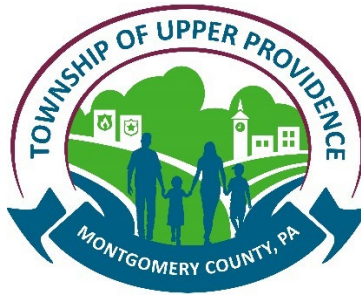


A Comprehensive Plan Update *for* **Preservation and Redevelopment**



TOWNSHIP OF UPPER PROVIDENCE

Montgomery County, Pennsylvania

2024

Adopted by Resolution #2024-37

November 18, 2024

UPPER PROVIDENCE TOWNSHIP
MONTGOMERY COUNTY, PENNSYLVANIA
RESOLUTION NO. 2024-37

**A RESOLUTION ADOPTING AN AMENDMENT TO THE UPPER PROVIDENCE
TOWNSHIP COMPREHENSIVE PLAN.**

WHEREAS, Upper Providence Township, a township of the Second Class, is organized and exists under the laws of the Commonwealth of Pennsylvania; and

WHEREAS, the Pennsylvania Municipalities Planning Code (hereinafter “MPC”), 53 P.S. §10101, *et. seq.*, provides that the Township Planning Commission shall, at the request of the Board of Supervisors, have the authority and duty to prepare a comprehensive plan, and amendments thereto, for the development of the municipality, and to present it to the Board of Supervisors for consideration; and

WHEREAS, the Board of Supervisors requested that the Planning Commission prepare an amendment to the Township’s comprehensive plan; and

WHEREAS, beginning on January 7, 2019, and continuing at numerous of its bi-monthly public meeting thereafter, the Township Planning Commission and its professional consultants discussed the components, contents and priorities of a comprehensive plan amendment, reviewed drafts thereof, made revisions thereto, and provided the public with an opportunity to offer comments and ask questions; and

WHEREAS, the result of these discussions and reviews is a document prepared by the Township Planning Commission and its professional consultants entitled “Upper Providence Comprehensive Plan Update,” which bears a final publication date of October 3, 2024 (hereinafter referred to as the “Comprehensive Plan Update”); and

WHEREAS, the Comprehensive Plan Update includes and encompasses all of the maps, charts, plans, figures, tables, appendices and text that are physically a part thereof, as well as any documents, maps, charts, studies, plans, analyses and other items that are explicitly made a part thereof by reference, even though not physically attached or affixed thereto; and

WHEREAS, the Township provided copies of the Comprehensive Plan Update to each of the surrounding municipalities, to the Spring-Ford Area School District, to Montgomery and Chester Counties, and to the Central Perkiomen Valley and Phoenixville Area regional planning commissions for their review and comment; and

WHEREAS, in accordance with MPC, the Township Planning Commission conducted a public meeting on September 18, 2024, and a second public meeting on October 3, 2024, at which meetings the Township Planning Commission discussed and reviewed the provisions of the Comprehensive Plan Update, presented the Comprehensive Plan Updated to the public and provided the public with an opportunity to offer comments and ask questions; and

WHEREAS, at its October 3, 2024, meeting, the Township Planning Commission formally and unanimously recommended that the Board of Supervisors adopt the Comprehensive Plan Update; and

WHEREAS, in accordance with MPC, the Board of Supervisors conducted a public hearing on November 18, 2024, to discuss, review and receive testimony with respect to the Comprehensive Plan Update.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of Upper Providence Township hereby adopts the Comprehensive Plan Update as the Township's comprehensive plan, based upon the Township Planning Commission's recommendation and the testimony presented at the aforementioned public hearing, in the form attached as Exhibit "A".

RESOLVED this EIGHTEENTH day of NOVEMBER, A.D., 2024.

**UPPER PROVIDENCE TOWNSHIP
BOARD OF SUPERVISORS**

ATTEST:



Timothy J. Tieperman, Secretary

By:



Kelly Forney-Stevens, Vice-Chair

**A COMPREHENSIVE PLAN
FOR PRESERVATION AND REDEVELOPMENT
OF
THE TOWNSHIP OF UPPER PROVIDENCE**
November 18, 2024
Acknowledgements

Upper Providence Board of Supervisors

Helen Calci, Chair
Kelly Stevens, Vice Chair
A. Maria Jones-Sadler
William Starling
Thomas P. Yeager
Laurie Higgins (former member)
John Pearson (former member)
Al Vagnozzi (former member)

Upper Providence Planning Commission

Tom Wright, Chair
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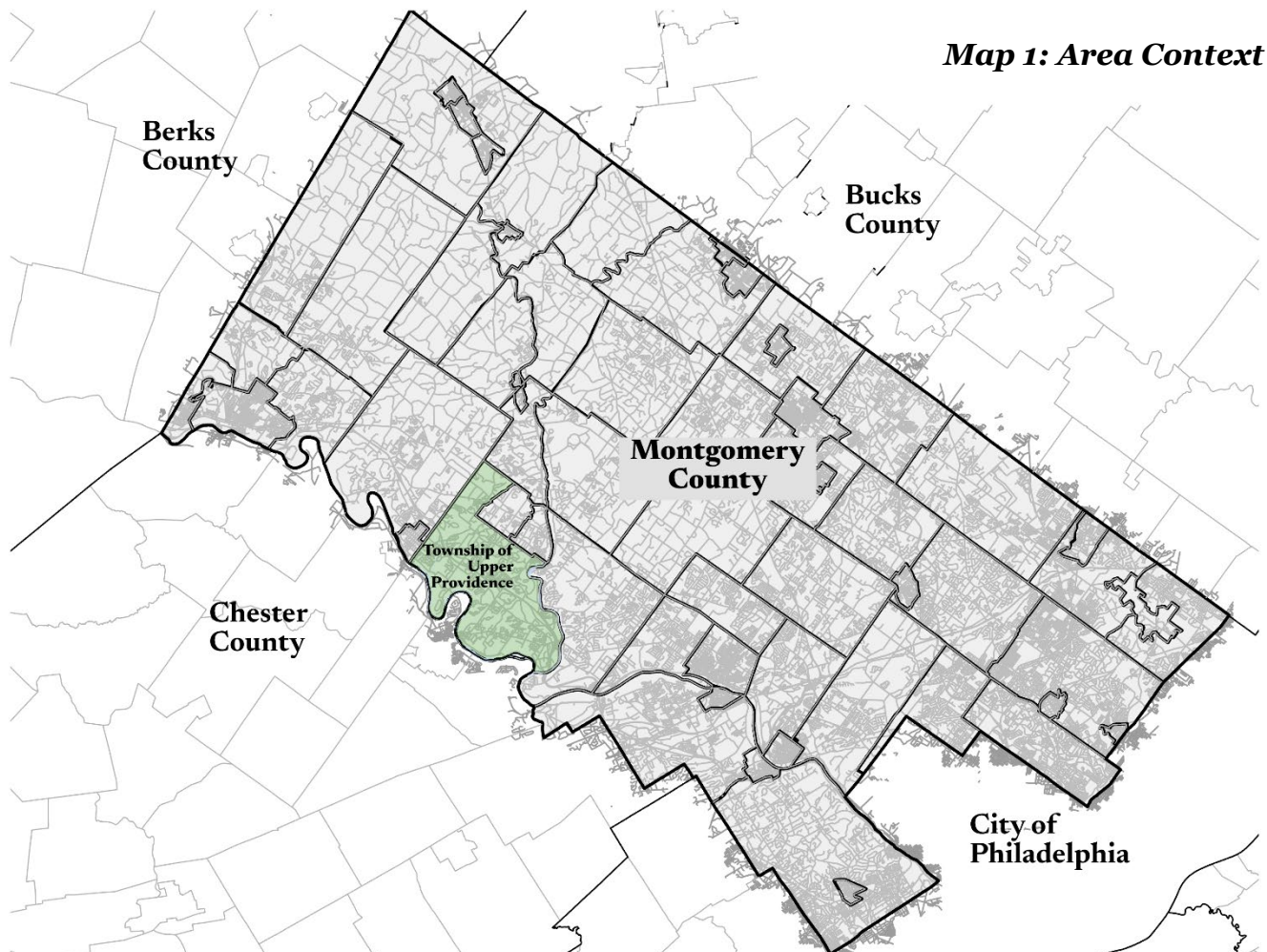
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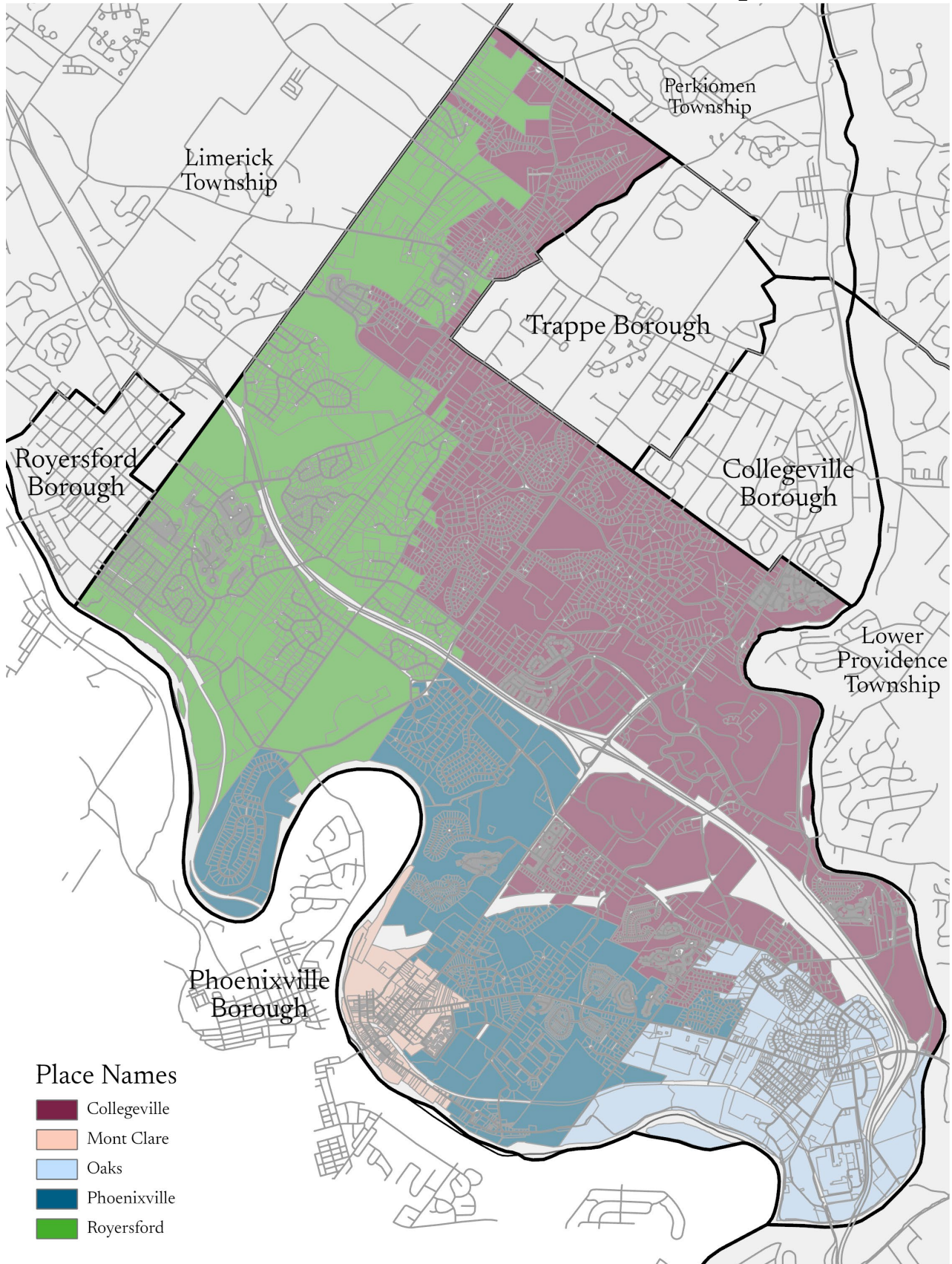
This comprehensive plan is a compilation; an assemblage of previous planning efforts, demographics of those that live here, population projections of those that may live here in the future, studying infrastructure to see if both current and future residents are adequately served, and, finally, an assessment of the current and potential future land use. The initial goal of this Plan will be to do the following: define what has driven the Township to this point, understand the forces acting on the Township at the point and time of publication, and provide a framework for moving forward.

COMMUNITY OVERVIEW

Upper Providence is situated within central Montgomery County Pennsylvania, as seen in *Map 1*, below and within the greater metropolitan area of Philadelphia. The Township is not defined as a single place, it is a collection of place names and neighborhoods, as given by adjacent municipalities, as seen on *Map 2* on the next page. The founding is due to the major waterways on the eastern and southern borders and the growth of the Township attributed to Route 422 and defined by the bisection of the Township by that highway. Those natural and man-made features create a literal and figurative confluence to the greater Philadelphia region and the whole south-eastern Pennsylvania.



Map 2: Place Names



DEMOGRAPHICS

Population Demographics

In all of Pennsylvania, Upper Providence Township was the 75th most populated municipality in 2010. By 2020 the Township ranked 72nd of the 2,568 municipalities in Pennsylvania. In Montgomery County, in 2010, Upper Providence was the 12th most populated municipality, by 2020 the Township's population increased by enough people to overtake Pottstown Borough's population, making Upper Providence the 11th highest population of Montgomery County's 62 municipalities. The growth of the Township between 2010 and 2020 can be seen in *Figure 1*.

Figure 1: Population Change

Historic Census Data	Total Population: 2020 Census	24,160
	<i>Rank within Montgomery County: 11th</i>	
	Population Change between 2010-2020	2,941
	<i>Rank within Montgomery County: 4th</i>	
	Percentage Change between 2010 and 2020	14%
	<i>Rank within Montgomery County: 5th</i>	
	Total Population: 2010 Census	21,219
	<i>Rank within Montgomery County (2010): 12th</i>	
	Population Change between 2000-2010	5,821
	<i>Rank within Montgomery County (2010): 1st</i>	
	Percentage Change between 2000 and 2010	37.8%
	<i>Rank within Montgomery County (2010): 4th</i>	
	Total Population: 2000 Census	15,398

As *Figure 2* details, the 2020 Census tabulated 24,160 residents within Upper Providence Township. This is a 14% increase over the population count from the 2010 Census (21,219 residents). The growth is higher than that of Montgomery County as a whole, which tabulated a 7% population increase over the same decade. The 14% growth rate is a sharp decrease over the population change from 2000 to 2010 which saw a 57% increase over the 2000 Census population (15,398). It is not an unexpected decline given the nearly full development of Upper Providence. The Township's population increase since 1980 can be seen in the following chart:

Figure 2: Percentage Increase

		Population	Change over 10 years	Change over 20 years	Change over 30 years	Change over 40 years
Census Year	2020	24,160	14%	57%	150%	153%
	2010	21,219	38%	119%	122%	
	2000	15,398	59%	61%		
	1990	9,682	1%			
	1980	9,551				

Noting that Upper Providence doesn't fit into a regional area that can be clearly defined (such as the Phoenixville Region, the Upper Perkiomen Valley Region or the King of Prussia region), creates a challenge when looking to contextualize growth. Those communities along the Schuylkill River and Perkiomen Creek and those along Route 422 offer the best comparison. To that end, *Figure 3* compares Upper Providence with municipalities with similar major natural features and man-made features that influenced their growth. As noted in the chart below, the growth of Upper Providence Township outpaced all but Upper Merion, Upper Hanover, and New Hanover Townships; none of which are immediately adjacent and have other factors adding to their growth. Limerick, an adjacent Township along Route 422 and the Schuylkill River, had a slightly lower population growth. East Pikeland, along the Chester County side of the Schuylkill River had a higher percentage of growth.

