610) 636-8623	

Site Contact Title

Site Contact Firm (if none, leave blank)
Sambrick Builders, Inc.

FAX

()

Email

sambrick1@comcast.net

Mailing Address Line 1

P.O Box 201

Mailing Address Line 2

Mailing Address Last Line -- City

Schwenksville

State

PA

ZIP+4

19473

D. PROJECT CONSULTANT INFORMATION (See Section D of instructions)

Last Name	First Name	MI	Suffix
Bernard	Tara		

Title	Consulting Firm
Planning Specialist	VW Consultants, LLC.

Mailing Address Line 1

1590 Canary Road

Mailing Address Line 2

Address Last Line -- City

Quakertown

State

PA

ZIP+4

18951

Country

USA

Email

tbernard@vw-consultants.com

Phone

(215) 536-7006

Ext.

FAX

()

E. AVAILABILITY OF DRINKING WATER SUPPLY

This project will be provided with drinking water from the following source: (Check appropriate box)

- Individual wells or cisterns.
- A proposed public water supply.
- An existing public water supply.

If existing public water supply is to be used, provide the name of the water company and attach documentation from the water company stating that it will serve the project.

Name of water company: _____

F. PROJECT NARRATIVE (See Section F of instructions)

- A narrative has been prepared as described in Section F of the instructions.

The applicant may choose to include additional information beyond that required by Section F of the instructions.

G. GENERAL SITE SUITABILITY (See Section G of instructions)

1. PLOT PLAN

Attach an original or copy of a 7½ minute USGS topographic map with the area of the proposed land development plotted and labeled. Attach a copy of the plot plan of the proposed subdivision showing the following information:

- a. Location of all soils profiles and percolation tests.
- b. Slope at each test area.
- c. Soil types and boundaries.
- d. Existing and proposed streets, roadways, access roads, etc.
- e. Lot lines and lot sizes.
- f. Existing and proposed rights-of-way.
- g. Existing and proposed drinking water supplies for proposed and contiguous lots.
- h. Existing buildings.
- i. Surface waters.
- j. Wetlands from National Wetland Inventory Mapping and USDA Hydric Soils Mapping.
- k. Floodplain and floodways (Federal Flood Insurance Mapping).
- l. Designated open space areas.
- m. Remaining acreage under the same ownership and adjoining lots.
- n. Existing onlot or sewerage systems; pipelines, transmission lines, etc.
- o. Prime agricultural land.
- p. Orientation to North.

2. RESIDUAL TRACT PLANNING WAIVER REQUEST

A waiver from sewage facilities planning is, is not requested for the residual land tract associated with this project. (See Section H, I and J and instructions for additional information).

3. SOILS INFORMATION


- a. Attach copies of "Site Investigation and Percolation Test Report" (3800-FM-BPNPSM0290A) (formerly known as "Appendix A") form(s) for the proposed subdivision.
- b. Marginal conditions for long-term onlot sewage disposal are, are not present. See marginal conditions information in Sections H and J and in attached instructions.
- c. If one or more lots in this subdivision are planned to be served by Individual Residential Spray Irrigation Systems (IRSIS), please see the specific information on IRSIS in Section G of the instructions.

Both the soils description preparer and developer must sign below indicating acknowledgement of the false swearing statement.

I verify that the statements made in this component are true and correct to the best of my knowledge, information and belief. I understand that false statements are made subject to the penalties of 18 Pa. C.S.A. §4904 relating to unsworn falsification to authorities.

Joseph A. Valentine


Soils Description Preparer Name (Print)


Signature

12/1/21
Date

Bruce Sambrick

Developer Name (Print)


Signature

12-1-21
Date

H. MUNICIPALITY'S CERTIFIED SEWAGE ENFORCEMENT OFFICER (See Section H of instructions)

1. I have confirmed the information relating to the general suitability for onlot sewage disposal contained in this component. Confirmation of this information was based upon on-site verification of soil tests, general site conditions and other generally available soils information. The proposed development site:
 - Is generally suitable for onlot disposal. This module does not constitute individual permit approval.
 - Is marginal for long-term onlot disposal. (See instructions for information on marginal conditions).
 - Is not generally suitable for onlot disposal. (See my attached comments regarding this determination).
 - Cannot be evaluated for general site suitability because of insufficient soils testing.
2. The proposed development site is considered "marginal for onlot disposal" or for long-term onlot system use because one or more of the following conditions exist. (Check all that apply).
 - Soils profile examinations which document areas of suitable soil intermixed with areas of unsuitable soils.
 - Site evaluation which documents soils generally suitable for elevated sand mounds with some potential lots with slopes over 12%.
 - Site evaluation which documents soils generally suitable for in-ground systems with some potential lots with slopes in excess of 20%.
 - Lot density of more than 1 residential dwelling/acre.
3. Residual Tract Facilities (For use only when there is an existing septic system on the residual tract)
 - I have inspected the lot on which the existing building and existing septic system is located and have concluded, based on soils mapping or soils evaluation, permit information or site inspection that the long-term sewage disposal needs of this site and the building currently served can be met.
 - I further acknowledge that no violations of the Sewage Facilities Act are known to me or have become apparent as a result of my site inspection. No inferences regarding future performance of the existing septic system should be drawn from this acknowledgement.
 - A brief description and sketch of the existing system and site is attached.

Vincent Smith

02770

3/7/22

Signature of Certified Sewage Enforcement Officer with jurisdiction in municipality where development is proposed

Certification

Date

I. PROTECTION OF RARE, ENDANGERED OR THREATENED SPECIES (See Section I of instructions)

Check one:

- The "Pennsylvania Natural Diversity Inventory (PNDI) Project Environmental Review Receipt" resulting from my search of the PNDI database and all supporting documentation from jurisdictional agencies (when necessary) is/are attached.
- A completed "Pennsylvania Natural Diversity Inventory (PNDI) Project Planning & Environmental Review Form," (PNDI Form) available at www.naturalheritage.state.pa.us, and all required supporting documentation is attached. I request DEP staff to complete the required PNDI search for my project. I realize that my planning module will be considered incomplete upon submission to the Department and that the DEP review will not begin, and that processing of my planning module will be delayed, until a "PNDI Project Environmental Review Receipt" and all supporting documentation from jurisdictional agencies (when necessary) is/are received by DEP.

Applicant or Consultant Initials _____

J. PLANNING AGENCY REVIEW (See Section J of instructions)

This planning module has been reviewed by the existing municipal planning agency and zoning officer and has been found to be consistent, inconsistent with municipal zoning ordinances or subdivision and land development ordinances. A waiver of the sewage facilities planning requirements for the residual tract of this subdivision has has not been requested. If requested, the proposed waiver is is not consistent with applicable ordinances administered by this agency.

Worcester Township

Municipal Planning Agency Name

Zoning Officer Signature

Planning Agency Signature (Authorized Official)

No municipal planning agency exists

No municipal zoning ordinance exists

K. MUNICIPAL ACTION (See Section K of instructions)

The municipality must act within 60 days of receipt of a complete sewage facilities planning module package.

This planning module has been reviewed by the municipal governing body and has been found to be **ACCEPTABLE**. Approval of this planning module does not constitute individual onlot system permit approval.

This planning module is **NOT ACCEPTABLE** because:

Check appropriate reason(s)

The subdivision does not comply with municipal zoning ordinances.

The subdivision does not comply with municipal subdivision and land development ordinances.

The subdivision is not suitable for the use of individual onlot subsurface absorption areas.

The subdivision does not meet the requirements for use of this module or other provisions of Chapter 71 (Administration of Sewage Facilities Planning Program).

Other (Explain) _____

The proposed development has been identified in Section G and/or Section H as having marginal conditions or other concerns for the long-term use of onlot sewage systems. The municipality has selected the following method of providing long-term sewage disposal to this subdivision: (Check one)

Provision of a sewage management program meeting the minimum requirements of Chapter 71, Section 71.73

Replacement area testing

Scheduled replacement with sewerage facilities

Reduction of the density of onlot systems

The justification required in Section J of the instructions is attached.

A waiver of the planning requirements for the residual tract of this subdivision has been requested.

The municipality acknowledges acceptance of this proposal and requests a waiver of the sewage facilities planning requirements for the residual tract designated on the subdivision plot plan. Our municipal officials accept full responsibility now and in the future to identify any violation of this waiver and to submit to the approving agency any required sewage facilities planning for the designated residual tract should a violation occur or construction of a new sewage-generating structure on the residual tract of the subdivision be proposed. We understand that such planning information may require municipal officials to be responsible for soil testing and other environmental assessments for the residual tract in the future.

Chairperson/Secretary of Governing Body

Signature

Date

Worcester Township

Municipality Name

1721 South Valley Forge Road, Worcester, PA 19490
Address

(Area Code) Telephone No. (610) 584-1410

L. REVIEW FEE (See Section L of instructions)

The Sewage Facilities Act establishes a fee for the DEP planning module review. DEP will calculate the review fee for the project and invoice the project sponsor **OR** the project sponsor may attach a self-calculated fee payment to the planning module prior to submission of the planning package to DEP. (Since the fee and fee collection procedures may vary if a "delegated local agency" is conducting the review, the project sponsor should contact the "delegated local agency" to determine these details.) Check the appropriate box.

I request DEP calculate the review fee for my project and send me an invoice for the correct amount. I understand the Department's review of my project will not begin until DEP receives the correct review fee from me for the project.

I have calculated the review fee for my project using the formula found below and the review fee guidance in the instructions. I have attached a check or money order in the amount of \$_____ payable to "**Commonwealth of Pennsylvania DEP**". **Include DEP code number and/or project name on check.** I understand DEP will not begin review of my project unless it receives the fee and determines the fee is correct. If the fee is incorrect, DEP will return my check or money order and send me an invoice for the correct amount. I understand the DEP review will **NOT** begin until I have submitted the correct fee.

I request to be exempt from the DEP planning module review fee because this planning module creates **only** one new lot and is the **only** lot subdivided from a parcel of land as that land existed on December 14, 1995. I realize that subdivision of a second lot from this parcel of land shall disqualify me from this review fee exemption. I am furnishing the following deed reference information in support of my fee exemption.

County Recorder of Deeds for _____ County, Pennsylvania
Deed Volume _____ Book Number _____
Page Number _____ Date Recorded _____

Formula:

_____ Lots X \$35.00 = _____

- Note: (1) To calculate the review fee for any project, use the number of lots created in the above formula.
(2) When using the number of lots, include only the number of lots being proposed when calculating the review fee. Do not include any "Residual Land Parcel/Lot".

Bruce Sambrick
Developer Name (Print)

 12-1-21
Signature Date

SITE INVESTIGATION AND PERCOLATION TEST REPORT FOR ON-LOT DISPOSAL OF SEWAGE

Application No. _____ Municipality Worcester Township County Montgomery
 Site Location 2083 Bustard Road Subd'n Name Lot# 4 Gaydos Subdivision
 Suitable
 Unsuitable
 Soil Type Readington Slope 3% Limiting Zone 20"M Ave. Perc. Rate 180.00
 Mottling Seeps or Pounded Water Bedrock Fractures Coarse Fragments Perc. Rate
 Slope Unstabilized Fill Floodplain Other _____

INSTRUCTIONS FOR COMPLETION OF THIS FORM ARE LOCATED ON THE REVERSE

SOILS DESCRIPTION:

Soils Description Complete by: VW Consultants LLC / JAV Date: 7/16/21

Inches	Pit#	Description of Horizon	Additional Pits
Ap	<u>0 TO 10</u> "	<u>7.5YR 3/4, Silt Loam, Moderate, Medium, Subangular Blocky, Friable</u>	Pit #1 20"M
Bt1	<u>10 TO 20</u> "	<u>5YR 4/4, Silt Loam, Moderate, Medium, Subangular Blocky, Friable</u>	
Bt2	<u>20 TO 24</u> "	<u>5YR 4/4, Silt Loam, Weak, Coarse, Prismatic to Moderate, Thick, Platy, Firm</u> <u>Common distinct redox features</u>	
Btx	<u>24 TO 40+</u> "	<u>5YR 3/4, Silt Loam, Weak, Coarse, Prismatic to Moderate, Thick, Platy, Firm</u> <u>Many distinct redox depletions and common distinct redox concentrations</u>	
	<u> TO </u> "		
	<u> TO </u> "		Depth to Limiting Zone: <u>20</u> Inches
	<u> TO </u> "		

PERCOLATION TEST:

Percolation Test Completed by: VW Consultants LLC / JC Date: 7/20/21

Weather Conditions : Below 40 F 40 F or Above Dry Rain, Sleet, Snow (last 24 hours)
 Soil Conditions: Wet Dry Frozen

Hole No.	H2O Left ***		Reading Interval	Reading No. 1: Inches of drop	Reading No. 2: Inches of drop	Reading No. 3: Inches of drop	Reading No. 4: Inches of drop	Reading No. 5: Inches of drop	Reading No. 6: Inches of drop	Reading No. 7: Inches of drop	Reading No. 8: Inches of drop
	Yes	No									
1	X		XX / 30	0.125	0.250	0.250	0.250				
2	X		XX / 30	0.125	0.125	0.250	0.125				
3	X		XX / 30	0.125	0.125	0.125	0.250				
4	X		XX / 30	0.250	0.000	0.125	0.125				
5	X		XX / 30	0.250	0.250	0.250	0.250				
6	X		XX / 30	0.000	0.125	0.125	0.125				

***Water remaining in the hole at the end of the final 30 minute presoak ? Yes, use 30 minute interval; No use 10 minute interval.

Calculation of Average Percolation Rate:

Hole No.	Drop during final period	Perc. Rate as Minutes/Inch	Depth of Hole
<u>1</u>	<u>0.250</u> "	<u>120.00</u>	<u>20</u> "
<u>2</u>	<u>0.125</u> "	<u>240.00</u>	<u>20</u> "
<u>3</u>	<u>0.250</u> "	<u>120.00</u>	<u>20</u> "
<u>4</u>	<u>0.125</u> "	<u>240.00</u>	<u>20</u> "
<u>5</u>	<u>0.250</u> "	<u>120.00</u>	<u>20</u> "
<u>6</u>	<u>0.125</u> "	<u>240.00</u>	<u>20</u> "
TOTAL OF MIN/IN.		<u>1080.00</u> =	<u>180.00</u> Min
TOTAL No. OF HOLES		<u>6</u>	Inch

The information provided is the true and correct results of tests conducted by me, performed under my personal supervision, or confirmed in a manner approved by the Department.

Vivian Smith
(S) _____
Sewage Enforcement Officer

SITE INVESTIGATION AND PERCOLATION TEST REPORT FOR ON-LOT DISPOSAL OF SEWAGE

Application No. _____ Municipality Worcester Township County Montgomery
 Site Location 2083 Bustard Road Subd'n Name Lot# 4 Gaydos Subdivision
 Suitable Soil Type Abbottstow Slope 0-3% Limiting Zone 12"M Ave. Perc. Rate _____
 Unsuitable Mottling Seeps or Poned Water Bedrock Fractures Coarse Fragments Perc. Rate _____
 Slope Unstabilized Fill Floodplain Other _____

INSTRUCTIONS FOR COMPLETION OF THIS FORM ARE LOCATED ON THE REVERSE

SOILS DESCRIPTION:

Soils Description Complete by: VW Consultants LLC / JAV Date: 7/16/21

Inches	Pit#	Description of Horizon	Additional Pits
Ap <u>0 TO 8</u> "	<u>6</u>	<u>7.5YR 3/4, Silt Loam, Weak, Fine, Subangular Blocky, Very Friable</u>	Pit #3 18"M
Bt1 <u>8 TO 12</u> "		<u>5YR 4/4, Silt Loam, Moderate, Medium, Subangular Blocky, Friable</u>	Pit #4 16"M
Bt2 <u>12 TO 18</u> "		<u>5YR 4/4, Silt Loam, Moderate, Medium, Subangular Blocky, Friable</u>	Pit #5 16"M
Btx <u>18 TO 40+</u> "		<u>5YR 3/4, Silt Loam, Moderate, Coarse, Prismatic to Moderate, Thick, Platy, Firm</u>	Pit #7 18"M
_____ TO _____ "		<u>Common distinct redox features</u>	
_____ TO _____ "		<u>Common prominent redox depletions and common distinct redox concentrations</u>	
_____ TO _____ "			Depth to Limiting Zone: _____
_____ TO _____ "			<u>12</u> Inches

PERCOLATION TEST:

Percolation Test Completed by: _____ No perc required _____ Date: _____

Weather Conditions : Below 40 F 40 F or Above Dry Rain, Sleet, Snow (last 24 hours)

Soil Conditions: Wet Dry Frozen

Hole No.	H2O Left ***		Reading Interval	Reading No. 1: Inches of drop	Reading No. 2: Inches of drop	Reading No. 3: Inches of drop	Reading No. 4: Inches of drop	Reading No. 5: Inches of drop	Reading No. 6: Inches of drop	Reading No. 7: Inches of drop	Reading No. 8: Inches of drop
	Yes	No									
			10 / 30								
			10 / 30								
			10 / 30								
			10 / 30								
			10 / 30								
			10 / 30								

***Water remaining in the hole at the end of the final 30 minute presoak ? Yes, use 30 minute interval; No use 10 minute interval.