Figure 3: Regional Population Growth

		2010 Population	2020 Population	Population Change 2010-2020	Percentage Change (rank)
Montgomery County	Upper Providence Twp.	21,219	24,160	2,941	14% (6 th)
	Limerick Twp.	18,074	20,458	2,384	13%
	Lower Providence Twp.	25,436	26,625	1,189	5%
	Lower Salford Twp.	14,959	15,896	937	6%
	Upper Salford Twp.	3,299	3,371	72	2%
	New Hanover Twp.	10,939	12,973	2,034	19% (3 rd)
	Upper Hanover Twp.	6,464	8,350	1,886	29% (2 nd)
	Perkiomen Twp.	9,139	8,959	(180)	-2%
	Skippack Twp.	13,715	14,389	674	5%
	Worcester Twp.	9,750	10,317	567	6%
	Pottstown Borough	22,377	23,433	1,056	5%
	Upper Merion Twp.	28,395	33,613	5,218	18% (4 th)
	Montgomery County	799,874	856,553	56,679	7%
Chester County	Schuylkill Twp.	8,516	8,780	264	3%
	East Pikeland Twp.	7,079	8,260	1,181	17% (5 th)
	East Vincent Twp.	6,821	7,433	612	9%
	East Coventry Twp.	6,636	7,068	432	7%
	West Vincent Twp.	4,567	6,668	2,101	46% (1 st)
	Tredyffrin Twp.	29,332	31,927	2,595	9%
	Chester County	498,886	534,413	35,527	7%

Additionally, a comparison of growth with the selected municipalities, shows that Upper Providence's population increase as the sixth highest, yet Upper Providence had the second highest number of new residents within those same municipalities, over 2,900 new residents. When comparing Upper Providence to the municipalities with the largest populations in Montgomery County in 2010, Upper Providence had the fourth highest new resident population. As mentioned previously, the Township climbed in overall population one spot, as shown in *Figure 4*, the Township moved from twelfth to eleventh and passed Pottstown Borough.

Figure 4: Top Fifteen Municipalities in Montgomery County

		2020	Rank	2010	Rank	Population	Percent
		Population	in	Population	in	change	Change
Municipality	Lower Merion	63,633	1	57,825	1	5,808	10%
	Abington	58,502	2	55,310	2	3,192	6%
	Cheltenham	37,452	3	36,793	3	659	2%
	Norristown	35,748	4	34,324	4	1,424	4%
	Upper Merion	33,613	5	28,395	5	5,218	18%
	Upper Dublin	26,665	6	25,569	7	1,096	4%
	Lower Providence	26,625	7	25,436	8	1,189	5%
	Horsham	26,564	8	26,147	6	417	2%
	Upper Moreland	26,116	9	24,015	10	2,101	9%
	Montgomery	25,862	10	24,790	9	1,072	4%
	Upper Providence	24,160	11	21,219	12	2,941	14%
	Pottstown	23,433	12	22,377	11	1,056	5%
	Springfield	20,814	13	19,418	13	1,396	7%
	Limerick	20,458	14	18,074	15	2,384	13%
	Whitpain	20,333	15	18,875	14	1,458	8%

Age Demographics

As shown in *Figure 5* below, the distribution of ages is fairly consistent, with the expected peaks in the early teen years and 40-50's. The age breakdown has generally stayed consistent between the 2010 and the 2020 Census tabulations. As seen in *Figure 6*, the change in the population within the age groupings of 25 to 64 years old and 65 and older have been nearly the same (less than a 100-person difference between the age groups). One notable statistic is the percentage change; it is significantly higher for the 65 and older population grouping.

Figure 5: Age Totals by Gender

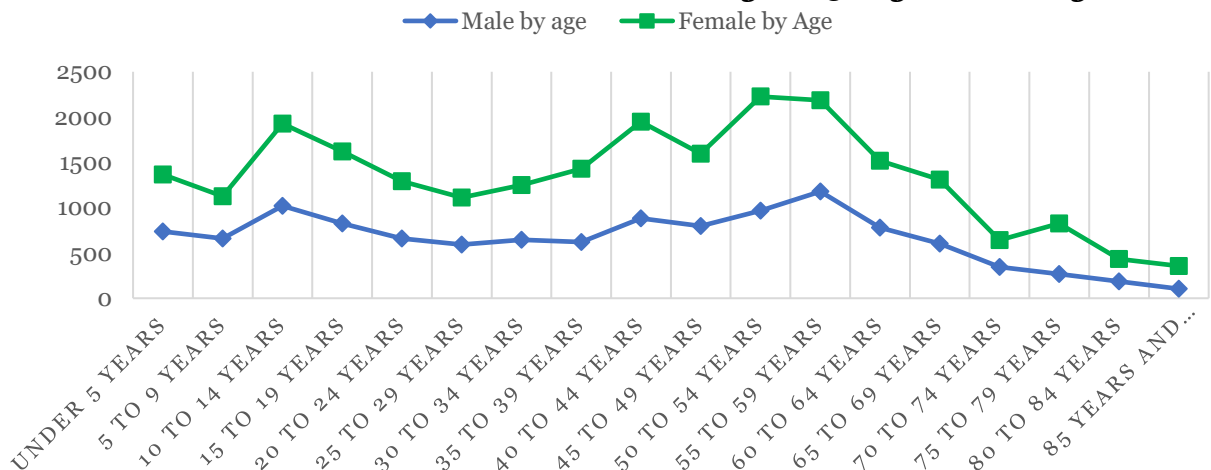


Figure 6: Age Distribution

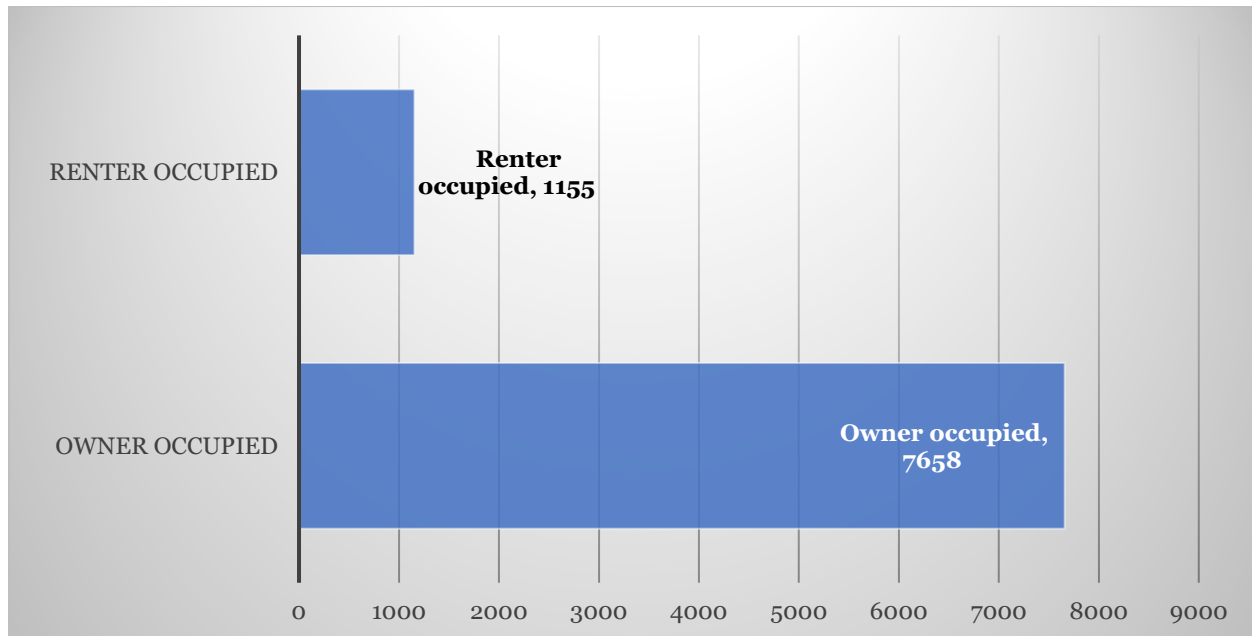
		2020	Percentage of Total Population	2010	Change 2010-2020 (count)	Change 2010-2020 (percentage)
Age	24 and under	7,329	30.3%	7,162	167	2.3%
	25 to 64	13,266	54.9%	11,915	1,351	11.3%
	64 and older	3,565	14.8%	2,142	1,423	66.4%

It should also be noted that as of the 2000 census the median age was 35.2 years old, in 2010 the median age was 38.7 years old, and in 2020 the median age was 42.3 years old. The increase has been consistent over the last twenty years, at 3.5 or 3.6 years per decade of census tabulation.

Household Demographics

As of the 2020 Census there were a total of 8,956 households in Upper Providence Township, with 98.5% of those households occupied (a vacancy rate of 1.5%). Of those occupied units, 86.9% were owner-occupied (7,658 units), 13.1% were rental units (1,155 units), as in *Figure 7*.

Figure 7: Occupied Type



Age and Household Comparison

Combining the age demographics and distribution as shown above, and the owner occupied and rental unit statistics, the results bear out the overall development pattern of Upper Providence Township. *Figure 8* and *Figure 9*, percent of total population, show the largest segment of the population, across the age distribution chart, are also almost exclusively homeowners and primarily within the 45- to 54-year-old and 55- to 64-year-old age ranges.

Figure 8: Age of Householder

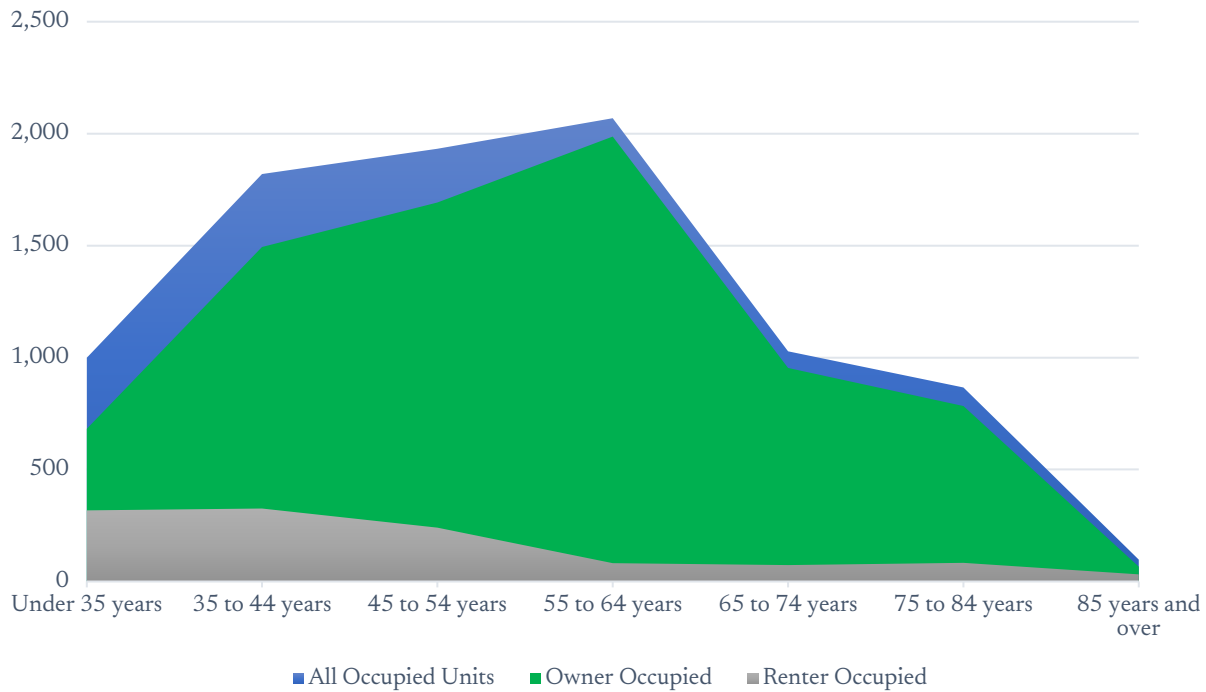


Figure 9: Age of Householder, percent of total population

		All Occupied Units	Percent of Total (all occupied)	Owner Occupied	Percent of Total (owner occupied)	Renter Occupied	Percent of Total (renter occupied)
Age of Householder	Under 35 years	1,000	11.3%	682	8.9%	318	27.5%
	35 to 44 years	1,820	20.7%	1,494	19.5%	326	28.2%
	45 to 54 years	1,932	21.9%	1,692	22.1%	240	20.8%
	55 to 64 years	2,069	23.5%	1,987	25.9%	82	7.1%
	65 to 74 years	1,028	11.7%	954	12.5%	74	6.4%
	75 to 84 years	866	9.8%	783	10.2%	83	7.2%
	85 years and over	98	1.1%	66	0.9%	32	2.8%

Housing Cost and Value Demographics

In 2020, according to the Census, and shown on *Figure 10*, the median rent or mortgage payment was \$1,835, with a significant portion of the Township paying more than \$3,000 per month. *Figure 11* shows that rental rates were on the lower end of the housing cost; the highest percentage of monthly rental payments is between \$1,500 and \$1,999 per month. *Figure 12* is only shown for reference to establish a context for dollar values in relation with the other 2020 Census data. It should be understood that the current condition of the housing market is better described within the Housing Element.

Figure 10: Monthly Housing Cost (mortgage or rent)

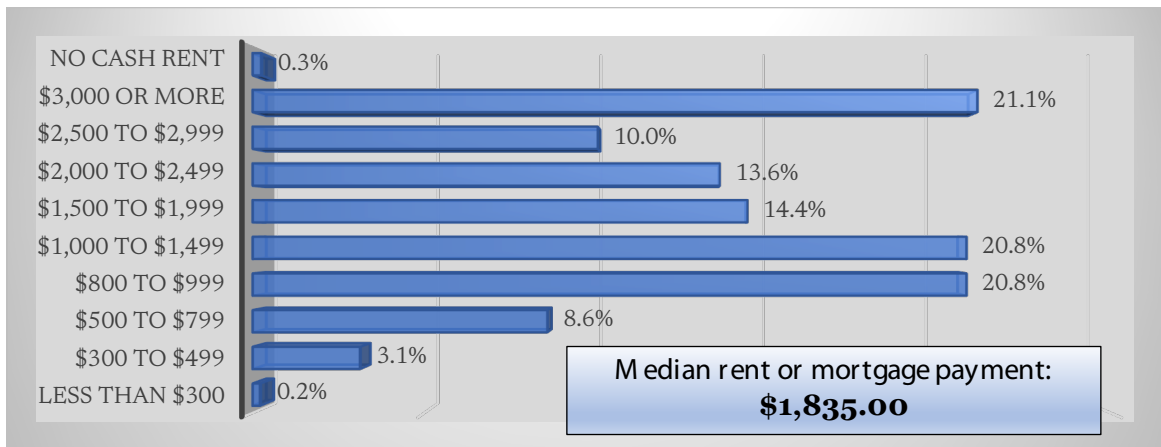
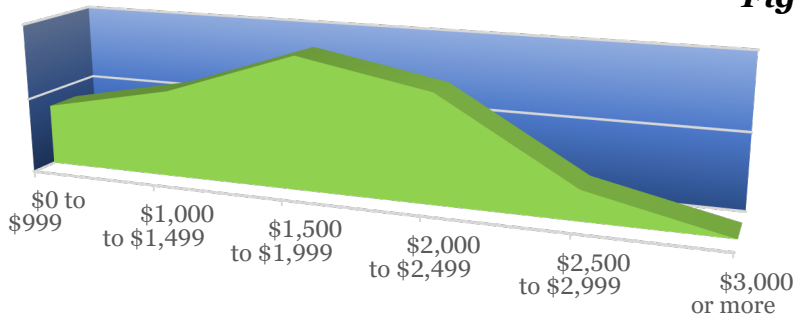
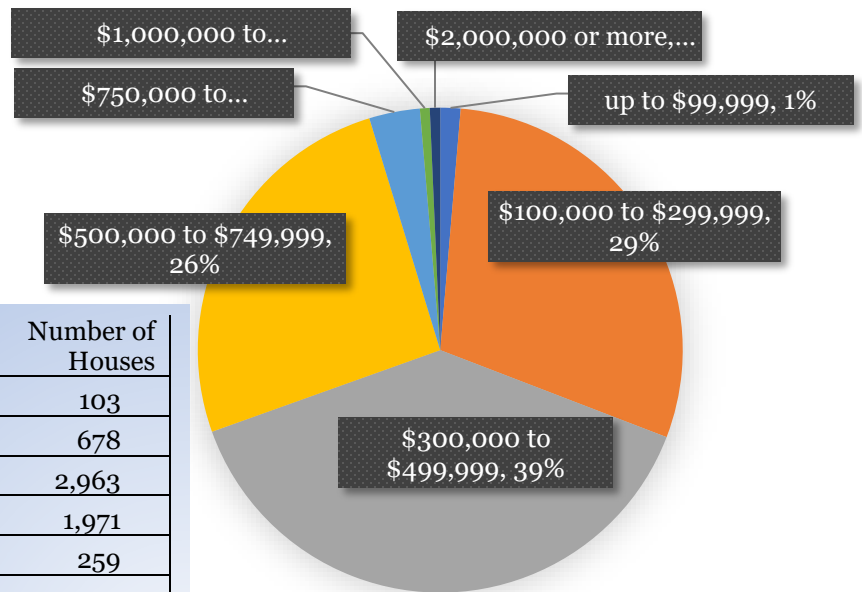


Figure 11: Monthly Rent Charged



	Percent of Total Units
\$0 to \$999	14.5%
\$1,000 to \$1,499	20.8%
\$1,500 to \$1,999	31.7%
\$2,000 to \$2,499	7.1%
\$2,500 to \$2,999	7.1%
\$3,000 or more	0.0%

Figure 12: Housing Value



House Value		Number of Houses
	up to \$99,999	103
	\$100,000 to \$299,999	678
	\$300,000 to \$499,999	2,963
	\$500,000 to \$749,999	1,971
	\$750,000 to \$999,999	259
	\$1,000,000 to \$1,999,999	50
	\$2,000,000 or more	53

Additional Housing Demographics

Occupied Housing Type

Apartments account for 6.0% of the households in Upper Providence with the vast majority of those units in the two apartment complexes in the Township. Madison at Providence has 304 units located on Campus Drive. Mingo Apartments on Lewis Road, located in the Royersford area of the Township, has 72 units. The Residences at Providence Town Center were under construction while this plan was being written and were not counted in the 2020 Census.

Because the Census doesn't break out those living arrangements that could be considered institutional, such as nursing homes or other elder care facilities, it is assumed that facilities like Brandywine Living at Upper Providence (41 units/82 beds), Landing at Collegeville (60 units/120 beds) and Parkhouse Providence Pointe (294 units/467 beds) are included with the rental household total (on a per unit count, not a per bed count). They account for an additional 4.3% of the total households within Upper Providence, as shown in *Figure 13*.

Figure 13: Occupied Household Type

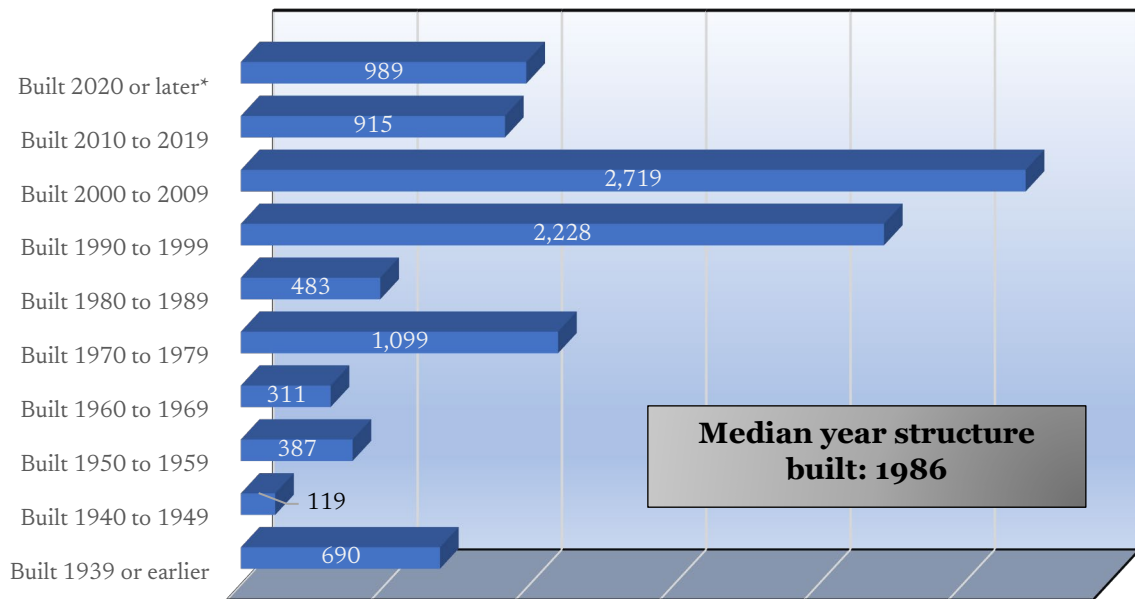
Home Type		Occupied by Owner	Percent to total of Owner Occupied	Renter Occupied	Percent to total of Renter Occupied	All Occupied Units	Percentage of All Occupied Units
	Single Family Detached	5,351	69.9%	311	20.1%	5,662	61.5%
	Single Family Attached	2,171	28.3%	428	27.6%	2,599	28.2%
	Multi-Family*	136	1.8%	416	26.8%	552	6.0%
	Age Restricted	0	0.0%	395	25.5%	395	4.3%
		7,658		1,550		9,208	

*As noted, this does not include the multifamily units within Residences at Providence Town Center

Tenure and Age of Structure

The majority of housing in Upper Providence was constructed between 1990 and 2010, as shown in *Figure 14*, and in comparison, to the tenure, as shown in *Figure 15*, it is apparent that a strong portion of the persons that purchased a house when they were newly constructed in the 1990's or early 2000's are still living in that house. (Note: tenure in the context of the census data is the length that the person has lived in that house.)

Figure 14: Age of Residential Structure



* This figure is the compiled 2020 Certificates of Occupancy; the 2000 Census does not include those households created 2020

Figure 15: Householder Tenure

Housing Tenure		Population	Percent to total
	Moved in 2019 or later	278	3.20%
	Moved in 2015 to 2018	1,684	19.10%
	Moved in 2010 to 2014	1,894	21.50%
	Moved in 2000 to 2009	2,553	29.00%
	Moved in 1990 to 1999	1,696	19.20%
	Moved in 1989 or earlier	708	8.00%

General Demographic Data

The information in *Figure 16*, while not critical to the understanding the development of Upper Providence, it still presents a contextual basis and influence on future planning discussions within this Plan.

As of publication of the Comprehensive Plan, the following properties have the highest assessed value with Montgomery County's Board of Assessment. One property, Parkhouse is currently undeveloped, one property is multifamily (Madison), one is being redeveloped with a combination of residential and retail (Quest), and the remaining properties are businesses ranging from office, retail and light industrial.

Figure 16: Assessed Value

Rank	Property		Assessed Value
	1.	Pfizer / Dow	\$184,324,430
	2.	Providence Town Center	\$62,781,020
	3.	GSK	\$50,883,830
	4.	SEI	\$32,878,920
	5.	Madison Apartments (Campus Drive)	\$24,695,700
	6.	Tare Collegeville, LLC (GSK Datacenter)	\$16,911,450
	7.	GA HC REIT II Royersford SNF, LLC (Parkhouse Property)	\$16,491,760
	8.	Green Tree Owner, LLC (Valley Forge Distribution Center)	\$15,985,370
	9.	422 Business Center	\$15,312,700
	10.	Quest Diagnostics	\$13,694,400

In addition, while the following data is not necessarily germane to the comprehensive planning process, *Figure 17*, *Figure 18*, *Figure 19*, and *Figure 20* provide some insight to the general population of the Township.

Figure 17: School Enrollment

Enrollment Status	Number of Students	
	Enrolled in nursery school, preschool	420
	Enrolled in kindergarten	278
	Enrolled in grade 1 to grade 4	1,090
	Enrolled in grade 5 to grade 8	1,429
	Enrolled in grade 9 to grade 12	1,383
	Enrolled in college, undergraduate years	837
	Graduate or professional school	279

Figure 18: Educational Attainment

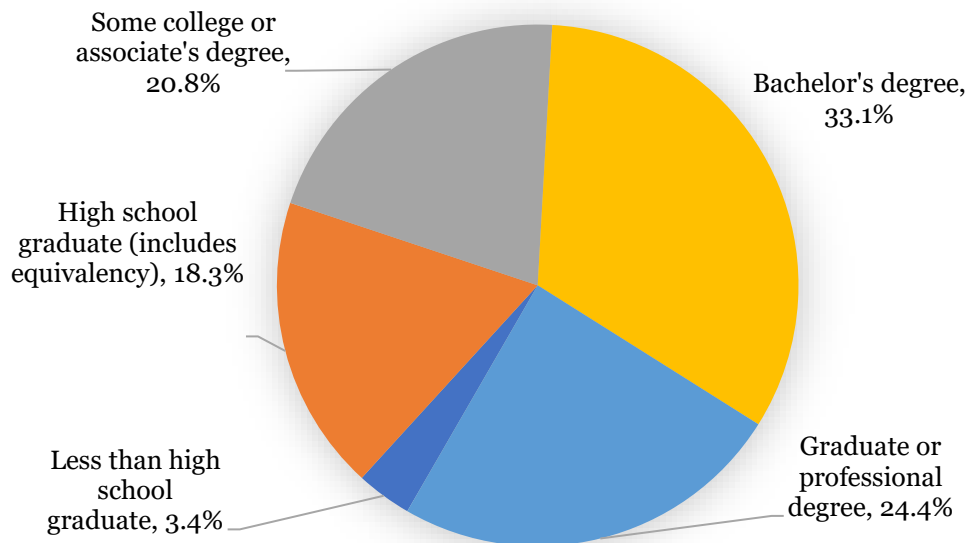


Figure 19: Income

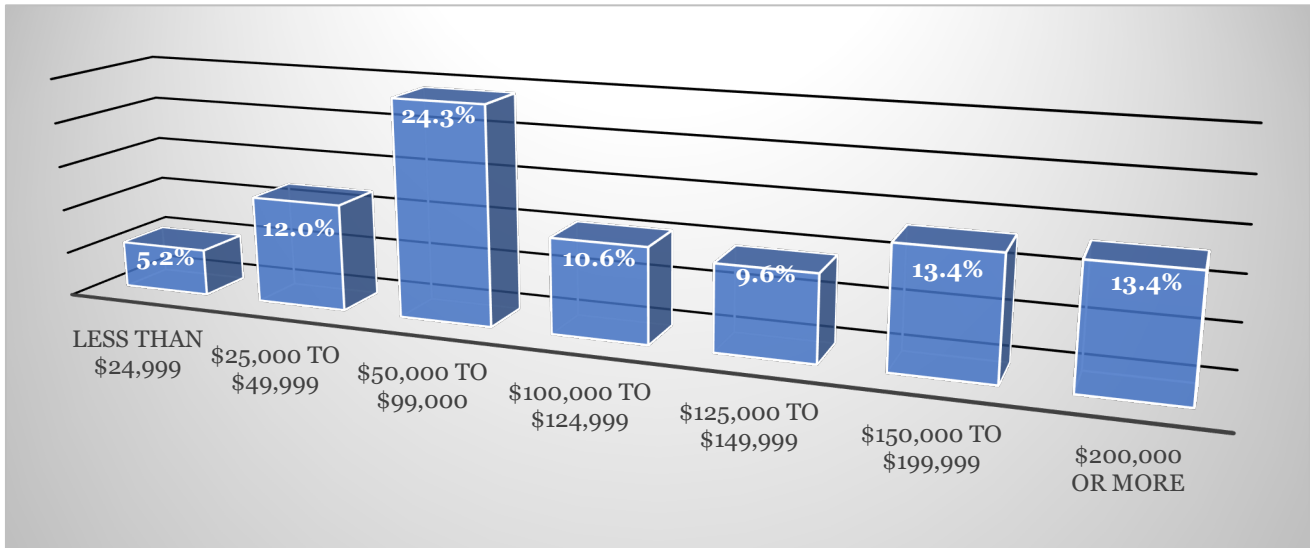
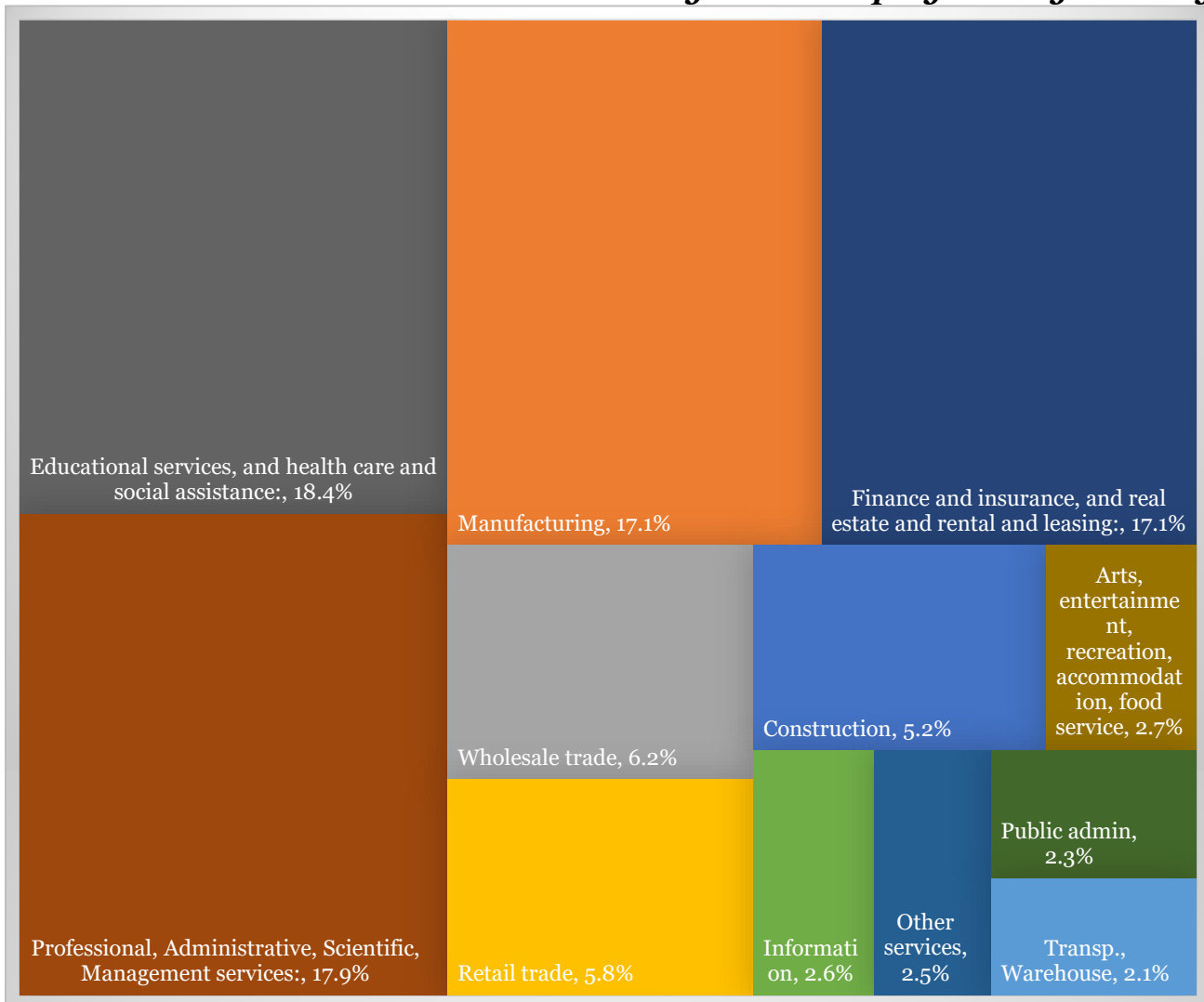


Figure 20: Employment by Industry



Conclusion: Demographics

The overall demographic “health” of the Township is strong. Future planning efforts within the Township should consider the following: (1) the Township’s population is likely to plateau within the next five to ten years, (2) the largest population block is currently between 50 and 60 years old, (3) the majority of people in the Township have moved here less than 25 years ago, and (4) the large percentage of the children are still in eighth grade or lower. These all speak to a stable population and one that will continue to live in Upper Providence through other comprehensive planning cycles, but one that may age out of their existing single-family detached homes within the next 20 years.

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OVERVIEW OF PREVIOUS PLANNING EFFORTS

As part of any comprehensive planning, previous planning efforts become part of that comprehensive planning process. Some documents, such as the previous Comprehensive Plan from 2010 are reviewed to see where the plan issues that need to be addressed or action items that need to be reviewed to see if they had their intended impact. This section contains a summary of those plans.