Calculation of Average Percolation Rate:

Hole No.	Drop during final period	Perc. Rate as Minutes/Inch	Depth of Hole
_____	_____ "	_____	_____ "
_____	_____ "	_____	_____ "
_____	_____ "	_____	_____ "
_____	_____ "	_____	_____ "
_____	_____ "	_____	_____ "
_____	_____ "	_____	_____ "
_____	_____ "	_____	_____ "
TOTAL OF MIN/IN.		_____ =	_____ Min
TOTAL No. OF HOLES			_____ Inch

The information provided is the true and correct results of tests conducted by me, performed under my personal supervision, or confirmed in a manner approved by the Department.

(S) Vincent Smith
Sewage Enforcement Officer

SITE INVESTIGATION AND PERCOLATION TEST REPORT FOR ON-LOT DISPOSAL OF SEWAGE

Application No. _____ Municipality Worcester Township County Montgomery
 Site Location 2083 Bustard Road Sub'd'n Name _____ Lot# 4 Gaydos Subdivision
 Suitable
 Unsuitable
 Soil Type Abbottstown Slope 0-3% Limiting Zone 14" M Ave. Perc. Rate
 Mottling Seeps or Pondered Water Bedrock Fractures Coarse Fragments Perc. Rate
 Slope Unstabilized Fill Floodplain Other _____

INSTRUCTIONS FOR COMPLETION OF THIS FORM ARE LOCATED ON THE REVERSE

SOILS DESCRIPTION:

Soils Description Complete by: VW Consultants LLC / JAV Date: 7/16/21

Inches	Pit#	Description of Horizon	Additional Pits
Ap <u>0 TO 8</u> "	<u>8</u>	<u>7.5YR 3/4, Silt Loam, Weak, Medium, Subangular Blocky, Very Friable</u>	Pit #9 15"M
Bt1 <u>8 TO 14</u> "		<u>5YR 4/4, Silt Loam, Moderate, Medium, Subangular Blocky, Friable</u>	Pit #10 18"M
Bt2 <u>14 TO 20</u> "		<u>5YR 4/4, Silt Loam, Moderate, Medium, Subangular Blocky, Friable</u>	Pit #11 15"M
Btx <u>20 TO 32+</u> "		<u>Common distinct redox features</u> <u>5YR 3/4, Silt Loam, Moderate, Coarse, Prismatic to Moderate, Thick, Platy, Firm</u> <u>Common prominent redox depletions and common distinct redox concentrations</u>	
_____ TO _____ "			
_____ TO _____ "			
_____ TO _____ "			
			Depth to Limiting Zone: <u>14</u> Inches

PERCOLATION TEST:

Percolation Test Completed by: _____ No perc required _____ Date: _____

Weather Conditions : Below 40 F 40 F or Above Dry Rain, Sleet, Snow (last 24 hours)
 Soil Conditions: Wet Dry Frozen

Hole No.	H2O Left ***		Reading Interval	Reading No. 1: Inches of drop	Reading No. 2: Inches of drop	Reading No. 3: Inches of drop	Reading No. 4: Inches of drop	Reading No. 5: Inches of drop	Reading No. 6: Inches of drop	Reading No. 7: Inches of drop	Reading No. 8: Inches of drop
	Yes	No									
			10 / 30								
			10 / 30								
			10 / 30								
			10 / 30								
			10 / 30								
			10 / 30								

***Water remaining in the hole at the end of the final 30 minute presoak? Yes, use 30 minute interval; No use 10 minute interval.

Calculation of Average Percolation Rate:

Hole No.	Drop during final period	Perc. Rate as Minutes/Inch	Depth of Hole
_____	_____ "	_____	_____ "
_____	_____ "	_____	_____ "
_____	_____ "	_____	_____ "
_____	_____ "	_____	_____ "
_____	_____ "	_____	_____ "
_____	_____ "	_____	_____ "
_____	_____ "	_____	_____ "
_____	_____ "	_____	_____ "
TOTAL OF MIN/IN.		_____ =	_____ Min
TOTAL No. OF HOLES			_____ Inch

The information provided is the true and correct results of tests conducted by me, performed under my personal supervision, or confirmed in a manner approved by the Department.

(S) Vivian Smith
Sewage Enforcement Officer

SITE INVESTIGATION AND PERCOLATION TEST REPORT FOR ON-LOT DISPOSAL OF SEWAGE

Application No. _____ Municipality Worcester Township County Montgomery
 Site Location 2083 Bustard Road Subd'n Name _____ Lot# 4 Gaydos Subdivision
 Suitable Soil Type Abbottstow Slope 0-3% Limiting Zone 14" M Ave. Perc. Rate _____
 Unsuitable Mottling Seeps or Pounded Water Bedrock Fractures Coarse Fragments Perc. Rate
 Slope Unstabilized Fill Floodplain Other _____

INSTRUCTIONS FOR COMPLETION OF THIS FORM ARE LOCATED ON THE REVERSE

SOILS DESCRIPTION:

Soils Description Complete by: VW Consultants LLC / JAV Date: 1/14/22

Inches	Pit#	Description of Horizon	Additional Pits
Ap	<u>0 TO 10</u> "	<u>7.5YR 3/4, Silt Loam, Moderate, Medium, Granular, Very Friable</u>	Pit #101 16" M
Bt1	<u>10 TO 14</u> "	<u>5YR 4/4, Silt Loam, Moderate, Medium, Subangular Blocky, Friable</u>	Pit #102 15" M
Bt2	<u>14 TO 18</u> "	<u>5YR 4/4, Silt Loam, Moderate, Medium, Subangular Blocky, Friable</u>	Pit #103 14" M
Btx	<u>18 TO 40+</u> "	<u>5YR 3/4, Silt Loam, Weak, Coarse, Prismatic to Moderate, Thick, Platy, Firm</u> <u>Common prominent redox depletions and common distinct redox concentrations</u>	Pit #104 10" M Pit #105 12" M
	TO _____ "		
	TO _____ "		Depth to Limiting Zone: _____
	TO _____ "		<u>14</u> Inches

PERCOLATION TEST:

Percolation Test Completed by: No perc required Date: _____

Weather Conditions: Below 40 F 40 F or Above Dry Rain, Sleet, Snow (last 24 hours)
 Soil Conditions: Wet Dry Frozen

Hole No.	H2O Left ***		Reading Interval	Reading No. 1: Inches of drop	Reading No. 2: Inches of drop	Reading No. 3: Inches of drop	Reading No. 4: Inches of drop	Reading No. 5: Inches of drop	Reading No. 6: Inches of drop	Reading No. 7: Inches of drop	Reading No. 8: Inches of drop
	Yes	No									
			10 / 30								
			10 / 30								
			10 / 30								
			10 / 30								
			10 / 30								
			10 / 30								

***Water remaining in the hole at the end of the final 30 minute presoak? Yes, use 30 minute interval; No use 10 minute interval.

Calculation of Average Percolation Rate:

Hole No.	Drop during final period	Perc. Rate as Minutes/Inch	Depth of Hole
_____	_____ "	_____	_____ "
_____	_____ "	_____	_____ "
_____	_____ "	_____	_____ "
_____	_____ "	_____	_____ "
_____	_____ "	_____	_____ "
_____	_____ "	_____	_____ "
TOTAL OF MIN/IN.		_____ =	_____
TOTAL No. OF HOLES			_____ Min Inch

The information provided is the true and correct results of tests conducted by me, performed under my personal supervision, or confirmed in a manner approved by the Department.

(S) Vincent Smith
Sewage Enforcement Officer

SITE INVESTIGATION AND PERCOLATION TEST REPORT FOR ON-LOT DISPOSAL OF SEWAGE

Application No. _____ Municipality Worcester Township County Montgomery
 Site Location 2083 Bustard Road Subd'n Name Lot# 4 Gaydos Subdivision
 Suitable Soil Type Abbottstown Slope 0-3% Limiting Zone 10"M Ave. Perc. Rate _____
 Unsuitable Mottling Seeps or Pounded Water Bedrock Fractures Coarse Fragments Perc. Rate _____
 Slope Unstabilized Fill Floodplain Other _____

INSTRUCTIONS FOR COMPLETION OF THIS FORM ARE LOCATED ON THE REVERSE

SOILS DESCRIPTION:

Soils Description Complete by: VW Consultants LLC / JAV Date: 1/14/22

Inches	Pit#	Description of Horizon	Additional Pits
Ap	<u>0 TO 10</u> "	<u>7.5YR 3/4, Silt Loam, Moderate, Medium, Granular, Very Friable</u>	Pit #107 12"M
Bt	<u>10 TO 16</u> "	<u>5YR 4/4, Silt Loam, Moderate, Medium, Subangular Blocky, Friable</u>	Pit #108 10"M
Btx	<u>16 TO 40+</u> "	<u>5YR 4/4, Silt Loam, Weak, Coarse, Prismatic to Moderate, Thick, Platy, Firm</u>	Pit #110 16"M
	<u> </u> TO <u> </u> "	<u>Many prominent redox depletions and common distinct redox concentrations</u>	Pit #111 15"M
	<u> </u> TO <u> </u> "		
	<u> </u> TO <u> </u> "		
	<u> </u> TO <u> </u> "		
	<u> </u> TO <u> </u> "		
			Depth to Limiting Zone: <u>10</u> Inches

PERCOLATION TEST:

Percolation Test Completed by: No perc required Date: _____

Weather Conditions : Below 40 F 40 F or Above Dry Rain, Sleet, Snow (last 24 hours)
 Soil Conditions: Wet Dry Frozen

Hole No.	H2O Left ***		Reading Interval	Reading No. 1: Inches of drop	Reading No. 2: Inches of drop	Reading No. 3: Inches of drop	Reading No. 4: Inches of drop	Reading No. 5: Inches of drop	Reading No. 6: Inches of drop	Reading No. 7: Inches of drop	Reading No. 8: Inches of drop
	Yes	No									
			10 / 30								
			10 / 30								
			10 / 30								
			10 / 30								
			10 / 30								
			10 / 30								

***Water remaining in the hole at the end of the final 30 minute presoak ? Yes, use 30 minute interval; No use 10 minute interval.

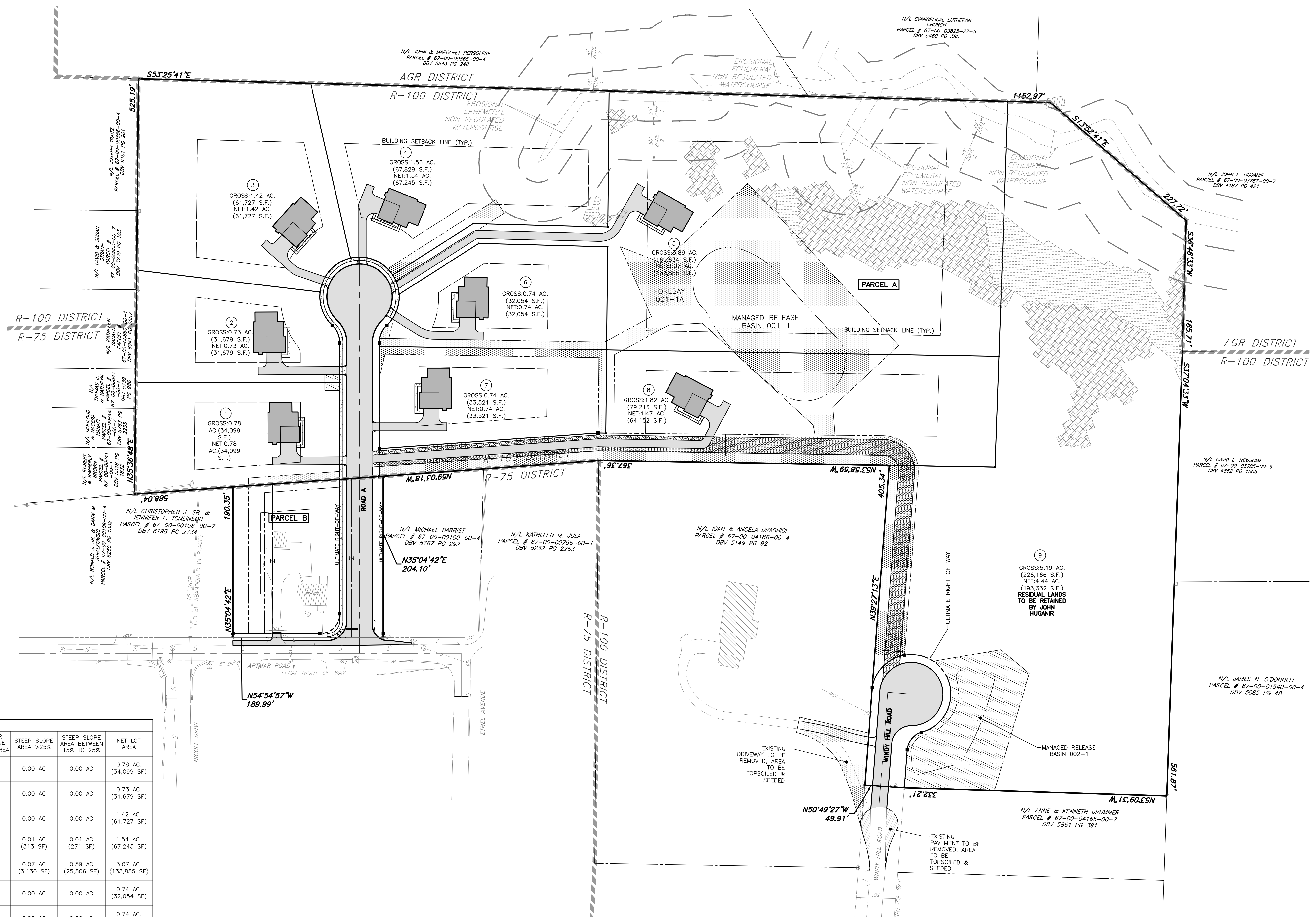
Calculation of Average Percolation Rate:

Hole No.	Drop during final period	Perc. Rate as Minutes/Inch	Depth of Hole
_____	_____ "	_____	_____ "
_____	_____ "	_____	_____ "
_____	_____ "	_____	_____ "
_____	_____ "	_____	_____ "
_____	_____ "	_____	_____ "
_____	_____ "	_____	_____ "
TOTAL OF MIN/IN.		_____ =	_____ Min
TOTAL No. OF HOLES			_____ Inch

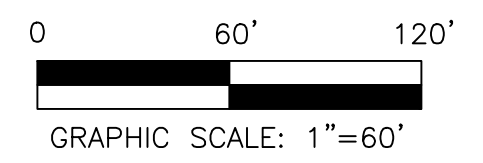
The information provided is the true and correct results of tests conducted by me, performed under my personal supervision, or confirmed in a manner approved by the Department.

Vivian Smith
(S) _____
Sewage Enforcement Officer

- EXISTING FEATURES LEGEND**
- SLANTED TEXT DENOTES EXISTING FEATURE
- CONCRETE MONUMENT FOUND
 - IRON PIN FOUND
 - SITE BENCHMARK
 - PROPERTY LINE
 - ADJONER LINE
 - LEGAL RIGHT OF WAY
 - EASEMENT LINE
 - BUILDING/STRUCTURE
 - WATERCOURSE
 - CONCRETE CURB
 - EDGE OF PAVE
 - EDGE OF DRIVE
 - 15-25% STEEP SLOPES
 - +25% STEEP SLOPES
 - ZONING DISTRICT LINE
 - RIPARIAN BUFFER
- PROPOSED LEGEND**
- VERTICAL TEXT DENOTES PROPOSED FEATURE
- BUILDING
 - ROAD CENTERLINE
 - DEPRESSED CURB
 - EDGE OF PAVING
 - CURB
 - LOT NUMBER
 - MATCH LINE
 - BITUMINOUS PAVEMENT
 - EMERGENCY ACCESS
 - SIDEWALK
 - EASEMENT



LOT TABLE								
LOT #	LOT AREA TO ULTIMATE RIGHT-OF-WAY	FLOODPLAINS/WETLANDS/WATER AREAS	ACCESS LEG AREA OF FLAG LOT	ACCESS PORTION OF LOT W/ WIDTH <70 FT	OVERHEAD UTILITY LINE OR UNDERGROUND GAS PIPELINE EASEMENT/RIGHT-OF-WAY AREA	STEEP SLOPE AREA >25%	STEEP SLOPE AREA BETWEEN 15% TO 25%	NET LOT AREA
1	0.78 AC (34,099 SF)	0.00 AC	0.00 AC	0.00 AC	0.00 AC	0.00 AC	0.00 AC	0.78 AC (34,099 SF)
2	0.73 AC (31,679 SF)	0.00 AC	0.00 AC	0.00 AC	0.00 AC	0.00 AC	0.00 AC	0.73 AC (31,679 SF)
3	1.42 AC (61,727 SF)	0.00 AC	0.00 AC	0.00 AC	0.00 AC	0.00 AC	0.00 AC	1.42 AC (61,727 SF)
4	1.56 AC (67,829 SF)	0.00 AC	0.00 AC	0.00 AC	0.00 AC	0.01 AC (313 SF)	0.01 AC (271 SF)	1.54 AC (67,245 SF)
5	3.89 AC (169,634 SF)	0.00 AC	0.00 AC	0.16 AC (7,143 SF)	0.00 AC	0.07 AC (3,130 SF)	0.59 AC (25,506 SF)	3.07 AC (133,855 SF)
6	0.74 AC (32,054 SF)	0.00 AC	0.00 AC	0.00 AC	0.00 AC	0.00 AC	0.00 AC	0.74 AC (32,054 SF)
7	0.74 AC (33,521 SF)	0.00 AC	0.00 AC	0.00 AC	0.00 AC	0.00 AC	0.00 AC	0.74 AC (33,521 SF)
8	1.82 AC (79,216 SF)	0.00 AC	0.35 AC (15,064 SF)	0.00 AC	0.00 AC	0.00 AC	0.00 AC	1.47 AC (64,152 SF)
9	5.19 AC (226,166 SF)	0.00 AC	0.00 AC	0.00 AC	0.00 AC	0.36 AC (15,744 SF)	0.39 AC (17,090 SF)	4.44 AC (193,332 SF)



NO.	REVISION	DATE	BY
1	PER TOWNSHIP CONSULTANT REVIEW LETTERS	3/3/22	STA

SEAL

MANAGER NEF

DESIGN AJK CHKD. BY

DRAFT AJK CHKD. BY

FILE MIK-03 DATE 11/30/21

NOTES SCALE AS SHOWN

BURSICH ASSOCIATES
ENGINEERS, LAND SURVEYORS, LANDSCAPE ARCHITECTS
2129 EAST HIGH STREET
POTTSTOWN, PA 19464
610.323.4040
www.bursich.com

CLIENT

MIKELEN, LLC
P.O. BOX 243
FAIRVIEW VILLAGE, PA 19409
(610) 539-8088

SUBJECT

OVERALL SUBDIVISION PLAN
RECORD PLAN 2 OF 5

HUGANIR PROPERTY

WORCESTER TOWNSHIP, MONTGOMERY COUNTY, PENNSYLVANIA

JOB NO. 208161-00

SHEET NO. 02 OF 29

DWG. NO. S0108161



4259 W. Swamp Road
Suite 410
Doylestown, PA 18902

www.cksengineers.com
215.340.0600

April 6, 2022
Ref: # 7546

Township of Worcester
1721 Valley Forge Road
PO Box 767
Worcester, PA 19490-0767

Attention: Tommy Ryan, Township Manager

Reference: Huganir Property Subdivision – Mikelen, LLC
Preliminary Plan Review

Dear Mr. Ryan:

I am in receipt of a subdivision submission package which was submitted to the Township by Bursich Associates by transmittal letter date March 4, 2022. The submission included a revised preliminary subdivision plan set consisting of 29 sheets, dated November 30, 2021 as revised March 3, 2022, a post-construction stormwater management plan set consisting of seven (7) sheets, dated November 30, 2021, revised March 3, 2022 and a storm water management report dated November 2021, revised March 2022. Also included was a letter from Bursich Associates dated March 3, 2022 to the Township requesting a series of waivers from Worcester Township Subdivision and Land Development Ordinance and Stormwater Management Ordinance.

The applicant, Mikelen, LLC, is proposing to subdivide a 17.79-acre parcel into nine (9) individual lots. Eight of these lots will be developed as building lots and contain a new single-family detached dwelling. The remaining lot (Lot 9) will be retained by the current owner, John Huganir, and no building or development is proposed or shown on the subdivision plan at this time. A new cul-de-sac road is proposed to serve the eight (8) new building lots from an extension with Artmar Road. This road will pass through a portion of the existing property at 2961 Artmar Road, which is currently also owned by the applicant. In addition to the new cul-de-sac road, Windy Hill Road will also be extended, and a new cul-de-sac constructed at the end of the existing roadway. This cul-de-sac will be the access point for an emergency access road to the new cul-de-sac. The extension of Windy Hill Road and the construction of a cul-de-sac designed to both PennDOT and Township standards will also allow the Township to add Windy Hill Road to its current liquid fuel list of roadways.

The eight (8) new homes will be provided with public water and public sewer. Public sewer services will be provided with eight (8) individual sewage grinder pumps, which will connect to a common force main in Road "A" which will connect to the existing gravity main in Artmar Road with a new "Doghouse" type manhole. The common force main will be dedicated to Worcester Township.

It should be noted that this property was subject to a prior subdivision plan submitted by John Haganir in approximately 2000. That subdivision plan was prepared by Robert E. Blue Consulting engineers PC and included connecting Windy Hill Road to Artmar Road as part of the subdivision. That plan did receive preliminary approval, but the plan did not proceed further at that time.

CKS Engineers, Inc., has completed our review of this revised preliminary plan submission and offer the following comments:

ZONING REVIEW

1. The construction of the new cul-de-sac road (Road A) from Artmar Road will pass through a property labeled Parcel B. This parcel currently has a single-family home on the property. The construction of the cul-de-sac and the associated ultimate right-of-way will create corner lot and front yard setback violations in conjunction with the existing house. The applicant has applied to the Township Zoning Hearing Board for the required variance.

SUBDIVISION AND LAND DEVELOPMENT

2. The applicant has requested the following waivers by letter dated March 3, 2022.
 - a. Section 130-18.A - A waiver or deferral from installing sidewalk along the frontage of Artmar Road and the south side of Road A to Lot 6. There is currently no sidewalk along either side of Artmar Road in the vicinity of the site, nor on Nicole Drive or Ethal Avenue.

The plans call for the widening of Artmar Road along the frontage of Parcel B. The Township should determine if the sidewalk should also continue along the frontage of Parcel B, and be constructed along the south side of Road A.
 - b. Section 130-18.B – A waiver or deferral from installing curb along the site frontage of Artmar Road and the extension of Windy Hill Road cul-de-sac. There is currently no curb along either side of Artmar Road and Windy Hill Road in the vicinity of the site and drainage can be provided without curb.

We take no exception to this waiver request.
 - c. Section 130-27.B.4 – A waiver from providing streetlights. Streetlights do not exist on Artmar Road or the surrounding vicinity of the area.

In lieu of streetlights, each new house will be equipped with a lamp post and light to be installed by the builder before a Use & Occupancy permit is issued.
 - d. Section 130-28.F.7 – A waiver for replacement of all trees over 6" caliber at breast height in excess of the permitted 25% removal. The entire site is wooded, and the proposed improvement area has been designed to limit disturbance while providing reasonable usable yard areas and accommodating all necessary improvements.

Sheet 22 of 28 shows the calculations for the replacement trees. The calculation show that 2,073 caliper inches of replacement trees are required. Based on a 3" caliper tree, 691 replacement trees would need to be re-planted. The Township will need to determine if a waiver is acceptable. The Township should refer to Section

130-28.F(7)(b) of SALDO to review the requirements for replacement trees and the options available to the Township.

- e. Section 130-28.G(5) – A waiver to allow the existing vegetation to meet the landscape buffering requirements for Buffers 2 through 8.

We take no exception to this waiver request.

- f. Section 130-16.E(8) – A waiver to allow a 20' curb radius on the eastern side of Road A intersection with Artman Road, since a 25' radius cannot physically be provided due to the existing property boundary easement.

We take no exception to this waiver request.

- g. Section 129-18.C(2) – A partial waiver to allow the use of HDPE for storm sewer piping in lieu of RCP outside of streets/right-of-ways.

RCP pipe will be used within all rights-of-ways. HDPE shall be used everywhere else.

- h. Section 129-18.H(9) – To permit basins to have a 3:1 slope on both the inner and outer berms instead of the maximum allowable 4:1 on the outer berm and 5:1 on inner berm. This will maximize the basin bottom surface area needed for Managed Release Concept type basin and meet the maximum water surface depth of 4 ft. while minimizing woodland extraction. An appropriate erosion control blanket will be used to stabilize the slopes.

We take no issue with the 3:1 slope in order to limit additional disturbance of the site, and removal of additional trees.

3. On Sheet 6, Note 14 sets for the maintenance responsibility for the stormwater basins on Lots 5 and 8. The applicant should prepare the required easements and the maintenance agreement that will need to be executed between the lot owners. These documents should be reviewed and approved by the Township Solicitor and recorded along with the lots.

WATER AND SEWER

4. The plan provides for public water service for the 8 building lots. A "Will Serve" letter from the Pennsylvania American Water company has been provided to the Township.
5. The plans should be provided to the Pennsylvania Water Company for their review and approval. A copy of the final approval letter should be provided to the Township.
6. The plans provide for public sewer service by a connection to the Township's sewer system in the Artmar Road. The applicant will need to prepare and submit the appropriate sewage planning module to PADEP for approval. The Township will need to revise its Act 537 Sewage Facilities Plan to add this project to the plans. It is recognized that the applicant has initiated this process.
7. The applicant will provide sewer service with eight (8) grinder pumps. A PADEP Water Quality Part 2 Permit will be required. This should be obtained after sewage planning approval.

8. The applicant will be required to pay sewage tapping fees to Worcester Township to connect the eight (8) lots to the public sewer system. Eight (8) EDU's will be required.

WETLANDS REPORT

9. We have reviewed the "Wetland Report" – Wetland/ Waters Determination within: Haganir Tract, Warminster Township, Montgomery County, PA., dated May 2021 and as we take no exception to the finding and determination.

GRADING, STORMWATER MANAGEMENT/STORM DRAINAGE AND EROSION AND SEDIMENTATION CONTROL

The following comments pertain to the grading, stormwater management/storm drainage and erosion and sedimentation control aspects of the current Preliminary Plan submission and are based upon the requirements of the Worcester Township's Stormwater Management Ordinance (SMO) and/or Subdivision and Land Development Ordinance:

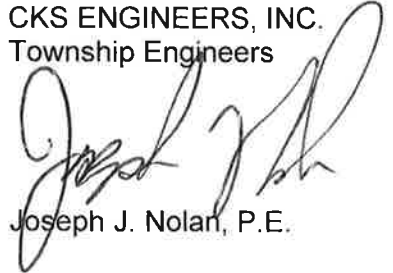
10. The applicant is advised that a NPDES permit, along with an Erosion and Sedimentation Control Plan pertaining to the proposed site development, which is approved by the Montgomery County Conservation District, will be required prior to plan recording. (SMO 129-12)
11. Stormwater Management Agreement will be required. The Agreement shall be reviewed and approved by the Township Solicitor prior to plan approval. (SMO 129-138)
12. Erosion and sedimentation plans, details and calculations must be submitted to the township for review. Once provided, additional comments may be generated by this office.
13. As previously requested, an impervious coverage table has been added to the Post Construction Stormwater Plan. This table and the accompanying Note No. 5 must be added to the overall Record Plan.
14. The 100-year WSEL for both MRC basins must be shown the record plan.
15. The new pipe between inlets E6 and E.2 must be shown as proposed in plan view.
16. Double inlets must be utilized at inlets 4 and 15 to help convey flows into the storm sewer system.
17. The manning's 'n' used for the stormwater conveyance calculations must be indicated in the stormwater conveyance calculations. A 'n' of 0.013 is required for RCP and 0.024 for corrugated HDPE. (SMO 129- 18.C(13) and Table A5)

TRAFFIC PLANNING

18. The Township's traffic consultant McMahon Associates, Inc., has reviewed the subdivision plans for all traffic related requirements. They prepared a separate initial review letter dated January 4, 2022 based on their findings. Any remaining comments after their review of the revised plans should be further addressed.

The above represents all comments on this initial Preliminary Plan Submission. The applicant should address the remaining comments as well as the comments from McMahon Associates, Inc., and re-submit revised plans for further review. Please contact me if you have any questions.

Very truly yours,
CKS ENGINEERS, INC.
Township Engineers

A handwritten signature in black ink, appearing to read "Joseph J. Nolan", is written over the typed name below.

Joseph J. Nolan, P.E.

JJN/paf

cc: Robert Brant, Esq., Township Solicitor
Casey Moore, McMahon Associates, Inc.
Nicholas E. Feola, P.E., Bursich Associates
Michael Clement, Mikelen, LLC
File

April 11, 2022

Mr. Tommy Ryan
Township Manager
Worcester Township
1721 Valley Forge Road
P.O. Box 767
Worcester, PA 19490

RE: **Traffic Review #3 – Preliminary Subdivision and Land Development Plans**
Huganir Property – Proposed Residential 8-Lot Subdivision
Worcester Township, Montgomery County, PA
McMahon Project No. 821068.11

Dear Tommy:

In response to the Township's request, McMahon Associates, Inc. (McMahon) has completed our third (3rd) traffic engineering review of the proposed subdivision of the Huganir property to allow for additional residential development in the R-100 Residential Zoning District located along the northern side of Artmar Road between Nicole Drive and Ethel Avenue in Worcester Township, Montgomery County, PA. It is our understanding that subdividing the existing property into minimum 30,000 square-foot lots may yield a future land development of 8 single-family home lots. Access to Lots 1 to 8 will be provided via a proposed cul-de-sac road (Road 'A') intersecting Artmar Road west of Ethel Avenue.

The following documents were reviewed and/or referenced in preparation of our traffic review:

- Preliminary Subdivision and Land Development Plans - Huganir Property, prepared by Bursich Associates, last revised March 3, 2022.
- Waiver Request Letter – Huganir Property Subdivision, prepared by Bursich Associates, dated March 3, 2022.
- Response to Comments Letter – Huganir Property Subdivision, prepared by Bursich Associates, dated March 4, 2022.

Based on our review of the submitted documents noted above, McMahon offers the following comments for consideration by the Township and action by the applicant:

General

1. According to the Township's Roadway Sufficiency Analysis, the proposed development is located in Transportation Service Area South, which has a corresponding impact fee of \$3,125 per "new" weekday afternoon peak hour trip and the applicant will be required to pay a Transportation Impact Fee in accordance with the Township's Transportation Impact Fee Ordinance. Based on Land Use Code 210 (Single-Family Detached Housing) in the Institute of Transportation Engineers publication, *Trip*

Generation, 10th Edition, a single-family home on Lots 1 to 8 would generate eight “new” trips during the weekday afternoon peak hour resulting in a **transportation impact fee of \$25,000**.

2. Based on our review, the applicant should address the comments in this letter, and provide revised plans to the Township and our office for further review and approval recommendations. **The applicant's engineer must provide a response letter that describes how each specific review comment has been addressed, where each can be found in the plan set or materials, as opposed to general responses.** This will aid in the detailed review and subsequent review timeframes.

Waiver/Deferral Requests

3. The applicant is requesting a waiver or deferral from **Section 130-18.B** of the **Subdivision and Land Development Ordinance**, requiring curbing to be provided along the site frontage of Artmar Road. The plan does not show any curbing along the site frontage of Artmar Road, thereby not satisfying the ordinance requirement. Since there is currently no curbing along either side of Artmar Road in the vicinity of the site, we recommend to the Board of Supervisors to consider deferring this obligation that is required of the applicant until such a time as may be required by the Township for these properties, whether under present or future land ownership, and at no cost to Worcester Township.
4. The applicant is requesting a deferral from **Section 130-18.A** of the **Subdivision and Land Development Ordinance**, requiring sidewalk to be provided along the site frontage of Artmar Road, as well as along both sides of Road ‘A’. The plans do not show any sidewalk along the site frontage of Artmar Road and sidewalk along only the northern side of Road ‘A’ up to the lot 6 driveway, thereby not satisfying the ordinance requirement. Since there is currently no sidewalk along either side of Artmar Road in the vicinity of the site, nor on Nicole Drive or Ethel Avenue, and the provision of sidewalk along only the northern side of Road ‘A’ up to the lot 6 driveway is expected to be adequate to accommodate pedestrians along this minimally trafficked road, we recommend to the Board of Supervisors that unless they may ask that it be provided for these lots at this time to consider deferring this obligation that is required of the applicant until such a time as may be required by the Township for these properties, whether under present or future land ownership, and at no cost to Worcester Township.
5. The applicant is requesting a waiver from **Section 130-16.E(8)** of the **Subdivision and Land Development Ordinance**, requiring a minimum 25-foot curb radius on the eastern side of Road ‘A’ at its intersection with Artmar Road. Since the proposed 20-foot curb radius on the eastern side of Road ‘A’ is the largest radius that can be provided within the property boundary and it appears to be adequate to accommodate right-turning movements into Road ‘A’, should the Board of Supervisors decide to grant this waiver, we are also supportive to granting it.

Land Development Plans

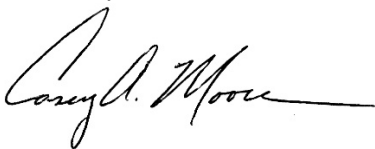
6. Since Artmar Road provides the single point of egress to the main roadway system, the additional 8 lots will need to have adequate safe stopping sight distance at the intersection of Artmar Road and Valley Forge Road (S.R. 0363). The applicant’s engineer has replied in their response that it will discuss this comment with the Township and that the intersection is off-site and the 8 lots will not add significant traffic. However, we conclude that any additional traffic to this intersection and any need to provide the appropriate safe stopping sight distance should be evaluated by the applicant’s engineer since it is the

primary access to/from the major roadway system. Therefore, we ask the applicant to obtain, evaluate, and provide the vehicular sight distances for a vehicle exiting Artmar Road and looking in both directions at 10 feet back from the closest travel lane edge on Valley Forge Road (S.R. 0363). It appears that the egressing sight distance and looking to the left may be restricted due to a dense line of bushes. Once the available sight distances are confirmed by the applicant's engineer, if the necessary sight distance is physically prohibited due to the vegetation, we recommend that it be resolved/improved with the assistance of the Township and the cooperation of the property owners to maintain any vegetation in the line of sight that may be outside the right of way of Valley Forge Road in order to meet at least the minimum safe stopping sight distances for the posted speed in this area.