Other studies, such as park master plans, transportation studies (e.g., the Act 209 Study), and trail plans are typically incorporated as part of the Comprehensive Plan to avoid redundancy or conflicting planning efforts. In this Comprehensive Plan, the Township's Act 209 Impact Fee Study from 2019, Active Transportation Plan from 2021, and the Township's Park Master Plan from 2021 and their associated recommendations are included as part of this plan. A brief overview of those plans is below, and all of the plans referenced are on file at the Township and on the Township's website.

Comprehensive Plan, 2010

The 2010 Update was an update to the 1994 Comprehensive Plan and primarily focused on existing conditions, the land use plan, the housing plan, and transportation plan. That plan's primary focus was to update the existing conditions, land use plan, housing plan, and transportation plan to accurately reflect the growth since the Comprehensive Plan adopted in 1994. The 2010 Comprehensive Plan suggested over 40 action items covering zoning, transportation, land use, and open space preservation. A good number of those action items only require the on-going monitoring, investigation, or coordination into or investigation of the impacts of amending the zoning, such as reviewing the need to revise any mobile home ordinance, looking at performance zoning techniques, and evaluating existing regulations against best practices to ensure the preservation of open space and environmentally sensitive features within the Township. Those action items are still on-going and a priority for the Township. Other action items listed in that 2010 Plan led to the following accomplishments:

- In response to the action item that called for guiding the development at the southeast corner of Black Rock Road and Route 29/Collegetown Road the Township adopted the Mixed Residential Community Option (Article VIIIE of the Zoning Ordinance) in 2013.
- In response to the action item that called for a multi-family option within the IO-3 (Interchange Office, Retail, Service and Recreation District) the Township amended the IO-3 ordinance to include the Residential Use Group-3 option which allowed for multi-family development within certain parameters.
- In response to the action items that called for allowing mixed uses (residential and commercial) within certain areas of the Township where it was most appropriate or

beneficial to aid the redevelopment of certain areas, the Township adopted a Village Commercial and Office District in 2013 and the Yerkes Mixed Use District in 2019.

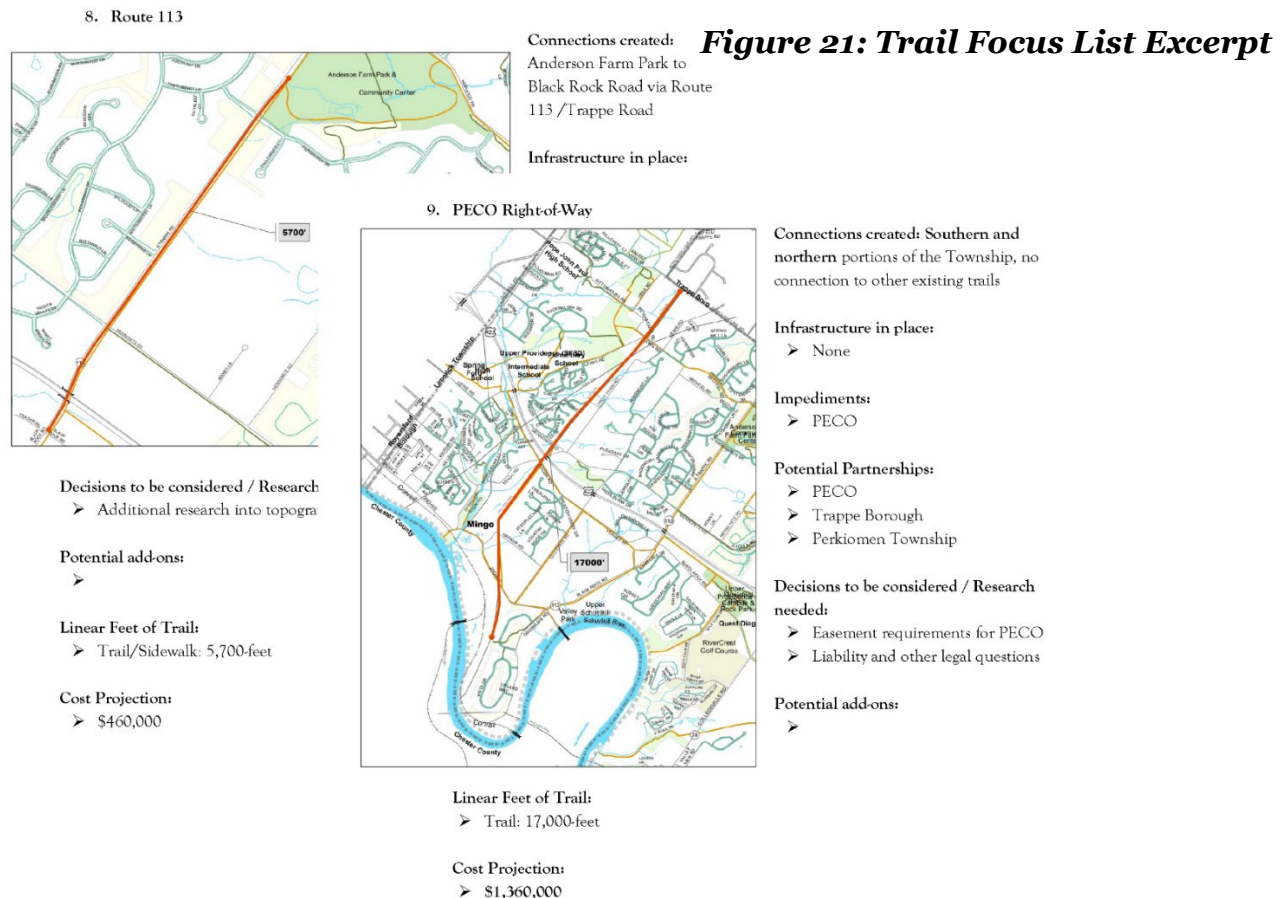
- In response to the action items calling for review of traffic and implementation of expanded traffic calming, the Township implemented an Act 209 Traffic Impact Fee, studied, and developed guidelines for complete streets with the adoption of the Active Transportation Plan and Complete Streets Policy in 2021.
- In response to the action item calling for expansion and continued development of the trail network, the Township:
 - Completed a trail connection between Black Rock Park and the Schuylkill River Trail adjacent to River Crest Golf Course.
 - Received a grant for extension of a trail along the eastern edge of Troutman Road and the northern portion of Ashenfelter Road to connect the dead end of two trails to complete a connection between Black Rock Park, along Black Rock Road, to the Perkiomen Trail near Arcola Road.
 - Ensure that trails through new developments would connect to existing trails and when there were gaps, work with developers to complete those connection (ongoing with multiple developments).
 - Identify and develop trailhead areas (Hess Park trailhead and the yet to be built, Yerkes Station trailhead).
- In response to the action item that called for re-evaluation of the minimum tract size for the Open Space Residential Zoning Option (and a replacement for the current flex lot and cluster ordinances), the Township amended the Cluster Ordinance in 2021.
- In response to various action items calling for amendments to the Zoning and Subdivision and Land Development Ordinances, the Township has:
 - Adopted language allowing for off-site preservation of land to be used in the calculation of the development potential for a parcel.
 - Adopted a fee in lieu of open space requirements for non-residential land use developments
 - Amended open space standards to ensure that undersized or low-quality areas are not included as part of open space calculations.
 - Amended standards within the Floodplain Conservation Overlay Zone to reflect best practices as established by FEMA or other outside agencies.

Of the actions items addressed since the adoption of the 2010 Plan, the following areas should be readdressed in any suggested action items within this Comprehensive Plan, and generally include:

- Review and determine language to include in the Zoning Ordinance or Subdivision and Land Development Ordinance that supports the use of energy conservation best practices which encourages the use of sustainable energy sources (solar, geo-thermal) on an individual basis.
- Review and potentially update the Historic Resource Survey from 2004.
- Investigate the usefulness of certification through Leadership in Energy And Environmental Design (LEED) Neighborhood Development or LEED Building Standards as updates to any appropriate codes.

Trail Focus List/Trail Master Plan, 2016-2017

The list was an internal document compiled as part of a pre-budget workshop process to give the Board of Supervisors a list of potential trail projects throughout the Township. The full document is included in **Appendix A**, and the select pages shown in *Figure 21*, show eleven different trail projects, details what connections would be created by installing the trail, what infrastructure is currently in place, impediments to the installation, linear feet of trails, potential cost (2018 dollars), and what the next steps were if the trail was to be installed. The list was created in conjunction with the 2016-2017 Trail Master Plan Map.



Phoenixville Region Multimodal Transportation Study, 2018

A multi-municipal planning effort, led by Chester County Planning Commission, involved in creating a plan for multimodal projects in an around the Borough of Phoenixville. A representative from Montgomery County Planning Commission and Upper Providence Township Planning Consultant served as members of the Streeting Committee. Of the priority projects in the plan, two involved Upper Providence. The first was a re-alignment of the intersection of Jacobs Street at the intersection of Route 29/Collegeville Road and Walnut Street in the Mont Clare area of the Township. That project, funded by a grant, was completed in 2022. The second proposed project is the installation of a trail link along Route 29 between Black Rock Road and Providence Town Center. That project has not moved forward as of the time of publication of this Plan. Pages of that report are shown in *Figure 22*, and the full document is on file at the Township.

Figure 22: Phoenixville Area Multimodal Transportation Study Excerpt

Recommendations

Adding a trail link along PA 29 to get employees to and from the Providence Town Center is one solution to improve multimodal access. However, the approximately one mile trail link would take a considerable amount of time to walk, leaving potentially very little time for errands during an hour lunch break. Another solution to the peak hour demand could be the addition of a shuttle to and from the Providence Town Center during lunch hours; this Transportation Demand Management (TDM) solution would be undertaken by the corporate business campuses. Finally, a bike-share program could be introduced to the corporate business campuses and at the Providence Town Center. A bike-share program would expedite the trip to and from the town center while also alleviating traffic along the road. This program would be managed by the corporate campus businesses and potentially Providence Town Center and could be offered as free or with a nominal fee to users.

In order to implement the best solution for this priority project, the corporations along the route are encouraged to survey employees and in order to understand what the current demand for access to the Providence Town Center is and how best to manage it. Individually or in combination, any of these solutions would mitigate traffic through this corridor and provide multimodal options to users.

Recommendations

Upper Providence Township is moving forward with a newly designed intersection to eliminate many of the current challenges. A building has been demolished on the northeast corner of Jacobs Street and Bridge Street in order to accommodate a realignment of Jacobs Street. Creating a straight connection of Walnut and Jacobs Streets would eliminate the need for an extended intersection and allow traffic to flow in all directions more directly.

With the new alignment, the traffic signal timing should be evaluated to ensure that vehicles needing to make a left turn onto either Walnut or Jacobs Streets do not significantly interrupt the flow of traffic and be a net benefit to traffic flow. The concern is with large vehicles headed southbound that need more horizontal space to clear the railroad underpass and curve next to the Black Rock Fire Company. Some of these vehicles currently cross the center line to negotiate the sharp curves and avoid the bridge abutments.

Bicycle and pedestrian amenities should be considered at the intersection to allow for more modes to have access to the improved traffic patterns.



Proposed improvements to the Jacobs Street, Walnut Street and PA 29 intersection. Source: Pictometry.

Phoenixville Region Multimodal Transportation Study 67



Aerial view toward the west of the PA 29 and US 422 interchange and surrounding area. Source: Pictometry.

Phoenixville Region Multimodal Transportation Study 69

Upper Providence Active Transportation Plan, 2021

Completed in conjunction with adopting a Complete Streets Policy, the Active Transportation Plan was partially funded by a grant from the Pennsylvania Department of Health and the Community Conservation Partnership's Program (a Department of Conservation and Natural Resources grant program). It was aimed at providing a pathway toward creating a multimodal transportation network in Upper Providence. The plan recommended the following capital improvements:

- Sidewalks should be installed along:
 - N. Township Line Road, between Berkshire Lane and Ridge Pike.
 - Greenwood Avenue, between College Avenue and Main Street.
 - Old State Road, between Bechtel Road and Marshwood Drive.
 - Egypt Road, from Highland to Brower Avenues and from the entrance to Regency at Providence to Page Lane.
 - Green Tree Road, from Egypt Road to the MacFarlan Park.
 - Longford Road, between Egypt Road and Lisa Marie Lane.
 - Oaks School Drive (entire length).
 - Black Rock Road, between Bennington and River Roads.
 - Vaughn Road, between 5th and 3rd Avenues.
 - Vaughn Road, between Providence Forge and Springertown Roads.
- Trails should be installed along:
 - S. Lewis Road/Rittenhouse Road, between Fruit Farm Road and the Mildred Hess Preserve.
 - Hopwood Road at Anderson Farm Park.
 - Hopwood Road, between Morgan Lane and Donnybrook Way.
 - Arcola Road, between Route 29 and Water Loop Lane.
 - S. Lewis Road, connecting the Spring Ford School District Schools.
 - Yeager Road, between Black Rock and Yeager Roads.
 - Mingo Road, between Yeager Road and 9 Oaks Swim Club.
- Pedestrian connections (sidewalk or trail installation to be decided at a later date):

- Bechtel Road and S. Trappe Road, between Old State and Corkwood Roads.
- Longford Road, from Egypt Road to Reynolds Dog Park.

Concurrent with the adoption of the Active Transportation Plan, the Township developed and adopted a Complete Streets Policy. This policy guides Township decision making with the goal of creating an active transportation network. The policy lists the following areas for updates within the Township's Zoning Ordinance or the Subdivision and Land Development Ordinance:

- Update definitions of pedestrian facilities.
- Identify clear regulations for requiring bus shelters.
- Define trail facilities.
- Update the requirements for the installation of trail facilities for new land developments.
- Require trails to be installed for every new land development.
- Define ownership and maintenance responsibilities of trails related to new land developments.
- Define bicycle facilities.
- Identify ownership and maintenance responsibilities for on-road bicycles facilities.
- Identify design standards for on-road bicycle facilities.
- Develop standards for required bicycle parking.

Upper Providence Township Park Master Plan, 2021

Per the Executive Summary, of the document:

This Plan is an update to the 2006 Upper Providence Township Open Space and Environmental Resource Protection Plan. The Plan is organized around master plans for six (6) of the Township's seven (7) existing parks: Taylor Park, Anderson Farm Park, Black Rock Park, MacFarlan Park, Longford Park/Reynold's Dog Park, and Port Providence Road Park. In conjunction with the park master plans are policy recommendations that support future development and improvements to recreation in the Township.

Process Summary:

The process used to develop this plan consisted of a physical inventory and analysis conducted by the Plan's author, Gilmore and Associates, and a public engagement process where data was collected from residents and recreation participants using a variety of methods.

A detailed inventory of the six (6) focus parks was conducted. The inventory collected data on the number, size, and condition of recreation facilities that are owned by the Township. Specific issues were also identified that should be addressed. Many of these issues are addressed in the Park Master Plans.

The inventory indicated that Upper Providence has a wealth of parks and natural lands, with many positive improvements under development. Highlights of Upper Providence's Park system include the recently renovated Recreation Community Center at Anderson Farm Park, trail opportunities and numerous playing fields at several of the Township's parks, and the dog runs at Longford Park/Reynold's Dog Park.

The public engagement process was essential to determining the unique recreation needs and values of the residents and park users of Upper Providence Township. In addition to conferring with a project steering committee, this process included public workshops, focus group meetings, key person interviews and a public opinion survey.

Resident input indicated a need for more trails, community areas, outdoor education features, water access, open space and playground spaces that are accessible to all. Pages of that report are shown in Figure 24, and the full document is on file at the Township.

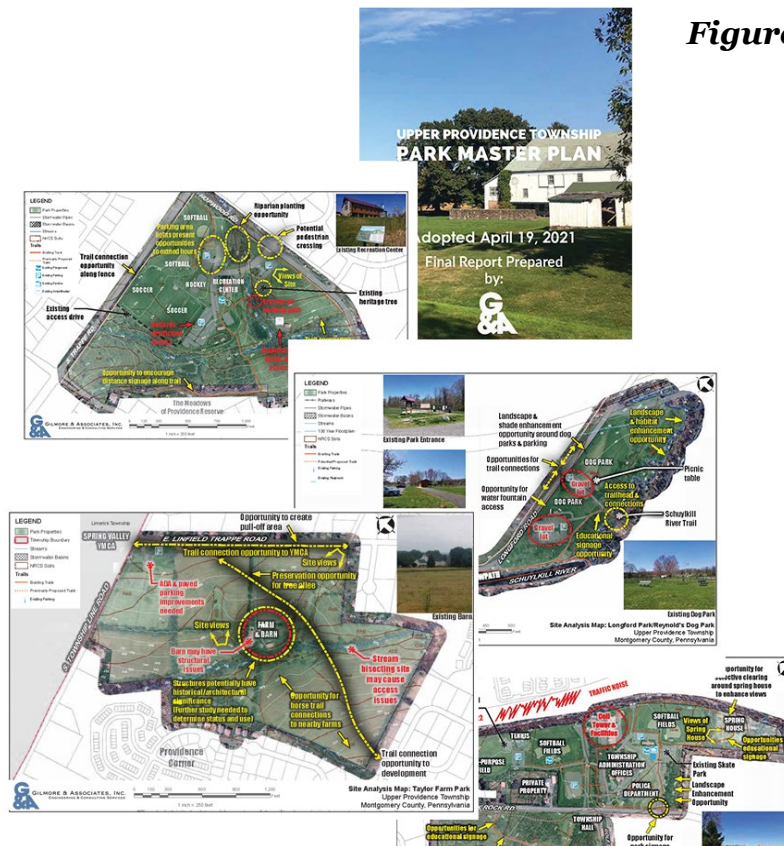


Figure 24: Park Master Plan

Guiding Principles:

Through the planning processes described above, goals and objectives were determined for the Township's Park system. These provided the foundation and evaluation criteria for each park master plan. With the input of the Steering Committee, a concept was developed for each park. The concept plans are meant to support and further the following goals:

- Enhance and expand existing parks and develop high quality facilities that serve as destinations for community recreation.
- Expand access to parks and facilities and increase connectivity between parks, nature, and the community.
- Inspire and engage the community to grow parks, inform users, and promote Upper Providence Township.

While specific action items can be seen in the report, the following goals were established as part of the 2021 Park Master Plan:

|Goal 1: Great Parks and Enhanced Facilities; Objectives:

- Provide unique recreation and athletic amenities in Township parks.
- Improve or replace existing park infrastructure.
- Provide clear and attractive signage throughout parks.
- Protect, restore, and leverage natural features within Township parks.
- Install native plants in Township parks for shade, habitat, and beautification.

|Goal 2: Improved Accessibility; Objectives:

- Upgrade or replace existing park infrastructure to meet or exceed ADA requirements.
- Create trail connections to and from Township parks.
- Create internal loop trails within Township parks.

|Goal 3: Effective Engagement, Partnerships, and Programming; Objectives:

- Explore ways to better promote Township parks, programming, and events.
- Offer robust recreation programming for Township residents.
- Explore opportunities to partner with neighboring municipalities and organizations for programming and special events.

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COMMUNITY FACILITY REPORT

Provision of Water

The majority of Upper Providence is served by Pennsylvania American Water; a small section of the Township, in the Mont Clare area is served by Aqua Pennsylvania (who purchased the water company in Phoenixville Borough). It is the understanding of the Township that the two water companies can currently and in the future provide water to the residents and businesses within Upper Providence.

MS4 Program Summary

Authored by Gilmore and Associates

MS4 is short for, "Municipal Separate Storm Sewer System", where the word "Municipal" refers to a unit of local government like a borough or a township but may also refer to an organization responsible for the administration of a developed area. The number 4 refers to the four words that start with the letter "S"; "Separate," "Storm," "Sewer," "System."

A separate storm sewer system is a collection of structures, including retention basins, ditches, roadside inlets and underground pipes, designed to gather stormwater from built-up areas and discharge it, without treatment, into local streams and rivers. It's called a separate system because it's not connected to the sanitary sewer system which drains wastewater from inside a home to a sewage treatment facility or a private septic system. Some communities in Pennsylvania do have combined storm and sanitary sewers systems. The areas served by these "combined systems" are not covered by the MS4 program.

The authorization that MS4 communities get from the Pennsylvania Department of Environmental Protection (PADEP) to legally discharge stormwater into local streams and rivers is called an "NPDES" permit which stands for National Pollution Discharge Elimination System. The word "National" references the connection with the Federal Clean Water Act, and the word "Discharge" refers to the fact that separate storm sewer systems eventually release untreated stormwater into local creeks, rivers, and lakes. These particular NPDES permits are also commonly called, "MS4 Permits" or "Stormwater Permits." To meet the terms of their NPDES Permit, communities need to develop what's called a "Stormwater Management Program" (SWMP). Communities that discharge stormwater into the Chesapeake Bay Watershed, or into any other waterway that the DEP identifies as "impaired," are also required to develop a "Pollutant Reduction Plan" (PRP).

Because every MS4 faces unique stormwater challenges each management plan is unique. But every SWMP includes the same six (6) focus areas that the Environmental Protection Agency considers essential for success, called Minimum Control Measures or "MCMs". The Minimum

Control Measures (MCM) of the MS4 Program and how Upper Providence Township meets the minimum requirements are as follows:

- MCM #1: Public Education and Outreach on Stormwater Impacts.
 - Best Management Practice (BMP) #1: Develop, implement and maintain a written Public Education and Outreach Program.
 - BMP #2: Develop and maintain lists of target audience groups.
 - BMP #3: The permittee shall annually publish at least one issue of a newsletter, a pamphlet, a flyer, or a website that includes general stormwater educational information.
 - BMP #4: Distribute stormwater educational materials and/or information to the target audiences using a variety of distribution methods. All permittees shall utilize at least two distribution methods annually.

Priority Action: PADEP recommends the Public Education and Outreach Plan (PEOP) include measurable goals. An annual determination should be made as to whether the goals were met. The Township may want to consider developing a measurable goal tracking system to determine if PEOP measurable goals have been achieved (e.g., number of articles published, number of brochures distributed, number of presentations made at Township functions).

- MCM #2: Public Involvement / Participation
 - BMP #1: Develop, implement and maintain a written Public Involvement and Participation Program which describes various types of possible participation activities and methods of encouraging the public's involvement and of soliciting the public's input.
 - BMP #2: The permittee shall advertise to the public and solicit public input on the following documents prior to adoption or submission to PADEP:
 - Stormwater Management Ordinances (for municipalities).
 - Pollutant Reduction Plans (PRPs), including modifications thereto.
 - BMP #3: Regularly solicit public involvement and participation from the target audience groups.

Priority Action: PADEP recommends the Public Involvement / Participation Plan (PIPP) include measurable goals. An annual determination should be made as to whether the goals were met. The Township may want to consider developing a measurable goal tracking system to determine if PIPP measurable goals have been achieved (e.g., increase participation, types and frequency of opportunities for public involvement).

- MCM #3: Illicit Discharge Detection and Elimination (IDD&E).
 - BMP #1: The permittee shall develop and implement a written program for the detection, elimination and prevention of illicit discharges into the regulated small MS4.
 - BMP #2: The permittee shall develop and maintain map(s) that show permittee and urbanized area boundaries, the location of all outfalls and the locations and names of all surface waters that receive discharges from those outfalls. Outfalls shall be numbered on the map(s).
 - BMP #3: In conjunction with the map(s) created under BMP #2, the permittee shall develop and maintain map(s) that show the entire storm sewer collection system within the permittee's jurisdiction that are owned or operated by the permittee (including roads, inlets, piping, swales, catch basins, channels, and any other components of the storm sewer collection system), including privately-owned components of the collection system where conveyances receive stormwater flows from publicly-owned components.
 - BMP #4: The permittee shall conduct dry weather screenings of its MS4 outfalls to evaluate the presence of illicit discharges. If any illicit discharges are present, the permittee shall identify the source(s) and take appropriate actions to remove or correct any illicit discharges. The permittee shall also respond to reports received from the public of suspected or confirmed illicit discharges associated with the storm sewer system. The permittee shall immediately report to DEP illicit discharges.
 - BMP #5: Enact a Stormwater Management Ordinance to implement and enforce a stormwater management program that includes prohibition of non-stormwater discharges to the regulated small MS4.
 - BMP #6: Provide educational outreach to public employees, business owners and employees, property owners, the general public and elected officials about the program to detect and eliminate illicit discharges.

Upper Providence Township meets the minimum requirements listed above by annually reviewing and updating their Illicit Discharge Detection and Elimination Program, including updating of outfall maps and outfall screening a minimum of 25% of the MS4 system. The Public Works Department stays current on all education and training programs and PADEP has noted the Township's efforts and compliance. No changes to the policies and procedures in the Township are recommended.

- MCM #4: Construction Site Stormwater Runoff Control.
 - BMP #1: The permittee may not issue a building or other permit or final approval to those proposing or conducting earth disturbance activities requiring an NPDES permit unless the party proposing the earth disturbance has valid NPDES Permit coverage.
 - BMP #2: A municipality which issues building, or other permits shall notify DEP or the applicable county conservation district (CCD) within 5 days of the receipt of an application for a permit involving an earth disturbance activity consisting of one acre or more.
 - BMP #3: Enact, implement and enforce an ordinance or SOP to require the implementation and maintenance of E&S control BMPs, including sanctions for non-compliance.

Upper Providence Township meets the minimum requirements listed above by partnering with the Montgomery County Conservation District for enforcement of post-construction stormwater runoff control. The Township is in the process of updating their current stormwater ordinance to meet the 2022 Model Ordinance requirements. PADEP has noted the Township's efforts and compliance, and no changes to the policies and procedures in the Township are recommended.

- MCM #5: Post-Construction Stormwater Management in New Development & Redevelopment
 - BMP #1: Enact, implement and enforce an ordinance or SOP to require post-construction stormwater management from new development and redevelopment projects.
 - BMP #2: Develop and implement measures to encourage and expand the use of Low Impact Development (LID) in new development and redevelopment. Enact ordinances consistent with LID practices and repeal sections of ordinances that conflict with LID practices.
 - BMP #3: Ensure adequate O&M of all post-construction stormwater management BMPs that have been installed at development or redevelopment projects that disturb greater than or equal to one acre, including projects less than one acre that are part of a larger common plan of development or sale.

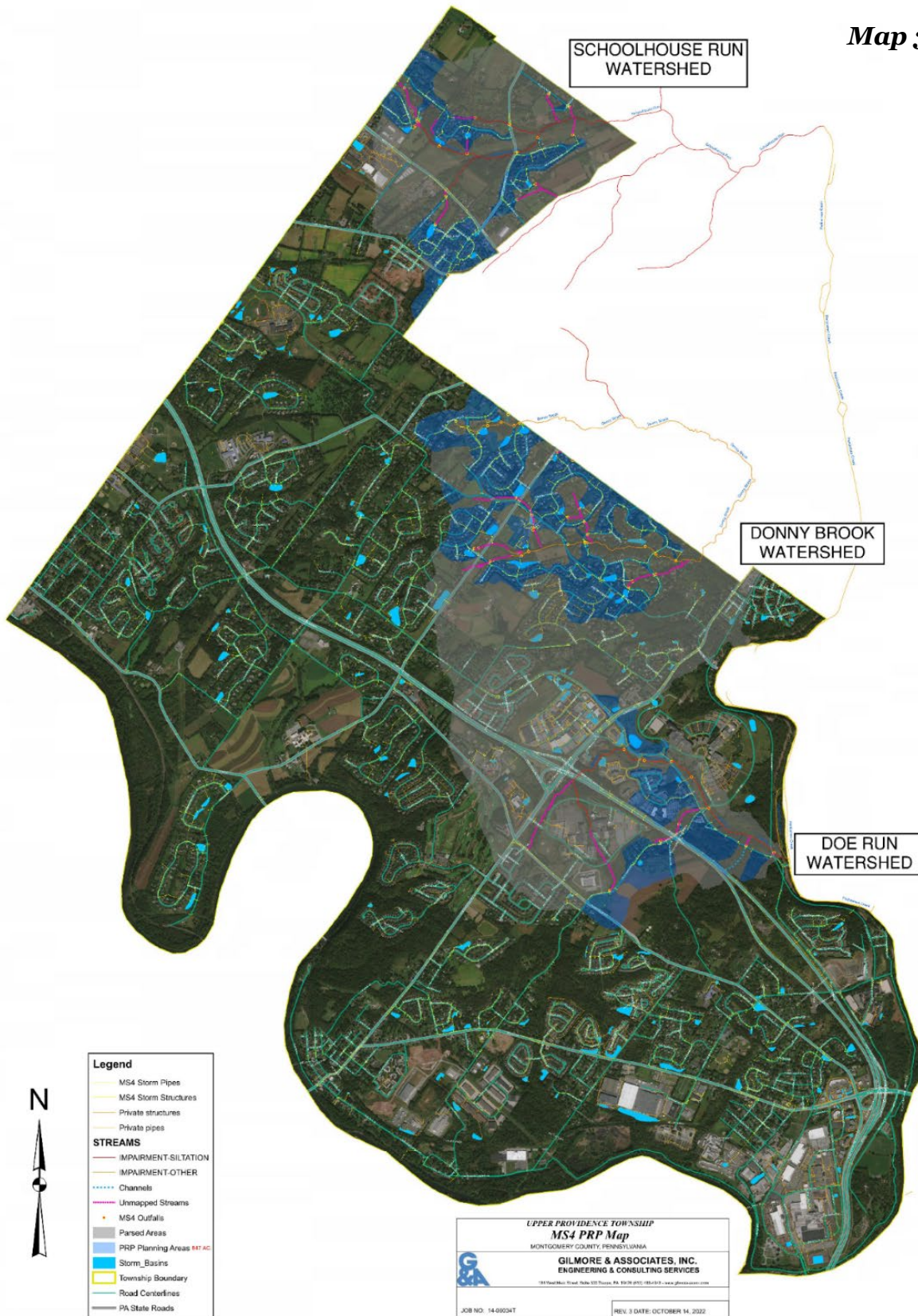
Priority Action: PADEP recommends a comprehensive inventory of all Post-Construction Stormwater Management Best Management Practices (BMPs) be included in future annual reports. The Township may want to consider developing a tracking inventory of all stormwater BMPs, including the date of BMP construction, inspection, and maintenance activities. The

Township Engineer recommends this as the highest priority action within this section of the Comprehensive Plan.

- MCM #6: Pollution Prevention / Good Housekeeping.
 - BMP #1: Identify and document all operations that are owned or operated by the permittee and have the potential for generating pollution in stormwater runoff to the regulated small MS4. This includes activities conducted by contractors for the permittee. Activities may include the following: street sweeping; snow removal/deicing; inlet/outfall cleaning; general storm sewer system inspections and maintenance/repairs; park and open space maintenance; municipal building maintenance; new construction and land disturbances; right-of-way maintenance; vehicle operation, fueling, washing and maintenance; and material transfer operations, including leaf/yard debris pickup and disposal procedures.
 - BMP #2: Develop, implement and maintain a written O&M program for all operations that could contribute to the discharge of pollutants from the regulated small MS4, as identified under BMP #1.
 - BMP #3: Develop and implement an employee training program that addresses appropriate topics to further the goal of preventing or reducing the discharge of pollutants from operations to the regulated small MS4. All relevant employees and contractors shall receive training (i.e., public works staff, building, zoning, and code enforcement staff, engineering staff, police and fire responders, etc.). Training topics shall include operation, inspection, maintenance and repair activities associated with any of the operations identified under BMP #1.

Upper Providence Township meets the minimum requirements listed above by annually reviewing and updating their Pollution Prevention / Good Housekeeping Program. The Public Works Department conducts bi-annual training for maintenance and operation of municipal vehicles and facilities. Documentation of training and maintenance of municipal facilities (vehicles, buildings, roads, stormwater infrastructure, etc.) is included in the annual status report. PADEP has noted the Township's efforts and compliance, and no changes to the policies and procedures in the Township are recommended (Due to the detail of the following map, it is included for reference only, a larger and up to date copy is on file at the Township.)