7. Previously we commented that ADA Design forms (i.e. CS-4401) for all ramps located within the Township Right-of-Way should be included for review. Non-compliant values must be reviewed and modified to meet or be as close as possible, with sufficient justification, to the requirements. A Technically Infeasible Form (TIF) should be prepared for any non-compliant ramp component for review and concurrence by the Township. Any non-compliant ramp must include documentation for the non-compliance and be as close to compliant as possible prior to being considered for approval. All curb ramps and pedestrian routes (i.e. sidewalks, crosswalks, etc.) are to be constructed in accordance with the current Federal and PennDOT standards. **The applicant's engineer has indicated in their response that ADA design forms will be provided as part of the final plan submission for our office to review for satisfaction or comment.**
8. **Informational:** General Note #14 on Sheet 6 identifies that the owner of Lot #5 is responsible for the maintenance of the stormwater basin facility and this MRC basin will require some regular maintenance. The Township Engineer may comment further on this in their review, as the responsibility of this lot owner will be important.
9. Previously we commented that the plans must be signed and sealed by a Professional Engineer and Surveyor licensed to practice in the Commonwealth of Pennsylvania. **The applicant's engineer has indicated in their response that the final approved plans submitted for plan recording and municipal files will be signed and sealed.**

We trust that this review letter responds to your request. If you or the Township have any questions, or require clarification, please contact me or Michelle Eve, P.E., Sr. Project Engineer.

Sincerely,



Casey A. Moore, P.E
Executive Vice President – Corporate Operations

BMJ/MEE/CAM

cc: Joseph Nolan, P.E., CKS Engineers (Township Engineer)
Robert Brant, Esq. (Township Solicitor)
Nick Feola, P.E. - Bursich Associates (Applicant's Engineer)

**MONTGOMERY COUNTY
BOARD OF COMMISSIONERS**
VALERIE A. ARKOOSH, MD, MPH, CHAIR
KENNETH E. LAWRENCE, VICE CHAIR
JOSEPH C. GALE, COMMISSIONER



**MONTGOMERY COUNTY
PLANNING COMMISSION**
MONTGOMERY COUNTY COURTHOUSE • PO Box 311
NORRISTOWN, PA 19404-0311
610-278-3722
FAX: 610-278-3941 • TDD: 610-631-1211
WWW.MONTCOPA.ORG

SCOTT FRANCE, AICP
EXECUTIVE DIRECTOR

January 19, 2022

Mr. Tommy Ryan, Manager
Worcester Township
1721 Valley Forge Road—Box 767
Worcester, Pennsylvania 19490

Re: MCPC #21-0025-002
Plan Name: Huganir Property
(1 lot comprising approx. 17.4 acres)
Situates: Artmar Road and Nicole Drive
Worcester Township

Dear Mr. Ryan:

We have reviewed the above-referenced land development and subdivision in accordance with Section 50 of Act 247, "The Pennsylvania Municipalities Planning Code, as you requested on December 14, 2021. We forward this letter as a report of our review and recommendations.

BACKGROUND

The Applicant, Mikelen LLC, is proposing to develop 8 single-family detached units and one remainder, undeveloped lot on a 17.4-acre property in the R-100 Residential Zoning District. The property is entirely wooded at present, with steep slopes and riparian areas to the east of the property. The proposal includes an access road, on which the eight lots will front, through an existing single-family house lot on Artmar Road. It appears that the development would be served by public sewer and water. An earlier, sketch-plan version of this current submission was reviewed by our office in a February 19, 2021 review letter.

RECOMMENDATION

As this application is a tentative sketch plan, the Montgomery County Planning Commission (MCPC) generally does not issue a formal recommendation. However, in the course of our review we have identified issues which the Township may wish to consider prior to final approval. Our comments are as follows:



REVIEW COMMENTS

A. SITE PLANNING

1. Road Access. *Comment A.1 of our previous letter still applies to this submission, which we reiterate, in part, here:* As stated above, the Applicant proposes an access road to the Property, which currently does not have road frontage, through an existing house lot. However, there are several issues with the placement of the road. The proposed access road's proximity to the right-angle turn south in Artmar Road is not ideal, and may induce sight-distance issues. Moving the access road to the other side of the existing house may improve this. Additionally, adding more housing units onto Artmar Road will ultimately add more units to a neighborhood with only a single means of egress, which could be problematic—having a second means of egress, or different means of access entirely, may be preferable.

In this revised submission, the Applicant is improving Windy Hill Road by adding a slight extension and an improved cul de sac, from which an emergency access route is planned through the site to the new 'Road A.' While it does provide needed circulation and a potential second entrance into the neighborhood for emergency vehicles, this still does not solve the everyday circulation issues described above. We recommend that the Applicant reconsider this approach.

2. Road Width. Road A is proposed to be 32' wide, which will serve as an access road for only 7 properties. Considering these conditions, a 32-foot width seems unnecessarily wide. **Section 130-16.c.1.a.4** of the SALDO permits the width of a residential street to be 28 feet when the 32-foot width seems unreasonable for the conditions. We believe there is justification for the usage of this other standard. Even when widened by the development, Artmar Road will only be 24 feet wide, which will be the main means of circulation out of the neighborhood from this proposed development.
3. Stormwater Management. The Plan indicates a stormwater basin that will lie across two different lots (Lots 5 and 8): we would not recommend that such a basin be split between two different owners. Especially for Lot 5, the usage of much of the back yard would be limited due to the restrictions inherent in managing the basin's integrity: the Applicant should rethink this design. Furthermore, it is not clear what the Applicant envisions for the management of the two basins (e.g. if there will be an HOA that maintains the basins), since they both are located on private property and not a common area.
4. Landscaping. One of the waivers proposed by the Applicant is for **Section 130-28.F.7** for the replacement of trees over 6" in DBH. In considering whether to grant this waiver, the Township may wish to consider alternative means of compliance, such as the planting of some of the required trees elsewhere, or a potential fee in lieu of planting all of the required trees.

B. ZONING

1. Front Yard. *Comment B.1 of our previous letter still applies to this submission, which we reiterate here:* As currently proposed, the creation of the access road to the development diminishes the size of the existing housing lot on Artmar Road, and effectively makes this

interior lot a corner lot, with two front yards. The second front yard setback created by the new road creates a zoning nonconformity where none previously existed. To continue with the development in this manner would require either a variance for the front yard setbacks or, alternatively, the removal of the existing house.

CONCLUSION

We wish to reiterate that MCPC generally supports the Applicant's proposal, but we believe that our suggested revisions will better achieve the Township's planning objectives for residential development.

Please note that the review comments and recommendations contained in this report are advisory to the municipality and final disposition for the approval of any proposal will be made by the municipality.

Should the governing body approve a final plat of this proposal, the Applicant must present the plan to our office for seal and signature prior to recording with the Recorder of Deeds office. A paper copy bearing the municipal seal and signature of approval must be supplied for our files.

Sincerely,



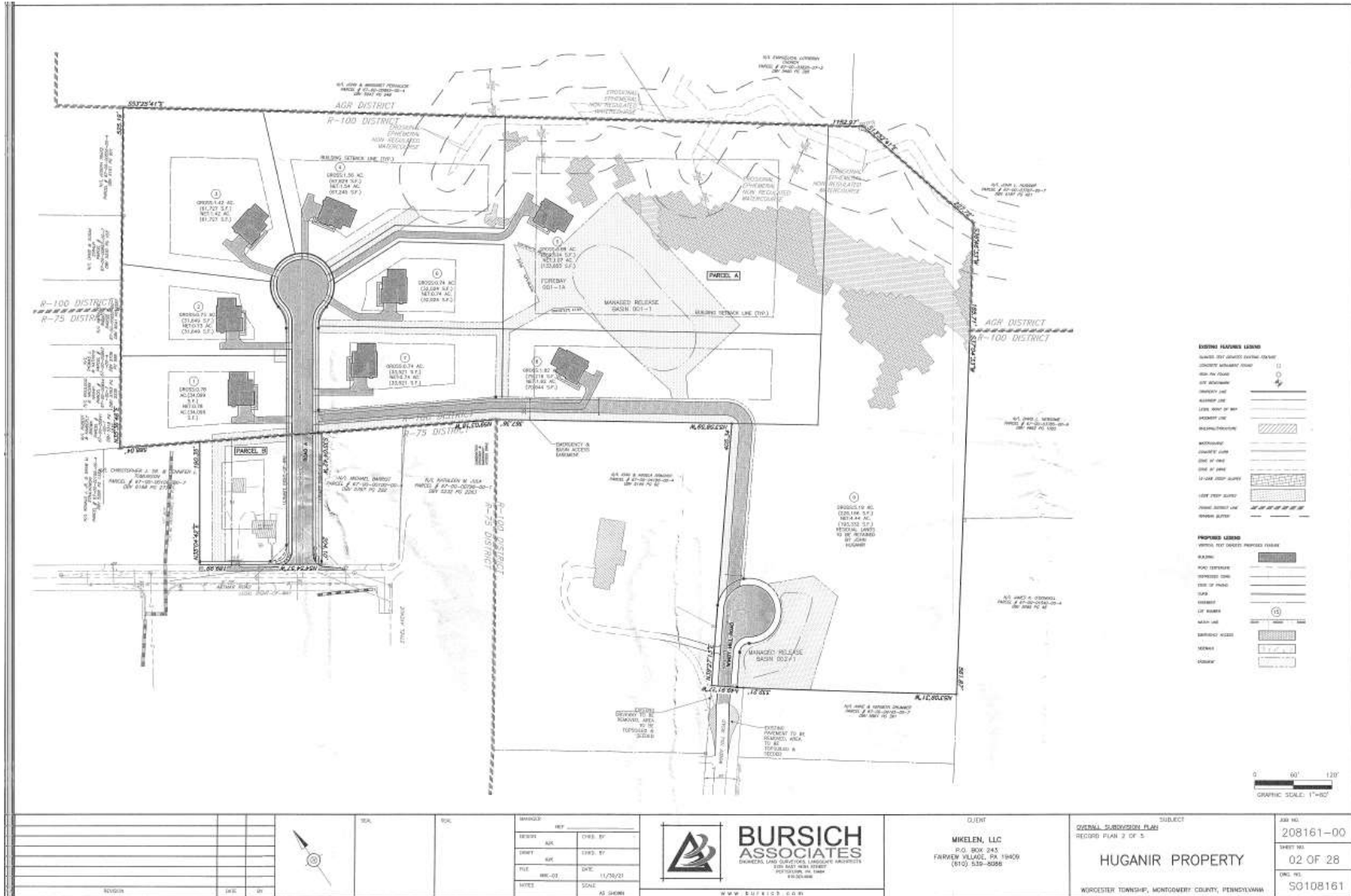
Brian J. Olszak, Senior Planner
bolszak@montcopa.org - 610-278-3737

c: Mikelen, LLC, Applicant
Nick Feola, PE, Applicant's Representative
Stacey Crandall, Asst. Township Manager

Attachments: 1. Reduced copy of plan
2. Aerial Map

APPENDIX

Attachment 1: Reduced Copy of Plan



<table border="1"> <tr> <td>REVISION</td> <td>DATE</td> <td>BY</td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>		REVISION	DATE	BY								<table border="1"> <tr> <td>NO.</td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </table>	NO.				<table border="1"> <tr> <td>BRANDED</td> <td>REP</td> <td>DESIGNED BY</td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td>DRAWN</td> <td>DATE</td> <td>BY</td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td>FILE</td> <td>NO.</td> <td>DATE</td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td>NOTES</td> <td>SCALE</td> <td>AS SHOWN</td> </tr> </table>	BRANDED	REP	DESIGNED BY				DRAWN	DATE	BY				FILE	NO.	DATE				NOTES	SCALE	AS SHOWN	 <p>BURSICH ASSOCIATES LANDSCAPE ARCHITECTS</p>	<p>CLIENT MIKELAN, LLC P.O. BOX 243 FARMVILLE, VA 24049 (810) 539-8098</p>	<p>SUBJECT OVERALL SUBDIVISION PLAN RECORD PLAN 3 OF 5</p> <p>HUGANIR PROPERTY</p> <p>WORCESTER TOWNSHIP, MONTGOMERY COUNTY, PENNSYLVANIA</p>	<p>JOB NO. 208161-00</p> <p>SHEET NO. 02 OF 28</p> <p>DATE 01/19/22</p>
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Attachment 2: Aerial Map





January 17, 2022

Nicholas E. Feola, P.E., Vice President
Bursich Associates Inc.
2129 E. High Street
Pottstown, PA 19464

Re: Letter of Water Serviceability
Huganir Subdivision – 8 SFE’s Worcester
Township, Montgomery County

Dear Mr. Feola,

Thank you for your request for water service to the above referenced site. The proposed development is located within the certificated franchise area of Pennsylvania-American Water Company (PAWC), Norristown Service District. Domestic water service can be provided in accordance with the provisions of our Water Facilities Line Extension Agreement and the rules and regulations of the PA Public Utility Commission.

The cost of the water main extension necessary to provide service to the development is the responsibility of the developer, as would be any improvements to existing facilities, or construction of new facilities such as pumping stations or tanks.

This Letter of Serviceability is not an approval of the design of the facilities necessary to service the project, nor does it constitute permission to construct said facilities. Please provide us with two sets of the preliminary plans for the project to initiate a technical review. During the review process, we will identify any special conditions or facilities needed to provide adequate water service. If construction of the water facilities necessary to service this project has not begun within two years of the date of this letter, the letter of service shall become null and void, and a new request for water service must be made.

Sincerely,

Alfonso F. Rossi, P.E.
Project Manager

cc: Norristown Operations – KB;EO;MT;PH

From: [Joe Nolan](#)
To: [Stacy Crandell](#)
Cc: [Tommy Ryan](#)
Subject: Huginar Planning Module Worcester PC Approval
Date: Friday, March 11, 2022 1:02:51 PM
Attachments: [image002.png](#)
[image003.png](#)
[Huginar- Bursich Letter- Planning Module.pdf](#)
[Huginar Planning Module.pdf](#)
[Huginar Component 4a.pdf](#)
[7546 - HuganirPlan- Planning Module.pdf](#)

Stacy, I have received a “progress” Draft of the planning module for the Huginar subdivision from the developer’s engineer. I previously reviewed and approved the module, and then it was signed by Tommy as required. Comments have already been received and addressed from the County PC and the County Heath Department. This information is included in the attached module. The project has also gone through the public notice and 30 day comment period. The only item remaining is for the Worcester PC to complete Component 4a of the module, and then for the Worcester Board to pass an adopting resolution.

I have attached to this email a copy of the Bursich transmittal letter, a copy of the planning module with all supporting documentation, a copy of Module 4a, to be completed by the township PC, and a copy of the site plans that go with the module. Can you please plan on including this issue on the April PC agenda, so they can approve component 4a? Please let me know if you have any questions.

Joseph J Nolan, P.E., President



4259 W. Swamp Road
Suite 410
Doylestown, PA 18902

www.cksenineers.com
215.340.0600

DEP Code #: 1-4692-212-3J

**SEWAGE FACILITIES PLANNING MODULE
 COMPONENT 4A - MUNICIPAL PLANNING AGENCY REVIEW**

Note to Project Sponsor: To expedite the review of your proposal, one copy of your completed planning module package and one copy of this *Planning Agency Review Component* should be sent to the local municipal planning agency for their comments.

SECTION A. PROJECT NAME (See Section A of instructions)

Project Name

Huganir Property Subdivision

SECTION B. REVIEW SCHEDULE (See Section B of instructions)

1. Date plan received by municipal planning agency Worcester Township Planning Commission
2. Date review completed by agency 4/28/2022

SECTION C. AGENCY REVIEW (See Section C of instructions)

Yes	No	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	1. Is there a municipal comprehensive plan adopted under the Municipalities Planning Code (53 P.S. 10101, <i>et seq.</i>)?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	2. Is this proposal consistent with the comprehensive plan for land use? If no, describe the inconsistencies _____
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3. Is this proposal consistent with the use, development, and protection of water resources? If no, describe the inconsistencies _____
<input checked="" type="checkbox"/>	<input type="checkbox"/>	4. Is this proposal consistent with municipal land use planning relative to Prime Agricultural Land Preservation?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	5. Does this project propose encroachments, obstructions, or dams that will affect wetlands? If yes, describe impacts _____
<input type="checkbox"/>	<input checked="" type="checkbox"/>	6. Will any known historical or archaeological resources be impacted by this project? If yes, describe impacts _____
<input type="checkbox"/>	<input checked="" type="checkbox"/>	7. Will any known endangered or threatened species of plant or animal be impacted by this project? If yes, describe impacts _____
<input checked="" type="checkbox"/>	<input type="checkbox"/>	8. Is there a municipal zoning ordinance?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	9. Is this proposal consistent with the ordinance? If no, describe the inconsistencies _____
<input checked="" type="checkbox"/>	<input type="checkbox"/>	10. Does the proposal require a change or variance to an existing comprehensive plan or zoning ordinance?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	11. Have all applicable zoning approvals been obtained?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	12. Is there a municipal subdivision and land development ordinance?