Map 3: MS4 Map



Act 537 and Chapter 94 Summary

Authored by Gilmore and Associates

Municipalities are required to develop and implement comprehensive official plans that provide for the resolution of existing sewage disposal problems, provide for the future sewage disposal needs of new land development, and provide for future sewage disposal needs of the municipality. The current image of the Act 537 Plan is dated 2012. It should be noted that as land is developed and an Equivalent Dwelling Unit (EDU)/planning module resolution is approved, the resolution becomes an amendment to the Township's Act 537 Plan (once signed off by PADEP). This is why the Map does not show areas of the Township in the sewer growth area that have been developed with sewer. These connections are reflected on the Services Area image provided and the Chapter 94 Map.

Wasteload Management (Chapter 94) is a process whereby the owner or operator of a wastewater treatment plant monitors both the volume and organic strength of the wastewater received by the treatment plant and takes appropriate actions to prevent the treatment plant from receiving either too much flow or organic material for the plant to treat properly. Wasteload Management also applies to owners or operators of sewage pump stations, who monitor flows or the usage of pumps to ensure that the pumps are capable of conveying flows to the treatment plant.

Wasteload Management is a planning process whereby the owner or operator of a wastewater treatment plant monitors both the volume and organic strength of the wastewater received by the treatment plant and takes appropriate actions to prevent the treatment plant from receiving either too much flow or organic material for the plant to treat properly. Wasteload Management also applies to owners or operators of sewage pump stations, who monitor flows or the usage of pumps to ensure that the pumps are capable of conveying flows to the treatment plant.

All publicly owned treatment works (POTWs) and sewer systems owned by or serving a municipality are covered by PADEP's Wasteload Management Regulations in Chapter 94. The purpose of these regulations is to provide adequate conveyance and treatment for future needs, prevent sewage facilities from becoming overloaded, limit additional connections to overloaded facilities, correct overload conditions, and prevent introduction of industrial discharges into municipal sewer systems that will interfere with operations or pass through the plant. Ultimately, these regulations protect Pennsylvania's waters from inadequately treated wastewater discharges.

The regulations require that each municipality with a permit from PADEP to treat wastewater ("permittees") submit an annual report by March 31 to the appropriate PADEP regional office. The report must, in part, evaluate the existing and projected hydraulic and organic loads to a municipal wastewater treatment facility, and existing and projected hydraulic loads (flow) to sewage pumping stations, to determine whether such facilities should be upgraded.

Upper Providence Township meets the requirements of the PADEP Wasteload Management Program. The annual Chapter 94 Report evaluates existing and proposed sewer facilities to be

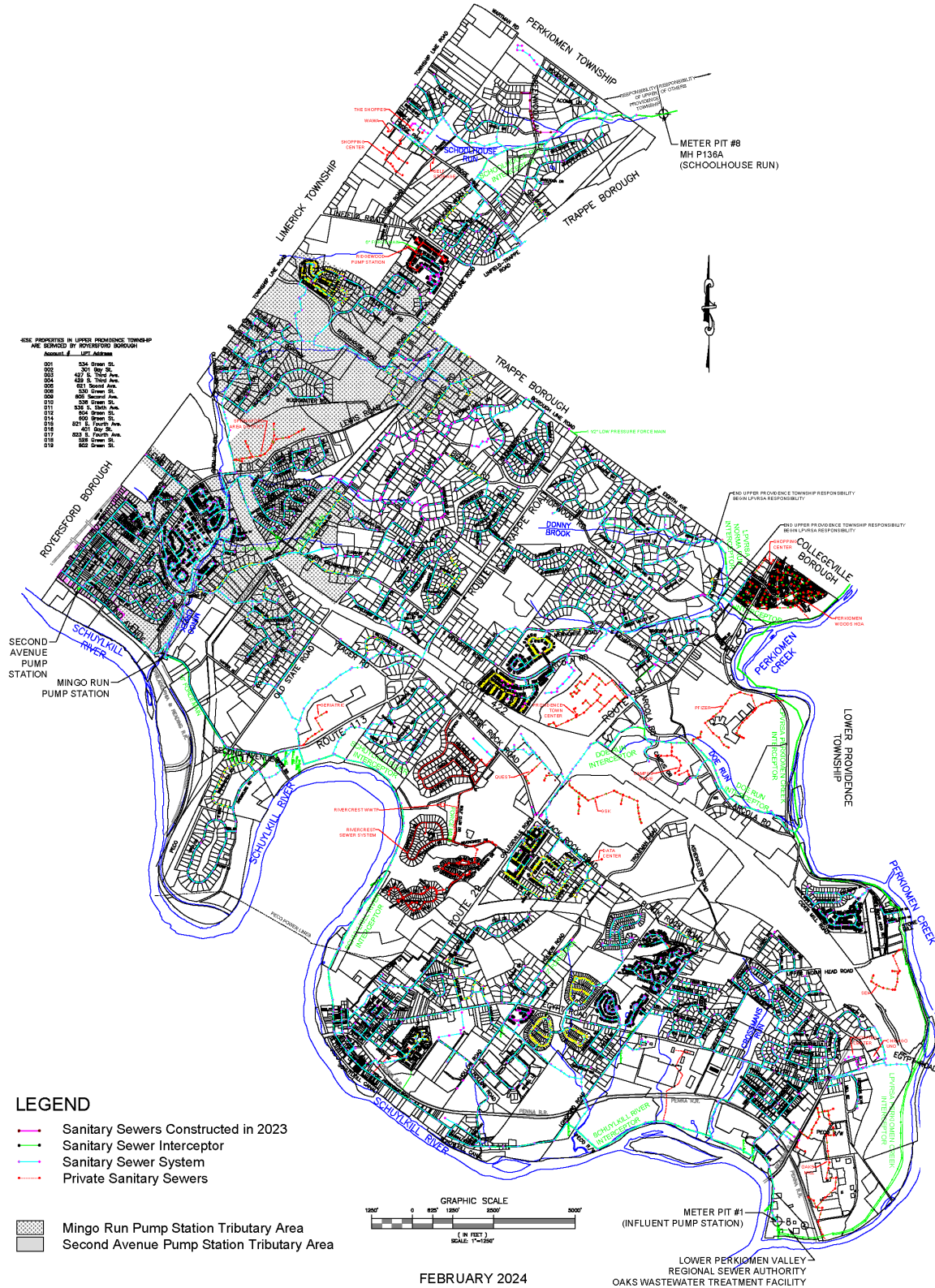
included in the LPVRS wastewater treatment plant Chapter 94 Report. The Upper Providence Township report consists of the following:

- Yearly sanitary sewer extensions, pipe length tabulations and updated sanitary sewer map.
- EDU allocations and 5-year projections.
- Second Avenue and Mingo Run Pump Station Flow Monitoring.
- Pump Station Repair Summary.

(Due to the detail of the following maps, they are included for reference only, a larger and up to date copy is on file at the Township.)



Map 5: Chapter 94 Map



<p>UPCH94MAP 2023</p> <p>1 OF 1</p> <p>18-110.BT</p> <p>REVISED FEBRUARY 2024</p>	<p>DESIGN: WND</p> <p>DRAWN: MAM</p> <p>DATE: 2-21-2024</p> <p>SCALE: AS SHOWN</p> <p>NOTES:</p>	<p>GILMORE & ASSOCIATES, INC.</p> <p>ENGINEERING & CONSULTING SERVICES</p> <p>1288 BLACK ROCK ROAD</p> <p>PHOENIXVILLE, PA 19360</p>	<p>CLIENT:</p> <p>UPPER PROVIDENCE TOWNSHIP</p> <p>1288 BLACK ROCK ROAD</p> <p>PHOENIXVILLE, PA 19360</p>	<p>SUBJECT:</p> <p>UPPER PROVIDENCE TOWNSHIP</p> <p>SANITARY SEWER SYSTEM</p> <p>MONTGOMERY COUNTY, PENNSYLVANIA</p>
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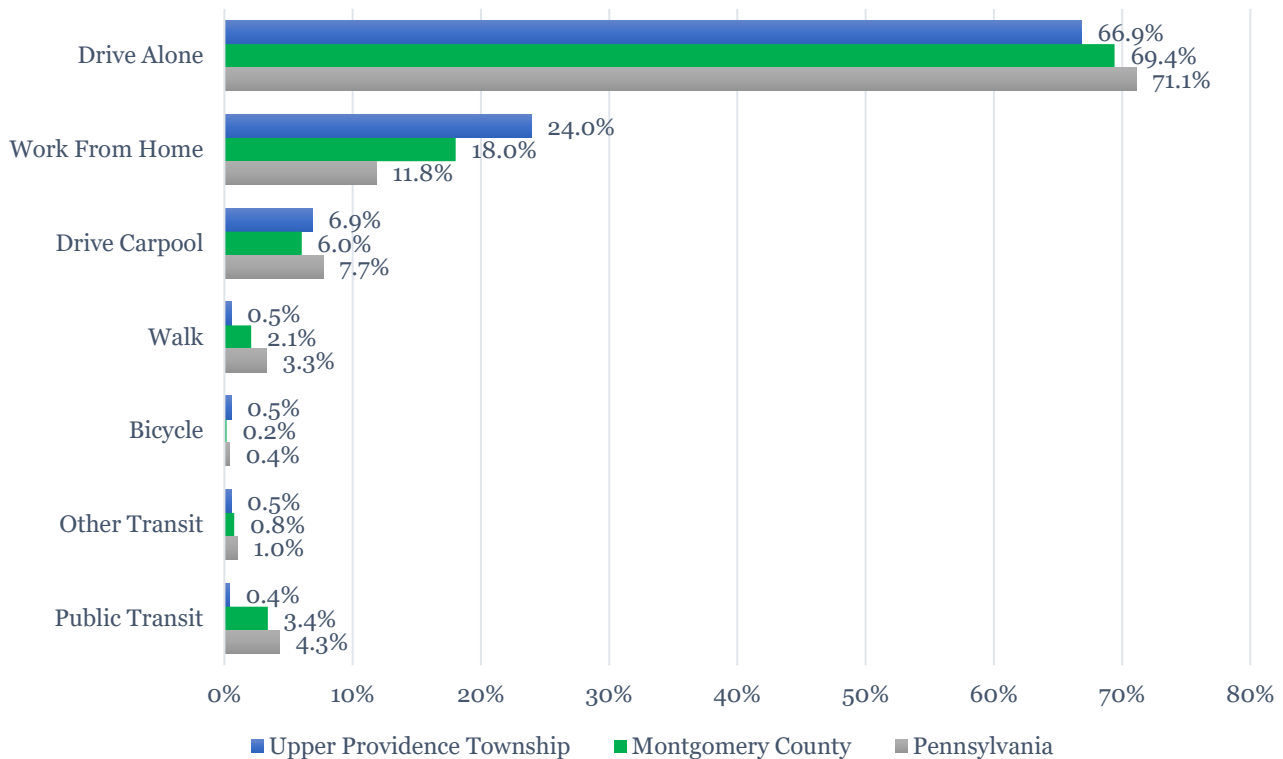
TRAFFIC PLAN

Transportation Related Census Data

Authored by Bowman Consulting

The graphs below highlight demographic data related to transportation and they compare Upper Providence Township to Montgomery County and to the Commonwealth of Pennsylvania. All data comes from the US Census Bureau American Community Survey's 5-year estimate (2018-2022) unless otherwise noted.

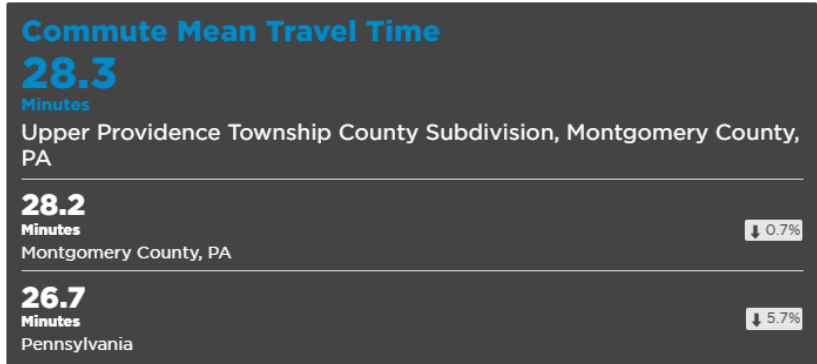
Figure 25: Commute Type by Percent of Residents who Commute



As with most suburban municipalities in the region, a substantial majority of workers in Upper Providence commute to work by driving alone, though the proportion of workers that do so is somewhat lower than in Montgomery County and in Pennsylvania overall. Conversely, nearly one quarter of workers living in Upper Providence work from home, which is a notably higher proportion than in the county and state. This speaks both to the overall increase in remote work coming out of changes introduced during the Covid-19 pandemic and specifically the relatively higher share of Township residents working in professional fields that are more easily suited to work-from-home arrangements. Very small percentages of Upper Providence Township workers walk, bike, or take public transit to work.

Figure 26: Commute Time

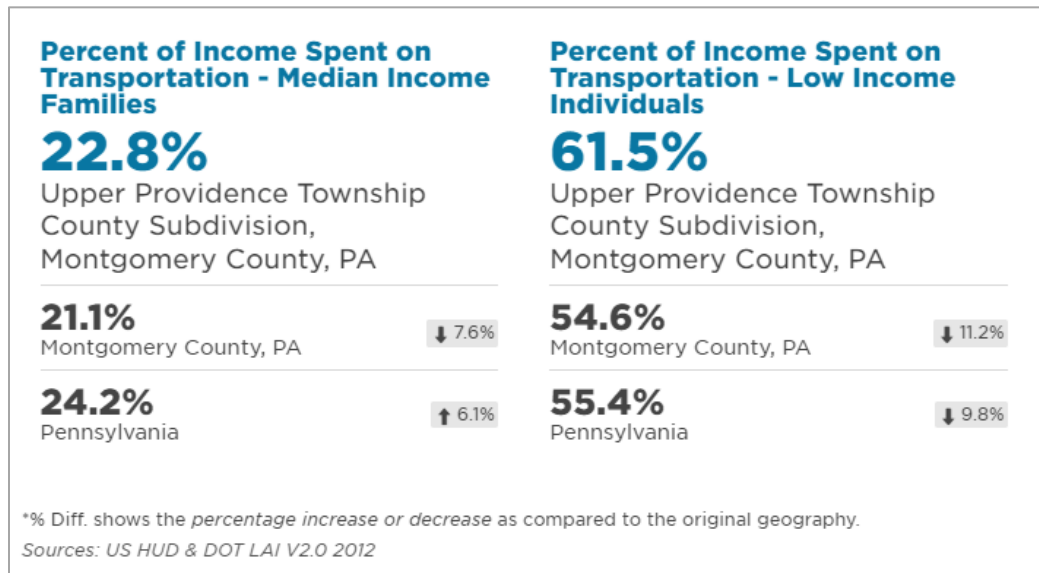
Among township residents that do commute to work, travel times are somewhat higher for Pennsylvania workers as a whole but are broadly consistent with the commute times



*% Diff. shows the percentage increase or decrease as compared to the original geography.