SECTION C. AGENCY REVIEW (continued)

Yes No

- 13. Is this proposal consistent with the ordinance?
If no, describe the inconsistencies _____
- 14. Is this plan consistent with the municipal Official Sewage Facilities Plan?
If no, describe the inconsistencies _____
- 15. Are there any wastewater disposal needs in the area adjacent to this proposal that should be considered by the municipality?
If yes, describe _____
- 16. Has a waiver of the sewage facilities planning requirements been requested for the residual tract of this subdivision?
- If yes, is the proposed waiver consistent with applicable ordinances?
If no, describe the inconsistencies _____

17. Name, title and signature of planning agency staff member completing this section:

Name: _____
Title: _____
Signature: _____
Date: _____
Name of Municipal Planning Agency: Worcester Township Planning Commission
Address: 1721 Valley Forge Road PO Box 767 Worcester, PA 19490
Telephone Number: 610-584-1410

SECTION D. ADDITIONAL COMMENTS (See Section D of instructions)

This component does not limit municipal planning agencies from making additional comments concerning the relevancy of the proposed plan to other plans or ordinances. If additional comments are needed, attach additional sheets.

The planning agency must complete this component within 60 days.

This component and any additional comments are to be returned to the applicant.

**TOWNSHIP OF WORCESTER
MONTGOMERY COUNTY, PENNSYLVANIA**

ORDINANCE 2022-290

**AN ORDINANCE AMENDING VARIOUS
PROVISIONS OF THE TOWNSHIP CODE**

WHEREAS, from time to time, corrections and other revisions are required to be made to Township Code of Worcester Township; and,

WHEREAS, the Commonwealth of Pennsylvania mandates that municipalities have published in a newspaper of general circulation all proposed ordinances that make such corrections and revisions, at a great expense to municipalities; and,

WHEREAS, Worcester Township consolidates such corrections and revisions into one proposed ordinance, in lieu of individual ordinances, so to minimize the expense incurred by the taxpayers in meeting this unfunded advertisement mandate;

NOW, THEREFORE, the Board of Supervisors of Worcester Township, Montgomery County, Pennsylvania hereby ordains and enacts as follows:

SECTION I

1. Chapter 107, Parks and Recreation Areas, §107-2.Z shall be added, and shall read as follows:

All parks and recreation areas are designated "Tobacco/Nicotine-Free Areas", and as such the use of any and all tobacco and/or nicotine products, regardless of how the tobacco and/or nicotine is delivered, is prohibited. Tobacco and/or nicotine products include, but are not limited to, any product containing, made, or derived from tobacco and/or nicotine, in any form, that is intended for human consumption, or otherwise, whether smoked, heated, chewed, absorbed, dissolved, inhaled, snorted, vaped, sniffed, ingested, or used by any other means, including, but not limited to cigarettes, cigars, little cigars, chewing tobacco, pipe tobacco, snuff, electric cigarettes or e-cigarettes, and/or vape instrument; any electronic device that delivers tobacco and/or nicotine to the person using the device, including but not limited to e-cigarettes or electronic cigarettes, vape instruments, cigar, pipe, and/or hookah. Tobacco and/or nicotine products include any component, part, or accessory of a tobacco and/or nicotine product, whether or not sold separately. Tobacco and/or nicotine products do not include any product that has been approved by the United States Food and Drug Administration for the sale as a tobacco and/or nicotine cessation product, or for product or for other therapies specifically marketed and sold for such said purpose.

2. Chapter 113, Peddling and Soliciting, §113-3.A(8), shall be deleted in its entirety, and replaced as follows:

The applicant shall provide a criminal history record report from the Pennsylvania State Police. Applicants who are not residents of Pennsylvania must also provide a criminal history record report issued by the applicable law enforcement agency in their state or country of residence. All criminal histories shall be issued no more than seven days prior to the date of the application made for a solicitation permit. If an advanced permit(s) is issued in accordance with Section 113-5, an applicant shall furnish an updated criminal history record report no later than seven days before the effective date of each advanced permit.

3. Chapter 113, Peddling and Soliciting, §113-5, shall be deleted in its entirety, and replaced as follows:

The license granted pursuant to this chapter shall be valid for ninety days after the date of such license, and upon the expiration of any license, if the person holding the same shall desire to continue or renew soliciting or peddling, he shall be required to file a new application for a permit and pay a new license fee. Such licenses may be issued in advance, for consecutive ninety-day periods, not exceeding four in number, upon payment, in advance, of the license fee for each thirty-day period provided in § 113-4 hereof.

4. Chapter 113, Peddling and Soliciting, §113-7, shall be deleted in its entirety, and replaced as follows:

No person licensed as a solicitor or peddler under this chapter shall engage in soliciting or peddling on any day of the week before 8:30 a.m. or after 7:30 p.m. During the time of the year that Eastern standard time is effective, these hours shall be Eastern standard time. During the time of the year that daylight saving time is effective, these hours shall be daylight saving time.

5. Chapter 150, Zoning, Article III, §150-9, shall be revised to delete the term "family" in its entirety and replaced as follows:

FAMILY

Any number of individuals living together as a single, nonprofit housekeeping unit and doing their cooking on the premises, provided that not more than two of such number are unrelated to all others by blood, marriage or legal adoption. As a special exception, the Zoning Hearing Board may extend the definition of "family" to include:

- A. A group of individuals, not exceeding four, not related by blood, marriage or legal adoption, living and cooking together as a single housekeeping unit; or
 - B. Any number of individuals living together, in the same structure, when all individuals are related by blood, marriage or legal adoption, as two nonprofit housekeeping units and doing separate cooking on the premises, provided that one of the housekeeping units shall contain only one member who has attained the age of 60 years, and provided that the owner of the property executes an agreement with the Township which shall be recorded with the Recorder of Deeds of Montgomery County and which provides for the immediate removal of separate cooking facilities at such time as they are no longer being utilized by the person for whom they were originally installed. All provisions of the Worcester Township Building Code, specifically as they pertain to multifamily dwellings, must be met.
6. Chapter 150, Zoning, Section §150-25.5, shall be deleted in its entirety, and replaced to read:
- A. Residential. For each dwelling, no less than two all-weather off-street parking spaces, which may include attached garages, shall be provided in accordance with the applicable provisions of Article XXII of the Township Zoning Ordinance.
 - B. Setbacks. At all single-family detached dwelling lots, no parking area or driveway shall be located within five feet of any property line except as required for normal ingress and egress.
7. Chapter 150, Zoning, Section §150-182.B, shall be deleted in its entirety, and replaced to read:
- No fence or wall, excluding a retaining wall as permitted by this chapter, shall be installed within the required front yard setback, which shall include any area of overlap with a side or rear yard setback, on any property in any zoning district, provided, however, that (1) decorative walls or fences of any style not exceeding 30 inches in height, and (2) fencing that is of an open style – including post-and-rail fencing, horse fencing, aluminum fencing, and similar – and not exceeding 48 inches in height, shall be permitted in the front yard setback in any residential district.
8. Chapter 150, Zoning, Article XXIV General Regulations, shall be amended to include §150-205, Hours of Construction.
- Unless otherwise approved by the Township, the permitted hours of construction activities at any property shall be Monday to Saturday, from 7:00am to 7:00pm.

SECTION II

1. In the event that any section, subsection or portion of this Ordinance shall be declared by any competent court to be invalid for any reason, such decision shall not be deemed to affect the validity of any other section, subsection or portion of this Ordinance. The invalidity of section, clause, sentence, or provision of this Ordinance shall not affect the validity of any other part of this Ordinance, which can be given effect without such invalid part or parts. It is hereby declared to be the intention of the Township that this Ordinance would have been adopted had such invalid section, clause, sentence, or provision not been included therein.
2. To the extent this Ordinance is inconsistent with the Code of Worcester Township, the provisions of this Ordinance shall take precedence. All Ordinances or parts of Ordinances in conflict herewith are hereby repealed.
3. The failure of the Township to enforce any provision of this ordinance shall not constitute a waiver by the Township of its rights of future enforcement hereunder.
4. This Ordinance shall become effective immediately upon enactment.

ENACTED AND ORDAINED by the Supervisors of the Township of Worcester, Montgomery County, Pennsylvania on this 15th day of June, 2022.

FOR WORCESTER TOWNSHIP

By: _____
Richard DeLello, Chair
Board of Supervisors

Attest: _____
Tommy Ryan, Secretary

**MONTGOMERY COUNTY
BOARD OF COMMISSIONERS**

VALERIE A. ARKOOSH, MD, MPH, CHAIR
KENNETH E. LAWRENCE, JR., VICE CHAIR
JOSEPH C. GALE, COMMISSIONER



**MONTGOMERY COUNTY
PLANNING COMMISSION**

MONTGOMERY COUNTY COURTHOUSE • PO Box 311
NORRISTOWN, PA 19404-0311
610-278-3722
FAX: 610-278-3941 • TDD: 610-631-1211
WWW.MONTCOPA.ORG

SCOTT FRANCE, AICP
EXECUTIVE DIRECTOR

April 21, 2022

Mr. Tommy Ryan, Manager
Worcester Township
1721 Valley Forge Road—Box 767
Worcester, Pennsylvania 19490

Re: MCPC #22-0086-001
Plan Name: Cleanup Ordinance
Worcester Township

Dear Mr. Ryan:

We have reviewed the above-referenced zoning text amendment in accordance with Sections 609 of Act 247, "The Pennsylvania Municipalities Planning Code," as you requested on March 30, 2022. We forward this letter as a report of our review and recommendations.

BACKGROUND

This zoning ordinance text amendment proposes several small changes to three sections of the zoning ordinance. The first amendment relates to the definition of 'Family,' specifically to the section which permits, by special exception, the creation of two nonprofit housekeeping units, which will have the effect of limiting the creation of such housekeeping units to the same structure. The second and third amendments relate to, respectively, the clarifying of fence and wall heights in the front yard and the permitted hours of construction activity.

RECOMMENDATION

The Montgomery County Planning Commission (MCPC) generally supports the township's proposed zoning text amendment; however, in the course of our review we have identified issues which the township may wish to consider prior to final adoption. Our comments are as follows:

REVIEW COMMENTS

A. DEFINITION OF FAMILY

1. Accessory Dwelling Units. The amendment to Subsection B of the zoning ordinance's definition of the word 'Family' will impact the available living arrangements available to residents. The second of two housekeeping units permitted to live on the same property is



commonly called an “in-law suite”, a ‘granny flat’ or an accessory dwelling unit (ADU), which is a smaller dwelling unit located on the property which can supply additional and affordable living accommodations, especially to older adults desiring independence while living closer to family. However, the addition of the words “in the same structure” to this definition effectively prohibits the usage of these types of units in *detached* structures separate from the main house, such as a detached garage, barn or small cottage, which may ultimately reduce the availability of ADUs in the Township.

The Township may also wish to consider permitting other possible living arrangements permitted in Subsection B that may benefit from living in ADUs: currently only a single person, who must be over the age of 60, can reside in such a unit. An older married couple, for instance, would not be able to utilize this living option.

2. Conformance with FHAA. The definition of ‘Family’ in a zoning ordinance can impact the permissible living arrangements in households across the township. Municipalities are permitted to maintain such definitions, provided they are compliant with the federal Fair Housing Amendments Act and do not unduly restrict or prohibit certain housing accommodations. Pursuant to this, we generally recommend the township review its entire definition of ‘Family’ to ensure that it is compliant with federal law.

CONCLUSION

We wish to reiterate that while MCPC generally supports the township’s proposed zoning ordinance text amendment, we believe that our suggested revisions should be addressed prior to final adoption.

Please note that the review comments and recommendations contained in this report are advisory to the municipality and final disposition for the approval of any proposed amendments will be made by the municipality.

Should the governing body adopt these proposed zoning ordinance text amendments, Section 609 of the Municipalities Planning Code requires that we be sent an official copy within 30 days.

Sincerely,



Brian J. Olszak, Senior Planner
bolszak@montcopa.org - 610-278-3737

c: Stacey Crandell, Asst. Township Manager



Transportation & Mobility

How to get around quickly, efficiently, and safely

POLICY STATEMENT

Worcester will ensure that a diverse, safe, sustainable, and efficient transportation system is maintained for motorists and nonmotorists alike.

GOALS



Assure that a diversity of modes of transportation are provided to improve connectivity throughout the township.



Encourage the use of alternatives to motor vehicles.



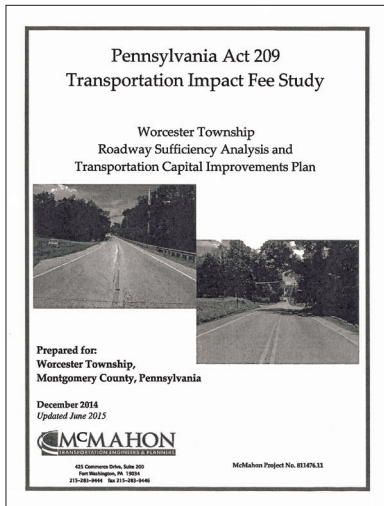
Reduce traffic congestion.



Improve traffic safety for both motorists and nonmotorists.



Provide a comprehensive network of trails throughout the township and connect to regional trails.



The township's Act 209 Transportation Impact Fee Study (Act 209 Study) is considered to be the governing document regarding transportation improvements (e.g., widening and other major traffic capacity-improving projects). This chapter supplements the Act 209 Study plan and provides additional improvement recommendations for transportation planning subjects that Act 209 Studies do not typically cover:

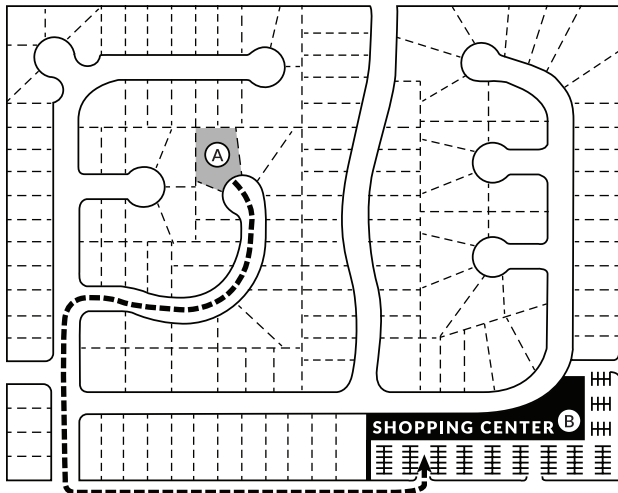
Planning for transportation and mobility is not simply about “getting from Point A to Point B.” In fact, this very thinking has, over time, too frequently created communities where the overriding consideration is how to get as many cars through town as quickly as possible. Communities, however, must make sure the transportation system works for *all*, for people of all ages and abilities.

Driving is, and will be, the dominant mode of transportation of residents in the township for the foreseeable future. However, traffic congestion is a perennial problem that almost all communities face at one time or another, and Worcester is no different. Reducing the impact of the automobile on the community will take a multifaceted, multigenerational approach, impacting both design and behavior. This chapter focuses on potential solutions to perceived issues related to existing conditions; for additional information on existing conditions, please refer to Chapter 2, Worcester Past and Present.

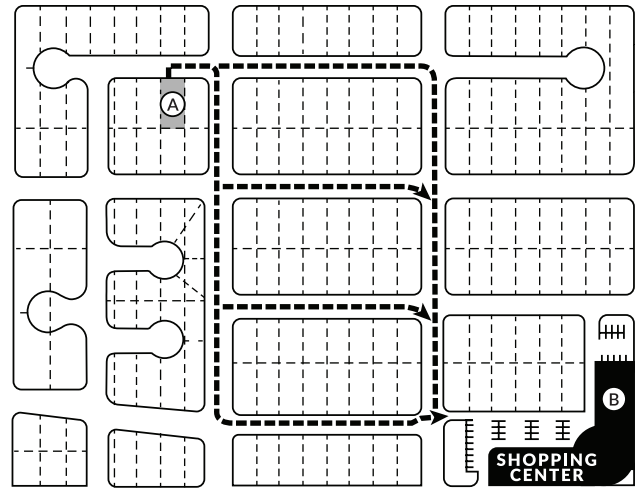
Context Matters

How a street functions—how fast traffic goes, how useful and easy it is to use by multiple people using multiple modes—is determined by where it is in the context of the community. The context of a street involves the *kind of development* abutting the street: building design, site layout, and the land use all contribute to the context. The context determines what kind of street is most appropriate. No one would doubt the reasoning behind separating I-476, both visually and physically, from the rest of Worcester: fast, regional traffic with heavy tractor trailers does not mix well with quiet residential neighborhoods. Likewise, overbuilding facilities on a farm road would make just as little sense. Roadways offer a first impression for incoming visitors to a community: the narrow, gently curving roadways with old growth trees, wildflowers, stone walls, and other scenic natural or agricultural views hugging the roadway truly define small town, rural living.

When determining the character and design of streets, we must also consider the intended purpose of the street, and how it functions as a part of the whole community and regional network. On the next page are two examples of what a typical community street network, including in Worcester, can look like. Picture 1 is the conventional suburban model of a hierarchical street network: many local, residential roads empty out onto a small number of major roads, traffic only has a few routes to use to get to a major destination, and ultimately represents a network with relatively low connectivity but which limits traffic in residential areas. Picture 2, on the other hand, resembles historic street patterns found in older communities; notice that there are several routes one can take to their destination thereby keeping trips efficient by allowing a driver to choose an alternate route based on current traffic conditions, but which disperses traffic throughout the street network. Connectivity and availability of routes, as well as the character of our streets, can have a great impact upon the community character: we must make certain our streets serve the purposes of the community, not the other way around.



Picture 1

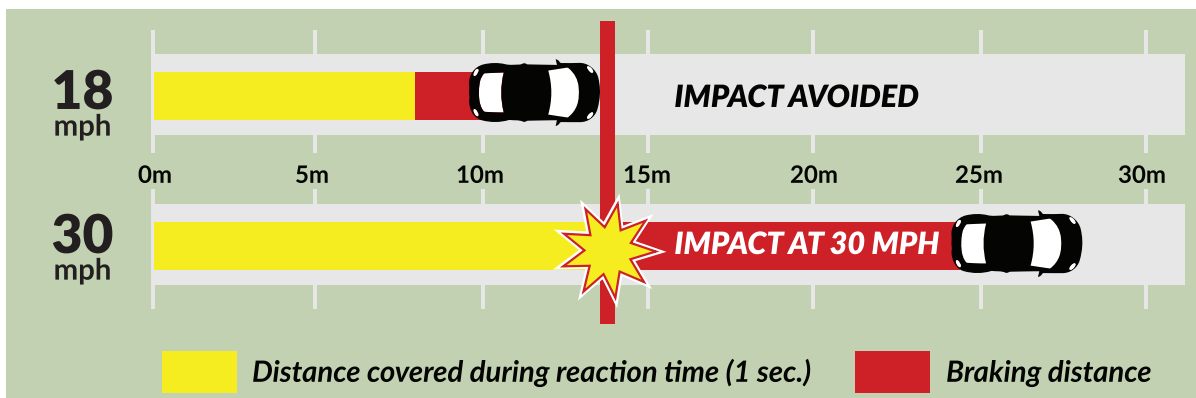


Picture 2

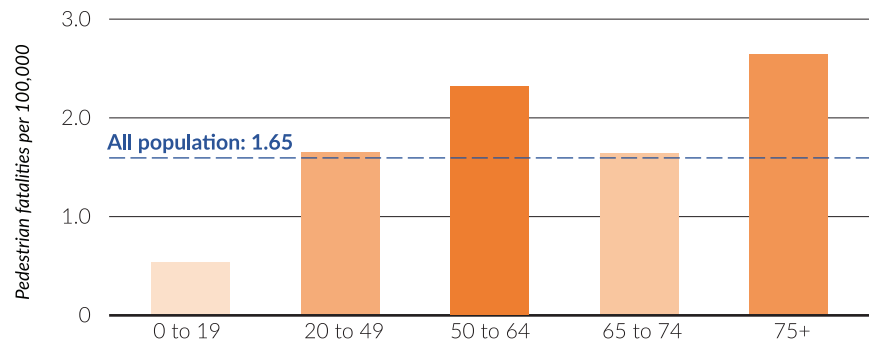
Speed and the Design of Streets

Contrary to popular belief, the posted speed limit of a street is *not* the primary determining factor of a car's speed. It is in fact the *design* of the street, the physical geometry and capacity of a street, which has the greatest impact on the speed of cars.

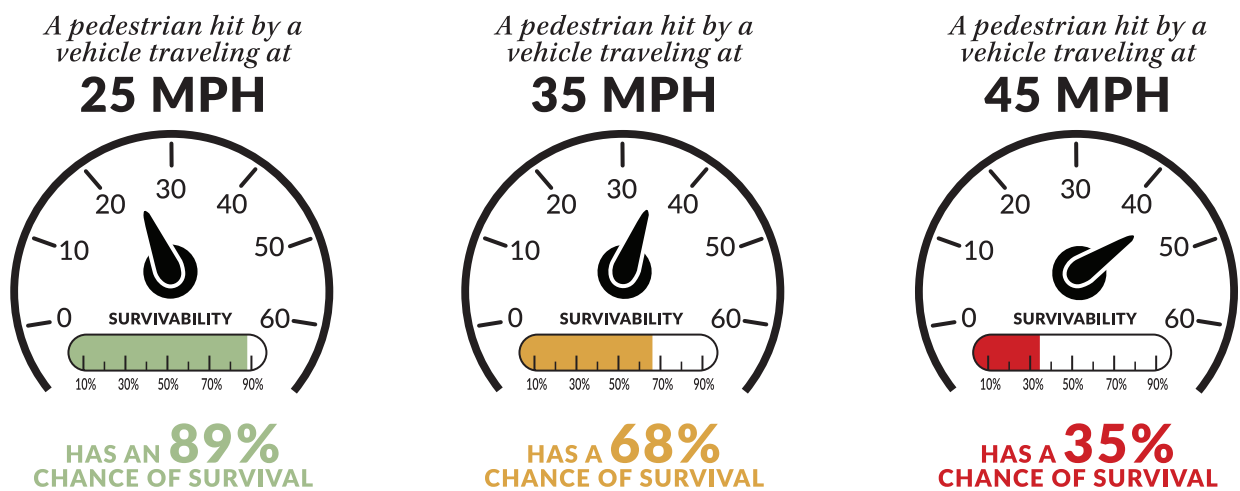
Speed is a predictable, yet unfortunate, indicator of how serious an accident can be. Cars driving more slowly not only have a better chance of avoiding impacts, but impacts which do occur tend to be much less fatal, particularly with pedestrian-involved accidents. A vehicle driving under 20 mph is able to stop in about half the distance of a vehicle driving 30 mph, cutting about 40 feet of braking distance during which a crash can occur (given an average reaction time of one second). Vehicle speed also has a direct and demonstrable relationship to pedestrian mortality, which increases drastically as vehicles speeds are increased: a pedestrian struck at 25 mph has about a 9 in 10 chance of survival as opposed to a pedestrian struck at 45 mph with just over a 1 in 3 chance of survival. Nationally, older adults are overrepresented in pedestrian fatalities from driver accidents, meaning that more older adults suffer from such accidents than any other age group; even more unfortunate is that this trend has worsened nationwide from 10 years ago.



PEDESTRIAN FATALITIES PER 100,000 PEOPLE BY AGE (2010-2019)



Source: Smart Growth America, *Dangerous by Design*, 2021.



SOURCE: TEFFT, B.C. (2011). IMPACT SPEED AND A PEDESTRIAN'S RISK OF SEVERE INJURY OR DEATH, AAA FOUNDATION FOR TRAFFIC SAFETY.

While drivers are certainly to blame, street design is undoubtedly involved as well. The wider the travel lane, the gentler the street curvature, and the more uninterrupted the route, the more comfortable a driver will be driving at higher speeds. One need only to ride an expressway to see this effect in action: the wide lanes and gentle curves are intentionally forgiving of “driver error” at high speeds, which helps to reduce the likelihood of crashes. However, the same logic should not be extended to other streets in the community. The picture on the next page shows two low-volume residential streets which nominally are meant to have the same speed limit, but look quite different. The difference between these two streets represents the key importance of **road side friction**, and how this concept is key to slowing down vehicles and maintaining safe neighborhoods.



Both are 25mph zones, but only one of them is designed like it.



The road in the bottom of these two pictures is narrower and has more “road side friction” with trees close to the street; its design more effectively contributes to lower speeds.

Road Side Friction:

The apparent or perceived visual impact of activities or objects occurring along the side of a road as perceived by a driver. Parked cars, street trees, pedestrians, cyclists, medians, and the edge of the street itself, among other things, either narrow the actual roadway or narrow the visual field of drivers, which have the effect of increasing driver awareness and caution.

Complete Streets

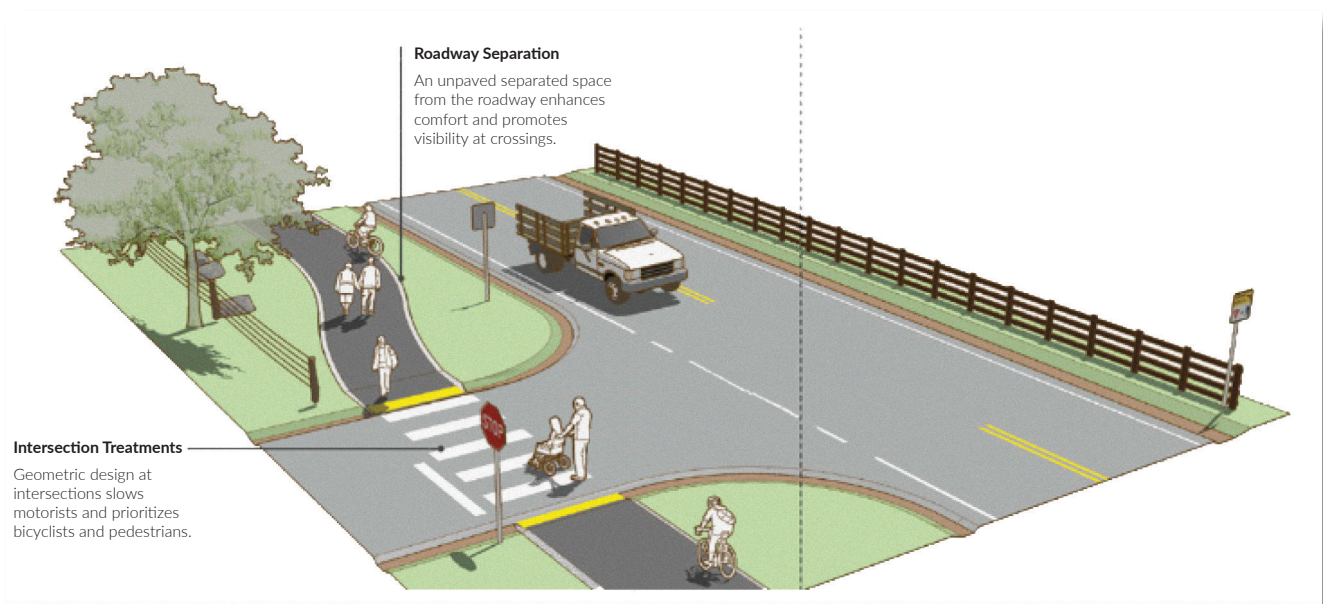
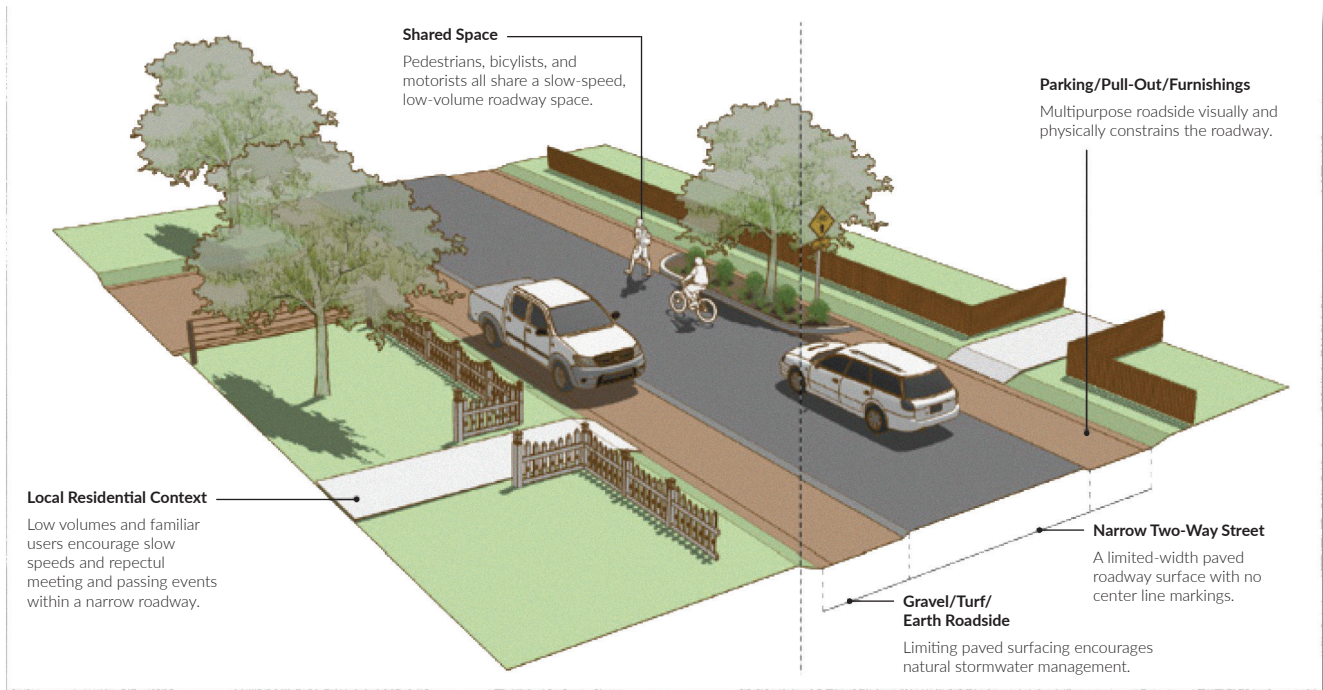
A key strategy in tempering the overemphasis on motor vehicles, and ensuring the safety of all users of the transportation system, is the idea of Complete Streets. The “complete” part of this concept refers to how we should consider all modes of transportation when designing streets, and so a street is more complete when it involves other modes, such as pedestrians, cyclists, and more. Implementing Complete Streets can take many forms, and particular improvements often depend upon the particular context, neighborhood, and street type in question, but they can be most successful when they are created through the implementation of a **Complete Streets Policy**. Such a policy is a decision-making tool which helps guide a jurisdiction on when and what kind of multimodal considerations take place during routine road projects, and whether there are any exceptions. The following two examples of Complete Streets projects may be particularly suited to Worcester’s rural character.

Montgomery County, Pennsylvania
Complete Streets Policy
Funding for this policy was provided by the Pennsylvania Department of Health through the State Physical Activity and Nutrition Grant and Preventive Health and Health Services Block Grant from the Centers for Disease Control and Prevention.

1.0 VISION
 Complete Streets are defined by this policy as enabling safe access for all users. Montgomery County, Pennsylvania, will develop and maintain safe, accessible county-owned roads and facilities that support all users. The Complete Streets policy will guide decision-making during the planning and design of capital improvement projects for roads and other county-owned facilities, as well as for projects and initiatives of the county's partners and other relevant stakeholders.

2.0 PRINCIPLES

- 2.1 Serve all users and modes**
 The Complete Streets policy will promote safe, accessible, and integrated transportation options that balance the needs of all users and modes, including but not limited to pedestrians, bicyclists, transit riders, motorists (including motorcycle, light trucks, emergency personnel, and agricultural vehicle operators).
- 2.2 Utilize context sensitive approaches**
 The Complete Streets policy will address the safety of all users while considering projects' physical setting as well as scenic, aesthetic, and historic concerns, and universal design principles.
- 2.3 Promote sound environmental design**
 The Complete Streets policy will promote best management practices of stormwater management, environmental design, and placemaking. It will incorporate environmental mitigation features where practicable when implementing Complete Streets designs.
- 2.4 Apply to all phases of a project, particularly during planning and design**
 Complete Streets designs shall be considered during the planning and design phases of county-led school, highway, and sidewalk projects, to the greatest extent practicable. County representatives shall meet regularly with Complete Streets design elements in cooperation with local and regional projects during discussions.



SOURCE: *SMALL TOWN AND RURAL MULTIMODAL NETWORKS*, US DOT FEDERAL HIGHWAY ADMINISTRATION.

Traffic Calming

By investing in substantial improvements to major roadways, impacts of traffic to neighborhood roads can be reduced and minimized. More motorists will opt to cut through neighborhoods and back roads to avoid traffic and difficult intersections when major roads and intersections are not routinely improved with additional capacity, signal upgrades, or turning lanes. By making traffic improvements, motorists will be less likely to go off the main roadways.

Dangers of traffic on neighborhood streets, as well as major roads, can additionally be reduced through traffic calming. Traffic calming is the practice of altering the design of a roadway to reduce speeds and provides safer conditions for motorists, pedestrians, and bicyclists. Many of the practices involve the strategic constricting of travel lanes in different ways to lower vehicle speeds and incentivize more responsible driving, as well as support safer facilities for nonmotorized modes of transportation such as walking and bicycling. The size and character of the road determine which practices may best be suited for it, and there could be several streets in the township which might benefit from traffic calming practices. Four common practices are illustrated below,



Curb bumpout with Shortened Pedestrian Crossing Distance
Source: Hillary Orr via FHWA.

- ◆ **curb bumpouts** at intersections, or **pinchpoints** along mid-block street segments, can reduce the crossing distance for pedestrians and constrict the roadway, acting as roadside friction to slow cars;



Pedestrian refuge island



Roundabout

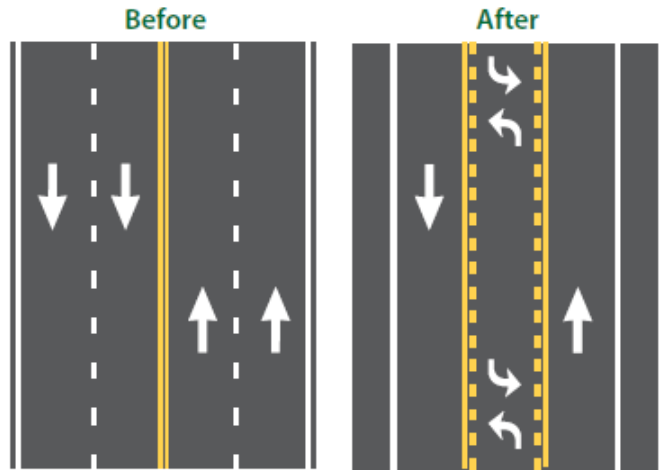
SOURCE: FWHA.