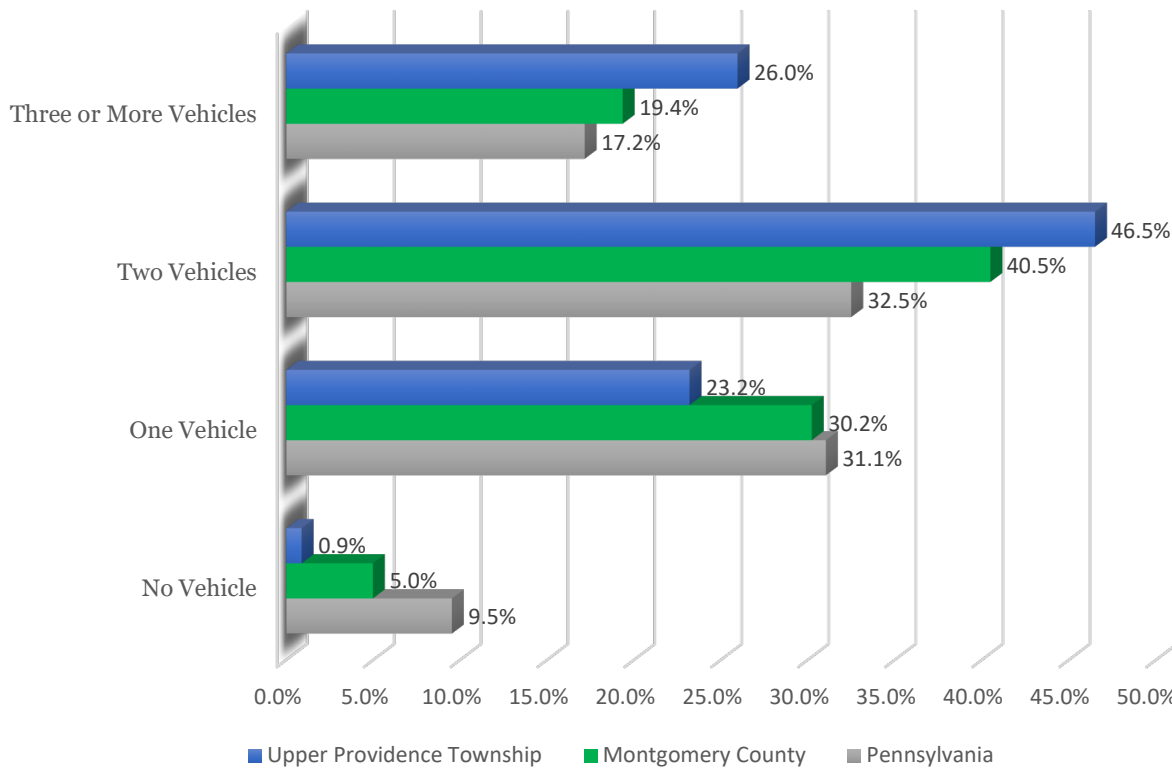
Income is an important factor influencing the transportation decisions of individuals and households. Low income individuals are forced to devote a higher share of their income to transportation costs. Median income families in Upper Providence spend similar percentages of their incomes on transportation as do their county and statewide counterparts but low income individuals in the Township spend an even higher share of their incomes on transportation than those in the county and state.

Figure 27: Transportation Costs



Income also influences vehicle access which, in turn, impacts the destinations that residents can conveniently reach. This is particularly true in suburban contexts such as Upper Providence, where public transportation is limited and walking or biking is not always a viable option. As shown below, fewer than one percent of households in Upper Providence do not have access to a vehicle while nearly three-quarters of households in the Township have access to two or more vehicles.

Figure 28: Number of Vehicles Available by Percent of Total Housing Units

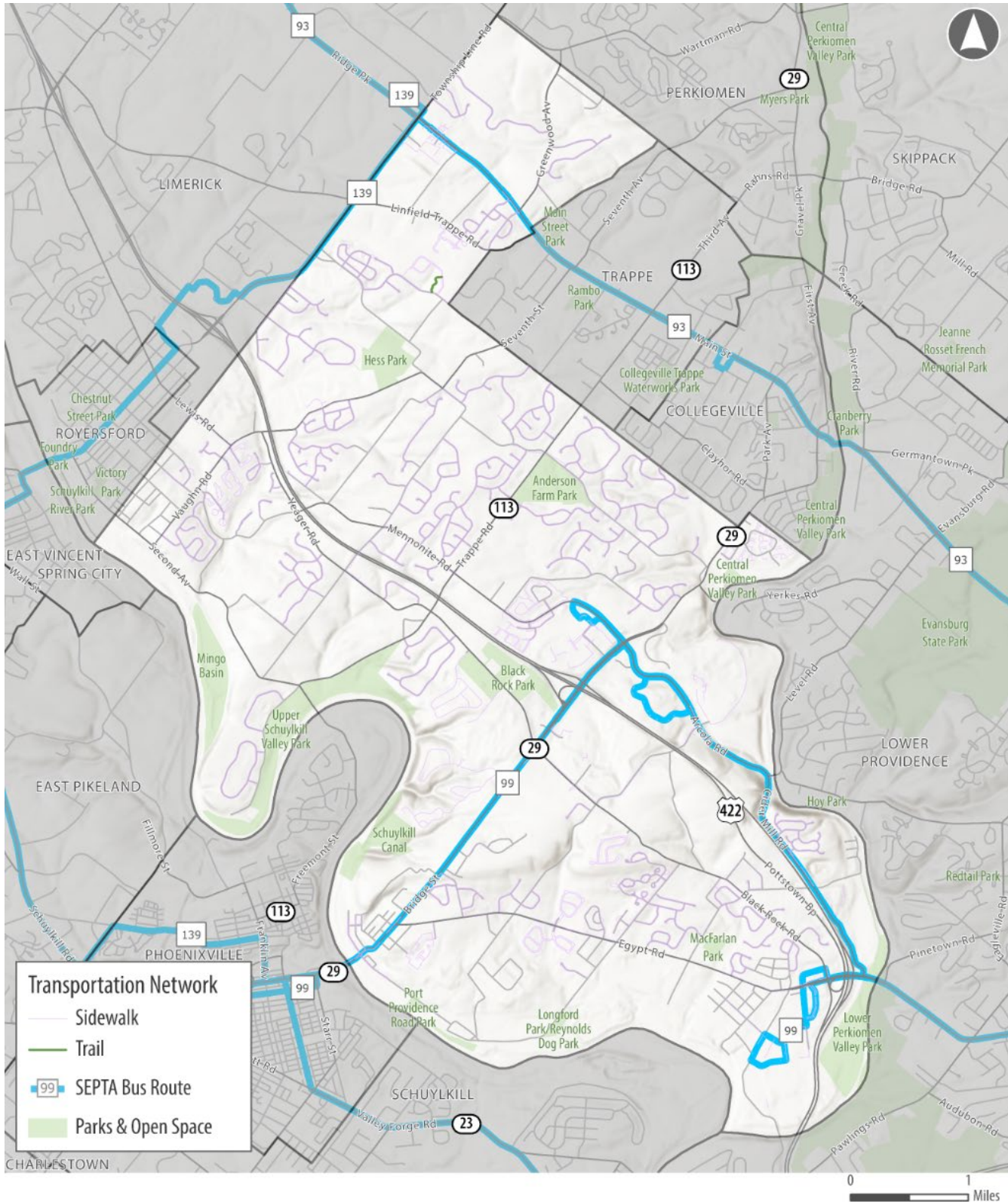


Transportation Inventory

The transportation network in Upper Providence Township is most easily understood through its key roadway corridors. US 422 bisects the middle of the Township in a generally east-west orientation while Route 29 spans the Township in a generally north-south orientation. Access to the regional highway system is provided through two US 422 interchanges within Township borders, one at Egypt Road and the other at Route 29. Other key roadway corridors include Ridge Pike/Main Street and Route 113. Three SEPTA bus routes currently serve parts of the Township. Sidewalks are present within many of the Township's residential developments and path connections are common within and between many commercial developments as well. The Schuylkill River Trail and the Perkiomen Trail, which are regional multiuse facilities, each go through Upper Providence and connect to one another within the Township. Smaller local trails and paths in the Township connect to these and other destinations.

Upper Providence Township's existing transportation network is shown on *Map 6* and described further below.

Map 6: Existing Transportation Network



|Roadways

PennDOT owns and maintains nearly 30 miles of roadway in the Township, including US 422, Route 29, Ridge Pike, Black Rock Road, Egypt Road, Trappe Road, Lewis Road, and others. These roadways carry a significant proportion of the Township's traffic volume and they provide regional as well as local connections.

Upper Providence Township owns and maintains approximately 83 miles of roadway within its borders. Some of the more heavily traveled Township owned roadways include Hopwood Road, Old State Road, and Hollow Road.

|Bridges

The state owns several bridges in the Township, including those that carry US 422. Other key state-owned bridges in Upper Providence include Black Rock Road over Crossmans Run, Egypt Road over Crossmans Run, Egypt Road over Perkiomen Creek, Route 29 over Donny Brook, and Second Avenue over Mingo Creek, among others.

Montgomery County owns and maintains Mingo Road bridge over Mingo Creek within Upper Providence while also having jurisdiction over a couple of the bridges that span the Township's boundaries, including Arcola Road over Perkiomen Creek and the Mont Clare bridge over the Schuylkill River.

Key structures owned and maintained by Upper Providence Township include Arcola Road over Doe Run, S. Mennonite Road over tributary to Donny Brook, Buckwalter Road over tributary to Mingo Creek, and Old Mill Road over tributary to Mingo Creek. The Township also owns other smaller structures and culverts along the Township-owned roadways.

|Pedestrian and Bicycle Facilities

Sidewalks are present within many of the Township's residential developments, providing comfortable, separated facilities for walking. Path connections are common within and between many commercial developments as well. In 2021, the Township completed and adopted the *Upper Providence Township Active Transportation Plan*. In the ensuing years, several of the improvements recommended in the plan have either been completed or are advancing towards completion. This has been accomplished through land development, competitive grant funding, and capital investment. Finally, the Schuylkill River Trail and the Perkiomen Trail, which are regional multiuse facilities, each go through Upper Providence and connect to one another within the Township. Smaller local trails and paths in the Township connect to these and other destinations.

[Public Transportation

Upper Providence Township is currently served by three fixed-route SEPTA bus routes. SEPTA Route 99 serves communities between Norristown and Phoenixville. Within the Township, SEPTA Route 99 serves the shopping centers and destinations at Oaks; the offices, residences, and hotels on the Acola Road corridor; the Providence Town Center development; and the Route 29/Collegeville Road corridor. SEPTA Route 93 serves primarily the Ridge Pike corridor from Norristown to Pottstown, which include the northern section of Upper Providence. Finally, the SEPTA Route 139 bus serves destinations from King of Prussia to Limerick, primarily via the Route 23 roadway corridor. In Upper Providence, the SEPTA Route 139 serves Township Line Road and riders can transfer to and from the SEPTA Route 93 at Ridge Pike.

However, changes to SEPTA's bus network, which have been developed through the Bus Revolution project, were approved in May 2024 and will be implemented starting in Summer 2025. Within Upper Providence, the Route 99 will be modified so as to no longer serve the Arcola Road corridor or Route 29 corridor north of Mont Clare. There will be small changes to the routing in the Oaks area after which, travelling west, the route will use Egypt Road to access Route 29 to travel south to Phoenixville. The routing of the Route 93 and Route 139 services within the Township borders will not be changed.

There is currently no passenger rail service in Upper Providence Township or in the surrounding municipalities. However, there is an ongoing effort led by the Schuylkill River Passenger Rail Authority (SRPRA) to bring passenger rail to the area through an existing freight rail corridor. The proposed project would, as a first phase, provide rail service between Philadelphia and Reading with additional stops in Phoenixville and Pottstown. The project is currently being developed through the Federal Railroad Administration's Corridor Identification Program. Provided that the project clears various hurdles in the project development process, rail service could commence in 2029.

[Ultimate Right-of-Way Map and Functional Classification

Upper Providence Township maintains an Ultimate Right-of-Way Map that is incorporated by reference into the Township Code. The map portrays the roadway network in Upper Providence with each roadway being classified as one of the following:

- Limited Access Highway (Min. 120' ultimate right-of-way)
- Arterial (100' ultimate right-of-way or as otherwise noted)
- Collector (80' ultimate right-of-way)
- Feeder (60' ultimate right-of-way)

➤ Village Road (40' ultimate right-of-way)

The Ultimate Right-of-Way Map and its associated ordinance are intended to provide adequate land in the public right-of-way to accommodate both present and future traffic demands, including the preservation of sufficient space for future roadway widening or other public improvements. Plans for development are required to note and to show the ultimate right-of-way line according to the functional classification of the roadway on which the development is sited. The number of feet required to be noted is measured from the roadway center-line outwards in each direction.

As seen in the list above, the Township requires differing amounts of land to be designated for ultimate right-of-way according to the functional classification of the roadway. Functional classification refers to the categorization of roadways according to the function that they serve. Different roadways serve varying traffic volumes and trip lengths and they are able to accommodate different travel speeds. These and other variables contribute to how a roadway is functionally classified. In addition, different entities may use different systems of classification. Relative to Upper Providence, both PennDOT and Montgomery County maintain functional classification systems in addition to the Township.

This plan recommends that Upper Providence update its Ultimate Right-of-Way Map and the associated ordinance to better align its functional classifications with current development and traffic conditions. In the case of the roadways owned by PennDOT, several of the updates are recommended to coincide with PennDOT's current classifications. The *Figure 29* identifies roadways that are recommended for a change in functional classification. In addition, the final updated map should include those roadways that have been built and dedicated to the Township since the map was last updated.

Figure 29: Functional Roadway Classification

Focus Roadways	Recommended Functional Classification <i>Comp Plan 2024</i>	Township Functional Classification <i>Comp Plan 2010</i>	PennDOT Functional Classification
Township Line Rd. (SR 4014)*	Arterial	Arterial	Other Principal Arterial Highway
S. Collegeville Rd. (Route 29)*	Arterial	Arterial	Other Principal Arterial Highway
Bechtel Road	Collector	Collector	Local Road
Rittenhouse Road	Collector	Collector	Local Road
Mill Road	Collector	Collector	Local Road
Arcola Road	Collector	Collector	Major Collector
Vaughn Road	Collector	Collector	Major Collector
Second Ave. (SR 4015)*	Collector	Collector	Major Collector
Ridge Pike (SR 4031)*	Arterial	Collector	Other Principal Arterial Highway
Linfield Trappe Rd. (SR 4017) *	Collector	Collector	Major Collector
Lewis Road (SR 4048)*	Collector	Collector	Major Collector

Focus Roadways	Recommended Functional Classification <i>Comp Plan 2024</i>	Township Functional Classification <i>Comp Plan 2010</i>	PennDOT Functional Classification
<i>Route 113*</i>	Arterial	Collector	Minor Arterial
<i>Black Rock Rd. (SR 4003)*</i>	Arterial	Collector	Minor Arterial
<i>Egypt Road (SR 4002)*</i>	Arterial	Collector	Minor Arterial/Other Principal Arterial Highway
Hopwood Road	Collector	Collector	Local Road
<i>Mennonite Road</i>	Collector	Feeder	Major Collector
Longford Road	Feeder	Feeder	Local Road
Hollow Road	Feeder	Feeder	Local Road
Troutman Road	Feeder	Feeder	Local Road
Walnut Street	Feeder	Feeder	Local Road
Green Tree Road	Feeder	Feeder	Local Road
Old State Road	Feeder	Feeder	Local Road
Borough Line Road	Feeder	Feeder	Local Road
Kline Road	Feeder	Feeder	Local Road
Mingo Road	Feeder	Feeder	Local Road
Brower Avenue	Feeder	Feeder	Local Road
<i>Cider Mill Road</i>	Collector	Feeder	Major Collector
Greenwood Ave. (SR 4011)*	Feeder	Feeder	Local Road
Station Avenue	Feeder	Feeder	Local Road
<i>Yeager Road</i>	Collector	Residential/Village	Major Collector
Yerkes Road	Residential/Village	Residential/Village	Local Road
*State Road	Roadway names shown in <i>italics</i> indicate a recommended change in functional classification from the 2010 Comprehensive Plan.		

Background: Capital Transportation Improvement Projects

Upper Providence Township (UPT) has been and will continue to be proactive in the development and implementation of capital projects that improve the safety and functionality of the transportation network. These projects may include, as examples, new turn lanes at an intersection, traffic calming measures along a busy corridor, a new sidewalk segment that connects to existing sidewalks to complete a route to school, or an improved signal that is coordinated with other nearby signals to move traffic more efficiently. Upper Providence staff and elected officials engage with the public and other impacted stakeholders to identify, plan, and prioritize capital transportation improvement projects. Such projects can be funded and implemented through several different means, which are described below. Some projects require a combination of approaches to bring planned improvements to fruition.