- ◆ **pedestrian refuge islands**, which provide relief for pedestrians crossing a street, enables a crossing pedestrian to only look one way at a time before crossing each of the two lanes, and also provides roadside friction to slow cars;
- ◆ **road diets**, which reduce the number of existing travel lanes on a road and can be done a number of ways, the most common of which is the reduction of four lanes to two (with a center turning lane and shoulders/bike lanes); and
- ◆ **roundabouts** on low-volume streets can slow oncoming cars and constrict the roadway; pedestrian crossings are also frequently shorter.

Standards for Street Design

In furthering the goals of both traffic calming and accommodations for multimodal transportation options, the township may also wish to reconsider street design standards it currently maintains in its subdivision and land development ordinance (SALDO). While emergency response

units with vehicles such as firetrucks and ambulances may suggest less restrictive standards than the ones mentioned below, many communities have

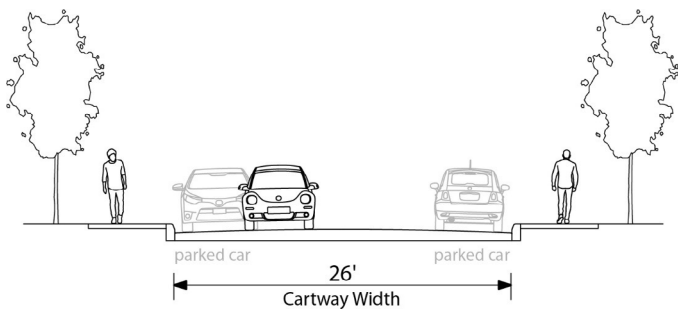


SOURCE: KINDER INSTITUTE FOR URBAN RESEARCH, RICE UNIVERSITY.

successfully worked with their emergency management services to field-test these standards with their present equipment.

STREET WIDTHS

Overall street widths should respond to the *context* of the street. On a typical interior subdivision street, there may be little need to require



Example of a yield street

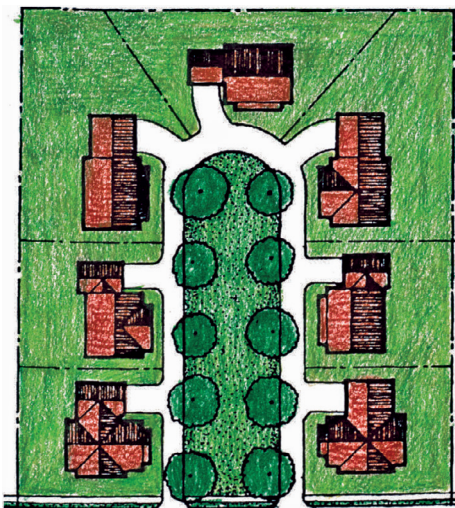
paved cartways larger than 18-20 feet, especially when on-street parking will be rare or nonexistent. The reduction in unnecessary paving overall can contribute to lower long-term maintenance costs. Streets of such a width may also be appropriate when used as “yield streets”—low-volume roads which may accommodate multiple types of users while parked cars or traffic-calming structures induce incoming cars to yield to each other.

STREET CURVES

As noted above, the softer the curve, the greater the speed. Centerline radii of 90 to 165 feet tend to be most appropriate for design speeds of 25 miles per hour and below on local streets and minor collector roads. Nonetheless, radii closer to 90 feet may be preferable.

CUL-DE-SAC OPTIONS

While cul-de-sacs are popular and valuable streets on which to situate housing, they can unfortunately reduce connectivity between neighborhoods. One option can be to support or require cul-de-sacs to provide pedestrian connections beyond the cul-de-sac to another development or street. An alternative to the cul-de-sac is the “court” or “close” (a Scottish term), pictured at left, which is a one-way, narrow loop street at the end of a full street upon which houses front. Located at the center of the loop street is a landscaped green, which can double as a stormwater infiltration feature or recreational amenity.



SOURCE: RANDALL ARENDT, RURAL BY DESIGN.

Proposed Projects

In addition to certain policy changes the township may wish to consider, several important improvement projects are included below, which the township would like to implement, which are shown on the map on page 59:

STREET PROJECT PROPOSALS

1. Video Detection, Dilemma Zone Radar Detection, Emergency Preemption, Controller Cabinet, Battery Back-Up, Full Modernization at Township Line Road & Whitehall Road.
2. Video Detection, Dilemma Zone Radar Detection, Controller Cabinet, Battery Back-Up, GPS Time Clock at Morris Road & Ford Electronics Access Drive.
3. Video Detection, Dilemma Zone Radar Detection, Controller Cabinet, Battery Back-Up, GPS Time Clock at Morris Road & Berks Road.
4. Video Detection, Dilemma Zone Radar Detection at Skippack Pike & Bethel Road/Whitehall Road.
5. Video Detection, Dilemma Zone Radar Detection, Controller Cabinet, Battery Back-Up at Germantown Pike & East Mount Kirk Avenue.
6. Video Detection, Dilemma Zone Radar Detection, Controller Cabinet, Battery Back-Up at Skippack Pike & Berks Road.
7. Video Detection, Dilemma Zone Radar Detection at Skippack Pike & Bustard Road.

Projects 1-7 are all signal upgrades for an adaptive traffic system to help more effectively move traffic through the township.

8. Valley Forge Corridor Project – Route 363 between intersection between Woodlyn Avenue, Township Line Road, & Stump Hall Road- Construction costs estimated to be \$10-\$15 million. Currently under design.

This project is currently underway with a multimodal grant for design and engineering work. Improvements include:

- ♦ *widening this portion of Valley Forge Road to create a center-turn lane;*
 - ♦ *creating left-turn lanes onto Township Line Road and Stump Hall Road;*
 - ♦ *installing a new traffic signal at Woodlyn Avenue, and creating a left-turn lane onto Woodlyn Avenue;*
 - ♦ *creating separate right- and left-turn lanes exiting Woodlyn Avenue; and,*
 - ♦ *upgrading the existing traffic signals at Water Street Road and Township Line Road/Stump Hall Road.*
9. Radar Speed Display Signs at Germantown Pike & Kriebel Mill Road Methacton School Zone Flasher. *School District would install; township would assume maintenance. Project would require County Highway Occupancy Permit.*

DEFINITIONS

Dilemma Zone Radar Detection: *A radar system at high-speed intersections which detects vehicles in the “dilemma zone”—the area approaching intersections where, during the onset of a yellow light, some drivers may decide to proceed and some may decide to stop. This disagreement among drivers can lead to rear-end crashes and/or right-angle crashes. The radar system detects the presence of vehicles here and adjusts the phase as necessary to minimize such occurrences.*

Emergency Preemption: *When a traffic signal senses an emergency vehicle approaching an intersection, the signal changes to stop conflicting traffic, thereby enabling the emergency vehicle to pass safely.*

Controller Cabinet: *The box attached to a traffic signal which contains the electronic controls and components for the signal's operation.*

10. Radar Speed Display Signs at Skippack Pike & Worcester Elementary School Zone Flasher. *School District would install; township would assume maintenance. Project would require PennDOT Highway Occupancy Permit.*

Both 9 and 10 are school speed signs which would have the flashing lights but also a speed detector that would display your actual speed—these would be installed by the School District and then maintained by the township.

11. Realign intersection of Bethel/Whitehall Road and Skippack Pike into 90-degree intersection.

A goal of the township is to try and align roadways whenever possible for better traffic patterns and safety.

PEDESTRIAN PROPOSALS

1. ADA Curb Ramps, Pedestrian Pushbuttons and Pedestrian countdown signal heads at Valley Forge Road & Skippack Pike. *Project could be constructed by future developer.*

Currently the property at the corner (Palmer Tract) is under review and validity challenge with the township Zoning Hearing Board but if/when land development does take place—this signal upgrade for pedestrian along with other upgrades for the roadway could be done as part of this land development.

2. Video Detection, Dilemma Zone Radar Detection, Controller Cabinet, Battery Back-Up, ADA Curb Ramps, Pedestrian Pushbuttons and Signal Heads at Germantown Pike & Kriebel Mill Road.

Modernization of all signals is needed for an adaptive traffic system.

TRAIL PROPOSALS

1. Trail Connection from Defford Park Trail Extension to Peter Wentz Farmhouse

Currently, there is a trail that connects Defford Park to the shopping centers behind it which is one portion of this future trail connection and was put in as part of a Montco 2040 grant. The other portion would need to go along Skippack Pike and along Shearer Road towards Peter Wentz. Some of this could be done as part of development.

2. Trail Connection from Heebner Park to Defford Park.

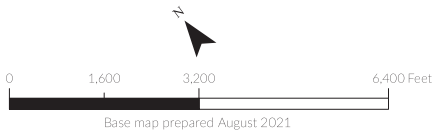
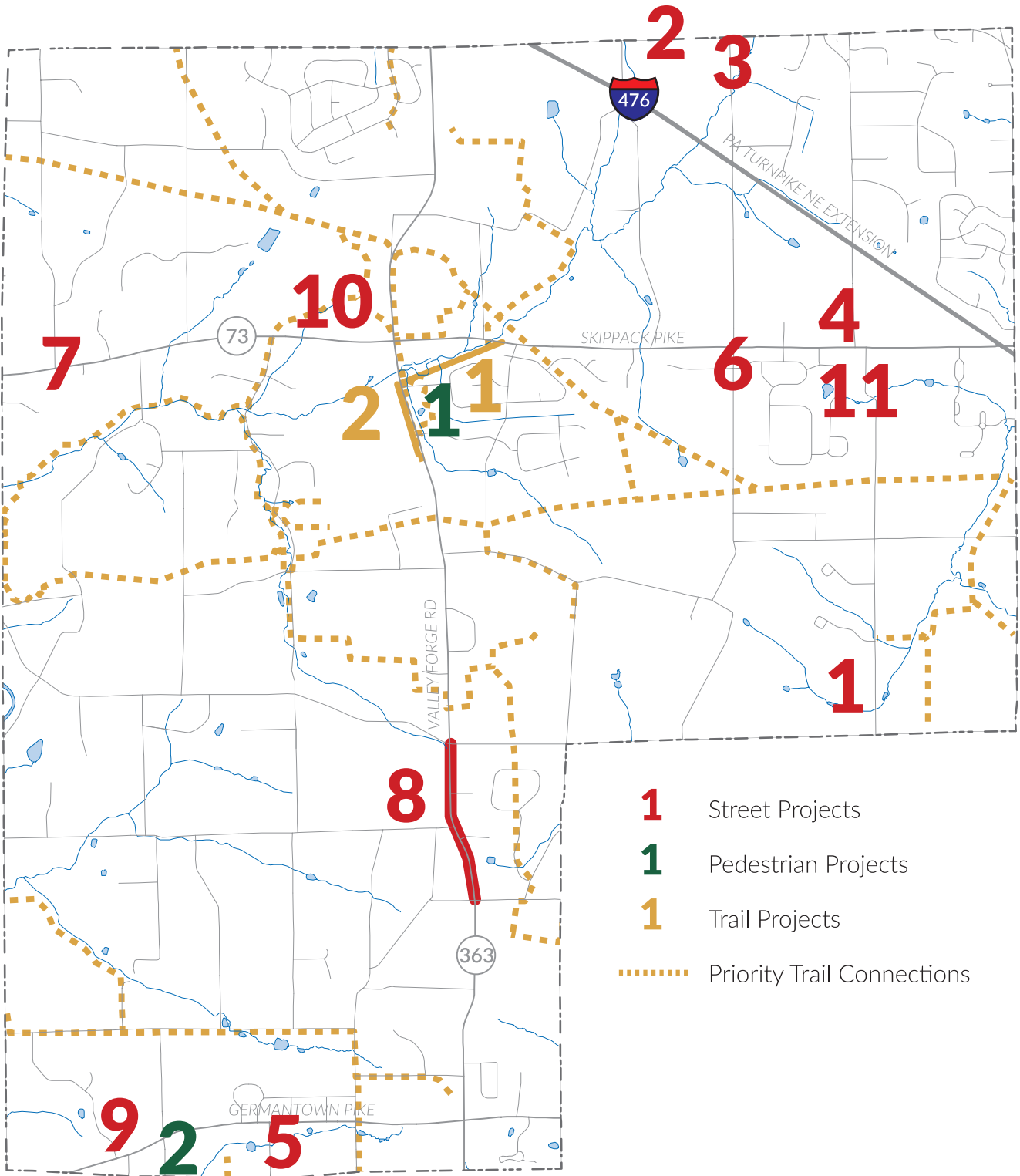
This is a future plan depending upon future land acquisitions and developments.

3. Priority Trail Connections as indicated in *Worcester Community Greenways Plan.*

- ◆ *Heebner Park to Evansburg State Park*
- ◆ *Zacharias Creek to Worcester Elementary School*
- ◆ *Merrymead Farm to Heebner Park*

WORCESTER TRANSPORTATION PROJECTS

SOURCE: WORCESTER TOWNSHIP



RECOMMENDATIONS

1

Assure that a diversity of modes of transportation are provided to improve connectivity throughout township

- a Create Township Complete Streets Policy. *The Policy acts as a decision making tool, the process for which is triggered every time a new road is built or an existing road is proposed for improvement or reconstruction. If support exists, the township can adopt provisions in the subdivision regulations.*

- b Support the integration of best practices in land developments regarding street design and the provision of trails and sidewalks, when appropriate.

2

Encourage the use of alternatives to motor vehicles

- a Support programs like "Safe Routes to School," childhood health initiatives, Bike Rodeos, and other initiatives that encourage physical activity in public places like walking, running, and biking.

3

Reduce traffic congestion

- a Implement road improvement projects as indicated in this plan and in Act 209 Capital Improvements Plan. *Road and major intersection improvements can consider placemaking projects, such as those those mentioned in the Community Character chapter of the plan, right from the start of project planning. Elements such as "Gateway" treatments, which can contribute to local an regional identity, can be easily integrated if planned from the beginning.*

- b Begin process of preparing for 2023 update to Act 209 Study.

- c Reduce travel demand by focusing on nonmotorized transportation options.

- d Partner with Greater Valley Force TMA and/or Partnership TMA to implement travel demand management.

4

Improve traffic safety for both motorists and nonmotorists

- a Consider changes to street design standards, including those within the SALDO, to align with recommendations in this plan.

- b Create a Township Traffic Calming Policy. *Such a policy can be a decision-making tool for neighborhoods within Worcester desiring traffic calming measures, if certain speed, design or community support criteria are met.*

5

Provide a comprehensive network of trails throughout township and connect to regional trails

- a Complete trail projects as listed in this plan, as well as those indicated in Worcester Community Greenways Plan. Update Greenways Plan to account for restrictions to PECO rights-of-way.

- b Support the completion of the Regional Trails which are proposed within and around the township. *Upper Gwynedd Township is actively pursuing the completion of both the Power Line Trail, as well as the Liberty Bell Trail, two major regional trails identified in the County Comprehensive Plan as being of vital importance for regional trail connectivity. These trails can be pursued by the township alone or in partnership with other jurisdictions or agencies, or simply supported in more nontangible ways.*



Community Character

Envisioning a community with small-town, rural character and a unique identity

POLICY STATEMENT

Worcester will support the provision of a range of high-quality housing and neighborhoods with appropriate and desirable amenities to support existing and future residents' needs in line with Worcester's community character and sense of place.

GOALS



Encourage new and existing housing and amenities which are compatible with the traditional and rural character of the township.



Provide a range of housing, densities and opportunities for enhanced amenities and neighborhood design, and ensure a mix of housing, densities and land uses as required by law.



Support "aging in place" principles and other means by which older adults can secure or maintain appropriate housing in the township.

One of the most frequently-cited reasons residents like living in Worcester is for the "rural character" of the township. Since Worcester is overwhelmingly residential in nature, the community character of the township will likely continue to be determined by housing and neighborhood development. What kind of housing does Worcester need to achieve its goals? How do we attract a diverse set of residents who can keep Worcester strong and desirable? How do we maintain and boost Worcester's rural character while anticipating the future? Targeted policies and improvements both inside and outside residential areas will be needed to assure that the community retains its character while providing necessary adaptations for the future. Throughout this

chapter we will explore how placemaking, diverse and attainable housing choices, and neighborhood planning can enhance the existing community while maintaining a cohesive sense of place. For examples of Worcester’s built environment, refer back to the Sense of Place chapter.

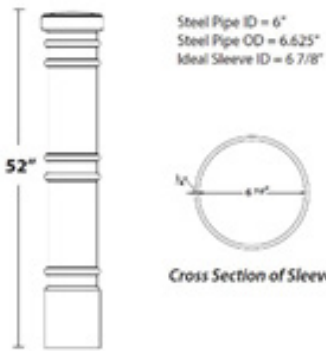
Placemaking and Context of the Landscape

While discussion of preserving the *existing* rare and unique features of the township is the work of other chapters of this Plan, part of the work of this chapter is to imagine how the township will maintain a sense of place as Worcester grows and evolves. However, if a deliberate effort is not made to create a community that looks and feels unique, we may end up looking like every other suburb. Incorporating unique or themed elements into the design of Worcester’s public spaces, neighborhoods, buildings and signage will help the township shine brighter than its neighbors.

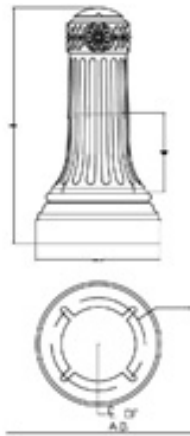
Placemaking efforts can start by developing a unique and special idea that represents the history and culture of Worcester. The township can then work to express that idea or brand through the built environment through specific public realm improvements, design guidelines for land developments, event programming, graphic design, and wayfinding signage, among other things.

Specific placemaking projects can include:

- ◆ Activate vacant or underutilized spaces, especially in highly visible areas, with park-like improvements including beautification through landscaping, street furniture, and enhanced pedestrian lighting on public property.
- ◆ Creating design guidelines for high-profile improvements to be used on projects which reflect impressive visual and historic designs (**see examples below and on the next page**).
- ◆ Adopt and install gateway signage and a wayfinding program, directing visitors to important destinations. The township has already installed new signage at its parks and facilities. (**see example on the next page**).



Source: Idealshield.



Source: Spring City Electrical Manufacturing Company.

EXAMPLES OF TRASH RECEPTACLE & BOLLARD SPECIFICATIONS

Source: Borough of Schwenksville



PSO-4 Trash Receptacle, by Victor Stanley.
Source: Victor Stanley.

Trash and Recycling Receptacles

MAIN STREET ZONE:

Item Specified: Protone Collection Litter Receptacle (Model PSA-32) by Victor Stanley.

Type: Recycled solid steel bar receptacle with tapered form lid.

Size: 36-gallon, 26-3/4" diameter x 37" high.

Color/Finish: Powder coated black.

Placement: Receptacles placed as needed.

- ◆ Coordination of several community-wide events to celebrate important local events and local pride.
- ◆ Support the installation of public art and community-led improvement projects
- ◆ Even effective site design review of land developments can contribute to placemaking. Reviews by the Worcester Township Planning Commission and others can incorporate considerations for vegetative buffers and scenic view protection by giving input on building placement and street design.

EXAMPLE OF BENCH SPECIFICATIONS

Source: Borough of Schwenksville.



C-138 Bench, by Victor Stanley. Source: Victor Stanley.



CBF-138 Bench, by Victor Stanley. Source: Victor Stanley.



Existing Sierra Bench (Model 955-W6), by Ultra Site, in the Borough

Benches

MAIN STREET ZONE (OPTION 1):

Item Specified: Classic Collection Bench (Model C-138) by Victor Stanley.

Type: Cast ductile iron frame with wood or recycled plastic slat seating.

Size: 72" length.

Color/Finish: Black powder coated frame.

Placement: Benches ideally should be every 600 feet of road frontage or every 250 feet of storefronts, or as practicable.

MAIN STREET ZONE (OPTION 2):

Item Specified: Classic Collection Bench (Model CBF-138) by Victor Stanley.

Type: Cast ductile iron frame bench.

Size: 72" length.

Color/Finish: Black powder coated frame.

Placement: Outside stores, offices, Main Street Residential, and public gathering places as practicable.

RECREATION/TRAIL ZONE:

Item Specified: Sierra Bench (Model 955-W6) by UltraSite.

Size: 72" length.

Type: Die formed stainless steel frame bench.

Color/Finish: Green thermoplastic finish with powder coated frame.

Placement: Outside stores, offices, Main Street Residential, and public gathering places as practicable.

These examples may or may not reflect the design ultimately chosen—the point is to define a design approach that reflects Worcester's rural and historic character.

EXAMPLES OF WAYFINDING PROGRAM

Source: City of Alexandria, VA.



This decade will likely be the first in at least 160 years in which American households have more people

Average number of people per household



Note: Data labels are for 1790, 1850, 2010 and 2018. Average household size is not available for the years between 1790 and 1850.
Source: Pew Research Center analysis of Census historical statistics, 2010 Census SF1 data and 2018 American Community Survey.

PEW RESEARCH CENTER

Diverse and Attainable Housing Choices

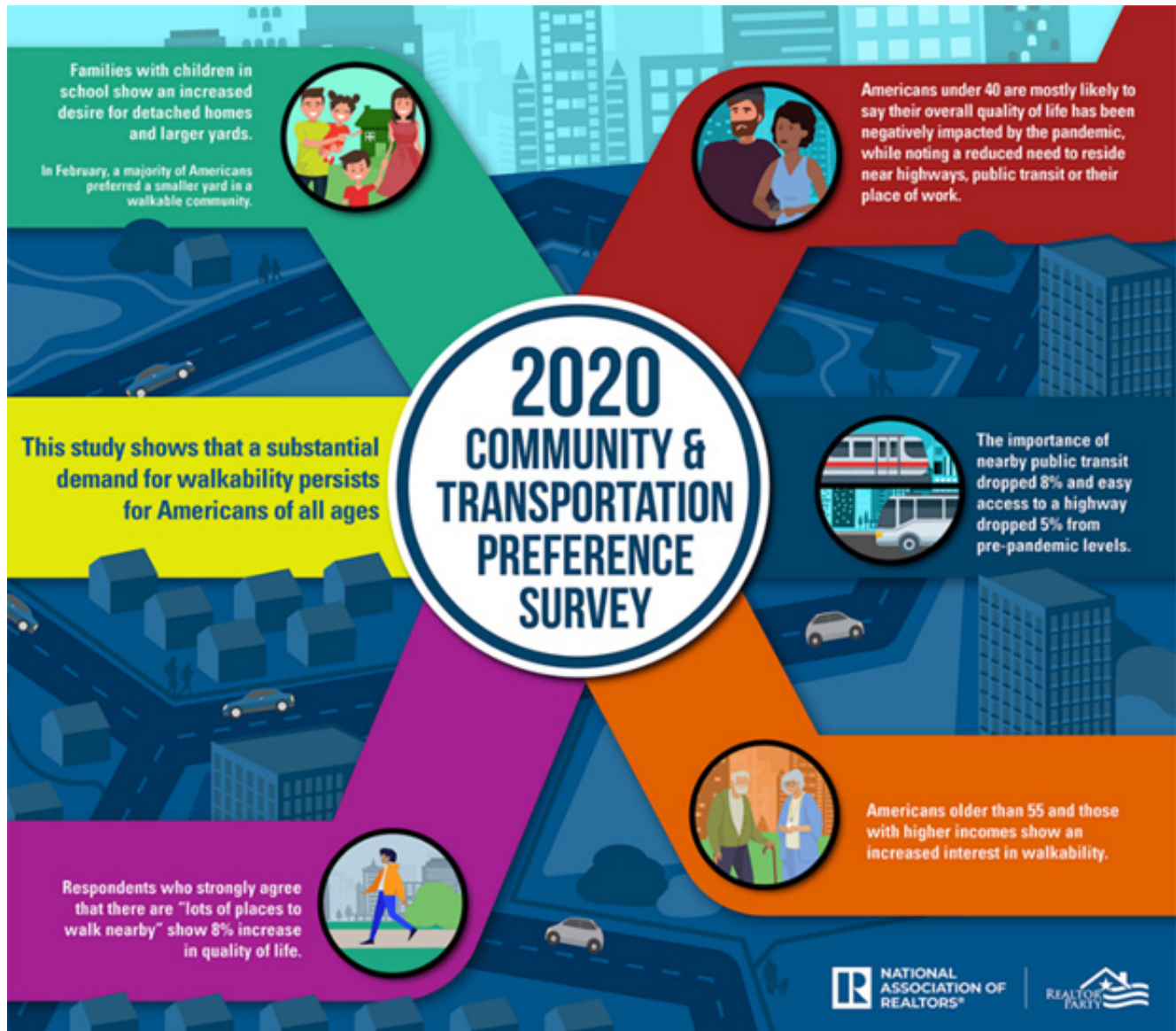
The type and inventory of available housing in the township impacts the people who can and choose to live here. It is important to maintain a diverse housing stock in order to attract and retain people of different ages, skills and abilities, and in different stages of life: this ultimately provides greater stability and resilience to the economic and tax base of the township. This means providing housing of different sizes, arrangements, price points, density, designs, and amenity structures to serve the various needs of current and future residents.

However, as we saw in **Worcester: Past & Present**, there are some hints that more can be done in Worcester to meet these needs. For instance, the number of young adults, typically those of childbearing age, has dropped significantly between 2000 and 2010: while this could be caused by many things, the current average prices of homes for sale, as well as the availability of certain housing types in the township may be suggestive of why the presence of this demographic may be diminished. Additionally, homeowner households without a mortgage in the township are burdened by the cost of their housing at greater rates than the average homeowner across the county. We can ascertain that this may be partly due to the overrepresentation of older adults in the township: older adults are more likely to have built enough equity to retire a mortgage or move into a senior living environment where mortgages are not needed. Nevertheless, it is also older adults who are more likely to be on a fixed income, who because of this may be in a more precarious situation. The availability of diverse housing choices will help residents like these stay in the township.

The National Association of Realtors tracks consumer preferences for housing, and within the last decade has seen a great increase in the amount of people, of all ages, desiring communities which are walkable, even if it means smaller yards and home footprints. While the acute stress and anxiety of pandemic lockdowns perhaps is responsible for younger adults' recent desire for larger yards and more floor space, it is undeniable that more Americans nowadays are interested in living in walkable communities, especially older adults, and that this directly contributes to a greater quality of life.

SUMMARY OF NAR'S 2020 COMMUNITY & TRANSPORTATION PREFERENCE SURVEY

Source: National Association of Realtors.



Following are examples of housing which can broaden the choices for consumers of new housing in Worcester beyond the typical single-family detached framework. In fact, all of the following options are designed and have been implemented in rural places like Worcester, can be easily adapted to our local conditions, and ultimately incorporate the many conservation and open space elements that Worcester residents prize in their community.



BUNGALOW COURTS AND POCKET NEIGHBORHOODS

Bungalow courts, also called “pocket neighborhoods,” is a housing type in which several smaller homes are clustered directly around a type of common green or courtyard space, creating a mix of semi-public and private green space for residents. Instead of typical front yards, successive layers of privacy are built into the design of the houses, which include porches and generous landscaping. While the idea of clustering homes is not new to Worcester, the clustering of homes in this case is meant to deliberately activate the common green as a place of near-daily interaction between neighbors. This housing pattern mimics other historic forms of village development and may be appropriate only in designated growth areas, such as the villages.



The smaller homes typical of bungalow courts, while less expensive than conventional new detached homes in the area, are well-appointed and can often be desirable for couples or small families. Parking is de-emphasized in this situation, which is frequently set apart from the houses in general. While the whole neighborhood has enough road frontage for site access, individual homes are not arranged to have the typical front yard/back yard relationship to a street; because of this, conventional zoning parameters such as side-yard and front-yard setbacks between individual homes in the development are less relevant to success. The application of this housing development provision usually enables clustering on smaller lots, conditioned on a number of requirements, such as:



- ◆ The amount of finished floor space is limited
- ◆ Houses are no taller than one and one-half stories
- ◆ Detached garages or parking spaces permitted only beyond the center of the development



SOURCE: ROSS CHAPIN, CITED IN RANDALL ARENDT, RURAL BY DESIGN.

SMALL TWO-TO-FOUR-UNIT HOMES

It used to be that homes containing anywhere from two to four dwelling units were built right next to and amongst single-family homes all the time. These types of units allowed individuals and families smaller, affordable homes within single-family neighborhoods. Usually no one would be the wiser, since frequently these duplexes, triplexes and “fourplexes” were designed and built specifically to blend in with single-family houses: additional entrance doors could be creatively positioned just out of sight, additional porches and parking could be sited on the sides or rear of the property and, most significant of all, the buildings themselves were not double or triple the size of a single-family home—they could have similar rooflines, window placement, building footprint and massing, and could otherwise be indistinguishable from singles.

However, through the now-ubiquitous application of single-use zoning since the 1950s and 1960s, these types of homes have all but become illegal in most suburban communities. Nevertheless, these types of homes can help provide housing needs for those who prefer smaller living spaces or proximity to neighborhood services, all while assisting the township in reaching its objectives for appropriate and fair share housing densities. Currently all buildings with two or more dwelling units are considered multifamily dwellings in the township; these are only permitted in the MR Multi-Residential District.

ACCESSORY DWELLING UNITS

Also called “in-law suites” or “granny flats,” accessory dwelling units (or ADUs) are small living units which are located on the same lot as an existing primary residence. Typically no larger than 500-600 square feet, these units function as an independent dwelling,



These plans for duplexes, offered in a catalogue from 1925, were designed to blend into a typical single-family neighborhood.



EXISTING FOURPLEX IN A RESIDENTIAL NEIGHBORHOOD

Source: MissingMiddleHousing.com



but frequently are not separately metered from the primary residence, therefore are still accessory to the larger house. This is another type of living arrangement that has become rarer these days due to the zoning codes of the 1950s and 1960s, but have recently risen again in popularity due to their usage as flexible housing for older adults who might still want to live independently but be close to a family member or friend for health needs. ADUs can also be suitable for young individuals who still want to live in the community but cannot yet afford a whole house. In more rural and suburban areas, ADUs can be built as small backyard dwellings or take the form of an addition to an existing house (with a separate entrance), but in older village areas ADUs can exist on the second floor of a detached garage. Currently the township only permits ADUs in very rare circumstances, but otherwise would require a variance.

DETACHED ADU

Source: New Avenue, Inc., www.newavenuehomes.com



ATTACHED ADU

Source: New Avenue, Inc., www.newavenuehomes.com



Aging in Place

Older adults, the fastest growing age group in the township, have specific housing needs which will need to be met. Both working and retired adults tend to reconsider their lifestyle needs as they grow older. Life events such as children moving out, retirement, or mobility limitations can induce a reassessment of whether an existing house still serves its purpose.

While the township maintains a number of options specifically designated for older adults, such as Stony Creek Farms at Worcester (a 55+ community) and Meadowood Senior Living (a Continuing Care Retirement Community), as mentioned earlier, other housing strategies will be necessary to accommodate Worcester's aging population. Aging in place—the desire to stay in your own home or community as one ages—provides a framework to address older adults housing needs which does not focus on creating more age-restricted housing. Programs and funding for home-based adaptations, like stair-lifts, entrance ramps, shower bars, and prepping a first-floor bedroom can make living easier, all at a more affordable price than buying a new house. Single-story homes like ADUs, particularly when living mere steps away from one's family in an existing primary dwelling, can maintain relative independence while accessible, occasional help is nearby. In all of these cases, residents can continue to live in the same community, either in the same house or perhaps mere blocks away from their original dwelling.

Neighborhood Planning and Enhanced Amenities

The built environment has an interesting way of impacting, both positively and negatively, the quality and value of social life in a community. We have been told that digital engagement and social media can supplement our needs to interact with other people. During the COVID-19 pandemic, we have had to rely even more, and many times entirely upon, virtual interactions with our family and friends because we have not been able to visit them, attend gatherings, or run into them at the supermarket. While our lives have improved through the wider use of digital technologies, one thing we can perhaps all agree on is the true necessity and importance of in-person social interactions to our well-being, and how much we depend on others.

The township can require or incentivize new developments which create or locate improvements which increase engagement with other people and with the environment around them. Amenities which can be more comprehensively integrated into new and existing developments include:

- ◆ Gathering spaces
- ◆ Trails, sidewalks and usable green areas
- ◆ Recreational amenities for all ages, developed through the land development process.

GATEWAY

Souderton Pocket Park



TRAILS

Fishers Park



- ◆ Interesting architecture, public art, ornamental lighting and paving,
- ◆ Places of rest and refuge, like a group of benches or small parklets
- ◆ Walkable access to neighborhood businesses or services

BENCHES: Station Circle, Narberth



PUBLIC ART: Veterans Memorial Plaza, Lower Gwynedd



RECOMMENDATIONS

1

Encourage new and existing housing and amenities which are compatible with the traditional and rural character of the township

- a Create design guidelines that residents can implement on their own properties when renovating or developing their housing. *Guidelines can be voluntary or required, depending upon the scope and intent of the standards chosen. Guidelines based on historic, vernacular architecture can be required if the township decides to create a historic preservation ordinance; Voluntary guidelines can be more flexible but still be based on historic forms and local styles. Design guidelines and ordinance could also be considered for new residential and commercial construction.*

- b Implement placemaking improvements, such as gateway and parklet improvement projects to revive and activate important but underutilized spaces. *Frequently municipal or community investment in an area can jumpstart private investment, and can easily leverage 2x-5x as much private investment. Fixing dilapidated sidewalks or providing attractive streetscape features on a block can convince nearby private property owner that the time is right to invest and develop their own property.*

- c Encourage community-led initiatives by creating a mechanism to solicit and permit interactive neighborhood projects.

2

Provide a range of housing, densities and opportunities for enhanced amenities and neighborhood design, and ensure a mix of housing, densities and land uses as required by law.

- a Implement recommendations of study commissioned for the municipal curative amendment concerning multifamily housing.

- b Routinely review potential fair share buildouts as determined by the existing zoning, and adjust zoning as appropriate.

3

Support “aging in place” principles and other means by which older adults can secure or maintain appropriate housing in the township.

- a Permit accessory dwelling units more widely in the township; consider more straight-forward permitting for ADU housing specifically for seniors.

- b Connect residents with service providers or organizations who provide aging adult services. *The township can be a clearinghouse for information, or partner with other organizations, to spread awareness or increase effectiveness of existing programs. GVFTMA, Partnership TMA and SEPTA all provide some level of service or coordination regarding senior transportation or paratransit options, for example. that the township can work with to increase access to transportation.*