- Township Funds
 - Through the municipal budget process, the Township can independently fund all or part of capital transportation improvement projects. Township funds can also be used to provide matching dollars in pursuit of grant funding for such projects.
- Grant Funds
 - Several state, regional, and federal grant programs provide funding on a competitive basis for planning, project development, and construction of capital transportation improvement projects. Upper Providence has over the years successfully pursued grant funding for transportation projects including intersection improvements, trail development, and enhanced traffic signals or signal systems
- Transportation Improvement Program (TIP) Funds (primarily federal)
 - The TIP, which is updated every other year, is a list of all transportation projects in the greater Philadelphia region that intend to use federal funds, and also includes non-federally funded transportation projects that are deemed to be “regionally significant”. The TIP is developed and approved by the Delaware Valley Regional Planning Commission (DVRPC), the board of which includes representatives from each of the five counties that make up the greater Philadelphia region in Pennsylvania. Projects that appear on the TIP have dedicated funding; however, federal dollars for transportation in the region are limited and as such it is often difficult to have a desired project added to the TIP.
- Act 209 Funds
 - Pennsylvania Act 209 allows municipalities to assess transportation impact fees on new development within its boundaries, provided that the municipality adopts a municipal transportation impact fee ordinance in accordance with the procedures set forth in the Act. Upper Providence completed these steps and adopted its initial ordinance in 2019. The collected impact fees must be used for off-site transportation capital improvements that are attributable to new development. As required, the Township’s Act 209 identifies specific roadway improvements that are eligible to be advanced through Act 209 funding.
- Land Development Process
 - Finally, capital transportation improvement projects can be implemented through the land development process. Regulations within the Township’s Subdivision and Land Use Ordinance (SALDO) may require that transportation improvements be made as part of an incoming development. Discussions largely between the Township and developers, and with outside agencies on larger-scale projects, can also result in the






implementation of transportation projects including intersection improvements and new sidewalk or trail connections, among others.

Significant Completed Capital Transportation Improvement Projects

The identification of issues or concerns within the transportation network and the initial development of potential solutions usually begins through planning efforts. Past Township and regional planning efforts are described in more detail beginning on page 14 of this plan. Some of the more notable plans include the 2010 Comprehensive Plan Update, the Trail Focus List/Trail Master Plan (2016-2017), the Phoenixville Region Multimodal Transportation Study (2018), and the UPT Active Transportation Plan (2021). Upper Providence has made much progress in implementing the projects identified in these and other planning efforts. Below are several significant projects that have been completed since the adoption of the 2010 Comprehensive Plan Update.

Figure 30: Completed Transportation Projects since the 2010 Comprehensive Plan



Project	Project Type ⁽¹⁾	Description
Egypt Road (Oaks area)		Roadway widening including through lanes and turn lanes along Egypt Road from US 422 to Brower Avenue
Arcola Road Bridge		Replacement of bridge over Perkiomen Creek with new three-lane roadway cross section on bridge
Egypt Road and Longford Road		Signalization of intersection and addition of turn lanes on Egypt Road
Hopwood Road Trail		New trail segment on south side of Hopwood Road connecting to Anderson Farm Park
Black Rock Road west of Longford Road		Widening of Black Rock Road to increase travel lanes/shoulders and realign a section of the roadway
Arcola Road Roundabout and Multi-modal Facilities		Installation of a roundabout, pedestrian facilities, and new trail segment along the north side of Arcola Road from the roundabout to Route 29
Route 29/Jacobs/Walnut Street Realignment ⁽²⁾		Jacobs Street realignment with Walnut Street, including new signal operation/equipment and upgraded pedestrian facilities.
Arcola Road/Cider Mill Road Perkiomen Trail Improvements ⁽³⁾		New pavement marking and signage installation to enhance Perkiomen Trail crossing trail visibility along Arcola Road and Cider Mill Road.






- (1)  = Roadway,  = Signal,  = Sidewalk/ADA,  = Trail/Bike,  = Bridge/Structure;
 (2) Act 209 Improvement; (3) Active Transportation Plan Improvement

Funded Capital Transportation Improvement Projects

The process of developing and implementing a capital transportation improvement project typically takes several years, requiring discrete steps such as preliminary engineering, right of way acquisition, final design, permitting, and construction. Several larger-scale transportation improvement projects are currently advancing in Upper Providence Township and have the funding needed to reach completion. These are listed in *Figure 31*.

Figure 31: Funded Transportation Projects












Project	Project Type (1)	Description	Est. Comp Year
Black Rock Road over Crossmans Run		State led bridge replacement project with roadway widening to provide two full width travel lanes and shoulders	2026
Route 29 / Yerkes Road/ Hopwood Road Improvements		Widening of Route 29 from two to four lanes; addition of turn lanes and signalization / crosswalk at Hopwood Road intersection; multiuse trail extension, and curve realignment along Hopwood Road	2027







(1)  = Roadway,  = Signal,  = Sidewalk/ADA,  = Trail/Bike,  = Bridge/Structure






Priority Capital Transportation Improvement Projects

Finally, the Township has, in the course of its planning efforts, identified capital transportation improvement projects that do not yet have full funding. These projects are at varying stages of development, some having received funding and advancing through various engineering stages while others are still in a more conceptual stage in which implementation planning and funding strategies are being discussed and coordinated. Depending on the specific elements, a project may be most suitable for a certain grant opportunity, while others may be most efficiently implemented through land development, for example. The projects below have been identified as priorities by Township officials, staff, and other stakeholders. They are not in a ranked order, as simultaneous implementation efforts can occur through several different means.

Figure 32: Priority Transportation Projects

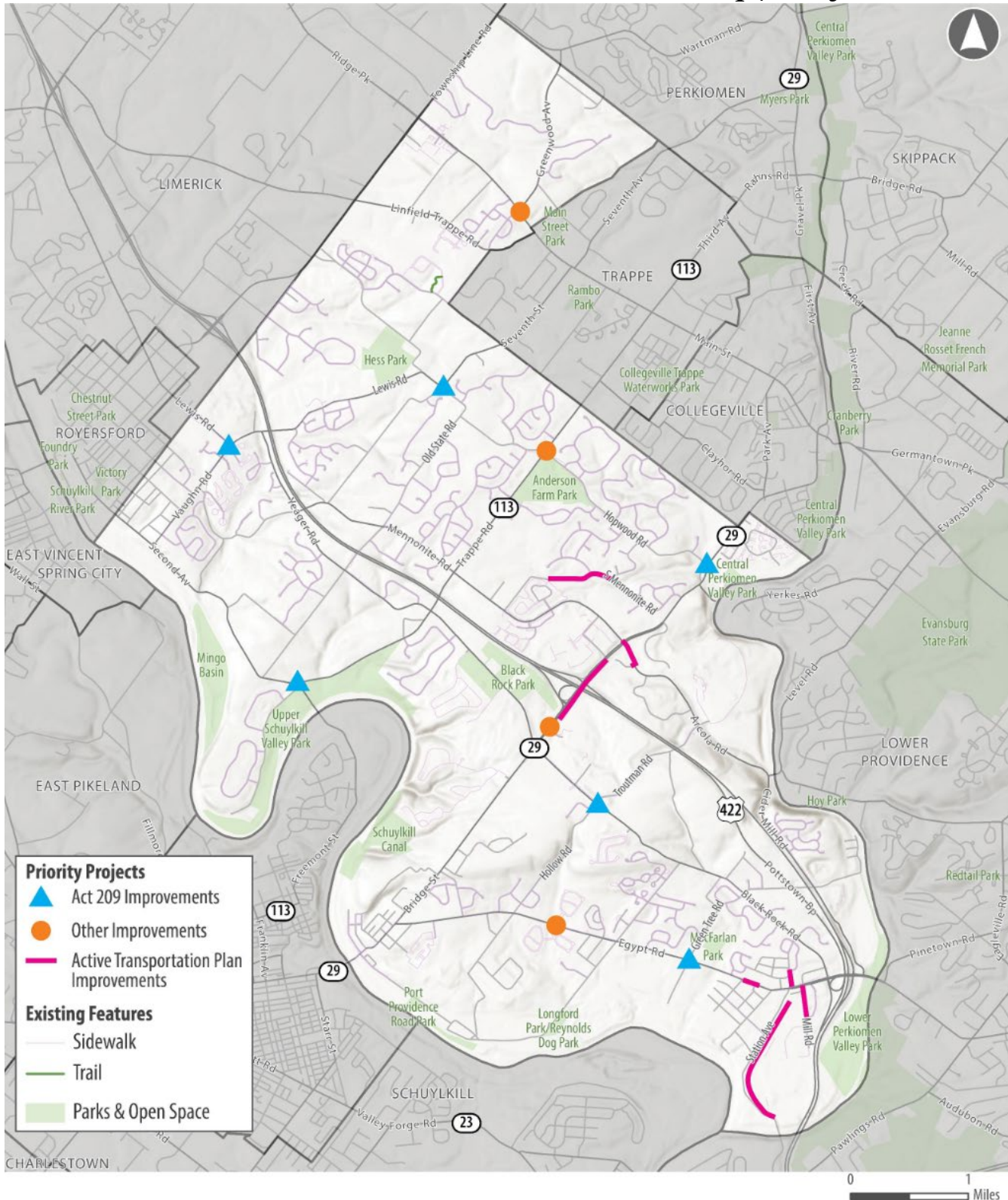
Project	Project Type ⁽¹⁾	Description	Funding ⁽⁴⁾
Route 29 / Yerkes Road / Hopwood Road Improvements ⁽²⁾		Widening of Route 29 from two to four lanes; addition of turn lanes and signalization / crosswalk at Hopwood Road intersection; multiuse trail extension to Perkiomen Trail. Curve realignment along Hopwood Road	FF
Arcola Road and Route 29 Pedestrian Crossing & Trail Connection ⁽³⁾		New signalized pedestrian / bicycle crossing over Rte. 29 at Arcola Road; new trail segment along Arcola Rd (east of Rte. 29) connecting to existing trails; refuge island/crossing at Springdale Dr.	PF
Black Rock Road / Dreibelbis Road / 2 nd Avenue Roundabout and Bridge Replacement ⁽²⁾		Roundabout installation at Route 113 / 2 nd Ave. / Dreibelbis Road including the replacement of the Route 113 bridge structure immediately north of the intersection (Note: The bridge replacement has dedicated funding through the regional TIP	PF
Lewis Road / Vaughn Road / Orchard Court Intersection Improvements ⁽²⁾		Coordinated signalization of the offset intersections, including widening of S. Lewis Road for southbound deceleration lane, re-striping of northbound S. Lewis Road, removal of channelized right-out access at Orchard Court	NYF
West Main Street and Greenwood Avenue Signalization & Pedestrian Accommodations		Installation of a new traffic signal and pedestrian facilities	PF
Route 29 and Doe Run Boulevard Signal Modernization		Replacement of span wire traffic signal with traditional mast arms and modernized pedestrian equipment, including cabinet modification to allow for future pedestrian crossing	FF
Black Rock Road / Hollow Road / Troutman Road Signalization ⁽²⁾		Installation of new traffic signal and pedestrian facilities	NYF
Route 113 / Hopwood Road Signal & Pedestrian Upgrades		Upgrade ADA facilities, crossings, and pedestrian equipment; lighting structure installation to enhance pedestrian visibility; evaluate dedicated left turn signal phasing warrants	NYF
Egypt Road / Eden Boulevard Enhancements		Upgraded pedestrian equipment, actuated push button installation, enhanced pedestrian crossings and signage	NYF
Lewis Road / Bechtel Road / Fruit Farm Road Signalization ⁽²⁾		Installation of a new traffic signal and associated equipment	NYF
Egypt Road and Green Tree Road Signalization ⁽²⁾		Installation of a new traffic signal and associated equipment	NYF

Project	Project Type ⁽¹⁾	Description	Funding ⁽⁴⁾
South Mennonite Road Trail/Path ⁽³⁾		Installation of a new pedestrian trail/path along the north side of S. Mennonite Road between the existing trail behind the White Springs development and the existing sidewalk network at Green Valley Drive	NYF
Egypt Road Sidewalk Improvement ⁽³⁾		Modification of existing damaged sidewalk and installation of new sidewalk on the north side of Egypt Road between Highland Avenue and Oakland Avenue	NYF
Route 29 South Pedestrian Connection ⁽³⁾		Installation of a trail and associated pedestrian facilities on the east side of Route 29 between Doe Run Boulevard to the Goddard School	NYF
Station Avenue Sidewalk and Potential "Road Diet" ⁽³⁾		Sidewalk and associated pedestrian facility installation on the west side of Station Avenue between Egypt Road and Montgomery Avenue Evaluation of the entirety of Station Avenue to assess opportunity to provide multimodal elements and/or traffic calming elements	NYF
Mill Road Sidewalk ⁽³⁾		Installation of sidewalk and associated pedestrian facilities along the west side of Mill Road between Egypt Road Marketplace Drive	NYF
Gumbes Road Sidewalk ⁽³⁾		Installation of sidewalk and associated pedestrian facilities on the northern side of Gumbes Road between Egypt Road and Level Road	NYF

-  = Roadway,
  = Signal,
  = Sidewalk/ADA,
  = Trail/Bike,
  = Bridge/Structure
- (2) Act 209 Improvement
 (3) Active Transportation Plan Improvement
 (4) NYF = Not Yet Funded, PF = Partially Funded, FF = Fully Funded

Map 7 shows the locations of the proposed projects listed in the previous Figures.

Map 7: Project Locations



Crash Data and Safety Analysis

In addition to the aforementioned capital transportation improvement projects, the comprehensive plan also evaluated safety in order to determine if, in addition to the planned capital projects, other areas of the Township should be investigated and potentially identified for transportation improvements. A high number of crashes at a location may be an indicator of a safety issue warranting further evaluation. Based on an assessment of reportable crash data in the Township over a five-year period between 2019 – 2023, Bowman Consulting Group (Bowman) prepared a Safety Analysis to identify areas within Upper Providence where there have been a relatively higher number of crashes resulting in either a fatality or a suspected serious injury. The full Safety Analysis, written by Bowman, can be found in **Appendix B**. Based on the analysis, five key corridor segments have been identified that comprise the Township's High Injury Network (HIN). The HIN can be used as a starting point for investigating existing roadway characteristics and other contributing factors in order to assist the Township in determining countermeasures in these and other areas that would seek to improve safety and reduce high injury crashes within the Township. The five key corridors include the following roadways:

- Black Rock Road
- Egypt Road
- Route 29
- Ridge Pike
- Township Line Road

These locations are not listed according to any prioritized ranking and these locations do not represent an all-inclusive list. Therefore, the Township should continually monitor road locations in Upper Providence for which improvements may be necessary to address potential safety concerns.

Recommendations / Action Items

- Update the Official Map to reflect priority Act 209 projects, safety projects, and priority capital improvement projects.
- Identify and then implement improvements intended to address high injury crash networks identified in the included Safety Analysis through state and federal grant programs.

- Advance the priority projects listed in this plan and those from previous plans that may not yet have been implemented, and identify potential funding mechanisms.
- Update Township Right-of-Way Map as per the plan's guidance to ensure that the Township's roadway network is reflected accurately.
- Provide a safe and efficient multimodal transportation network that supports the movement of people and goods and reflects the character of Upper Providence Township.
- Continue to advance the recommendations of the Township's Active Transportation Plan and Complete Streets Policy.
- Plan and implement improvements to address both existing and future multimodal transportation needs (walking, biking, and using public transit) along key corridors.
- Support safe conditions along the roadway network by reducing vehicle speeds and cut-through traffic.
- Ensure that Upper Providence's ordinances and policies for transportation infrastructure are aligned with the municipality's goals and applicable standards.
- Update the Township Sidewalk and Trails Map to reflect current network and reassess remaining priorities.
- Review and update the Township's 2019 Act 209 study.
- Support public transit access through the Township and adapt to the changes arising from the SEPTA Bus Revolution project.
- Support and participate in regional transportation planning processes such as the DVRPC TIP development process, Montgomery County Transportation Improvement Inventory (TII), et. al.

Transportation Conclusion

With a growing population, the needs of the Township's transportation network have also increased. Since the previous Comprehensive Plan, several significant transportation improvement projects have been implemented in Upper Providence. The Township has leveraged a variety of funding and implementation mechanisms, including Act 209, state grants, and private development to ensure that its transportation network safely and efficiently serves its residents and the region beyond. This chapter has identified additional priority transportation improvement projects that do not yet have full funding and has also presented crash data and

safety analysis that highlight intersections and corridors that have higher concentrations of serious crashes, which the Township should evaluate and address going forward.

In addition, the recommendations / action items identified under the Transportation section support the Comprehensive Plan's vision and goals. Safety improvements, policy updates, and improved coordination with planning partners will establish a clear path for Upper Providence Township to achieve its transportation goals, including reducing vehicle crashes and improving multimodal mobility within the Township. New multimodal connections will provide improved access to recreational opportunities and open space and innovative transportation design will protect valuable natural resources and landscapes. With consideration given to all the information described herein, Upper Providence Township will be able to maintain and improve its transportation network in a way that is consistent with its character and values.

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|HOUSING PLAN

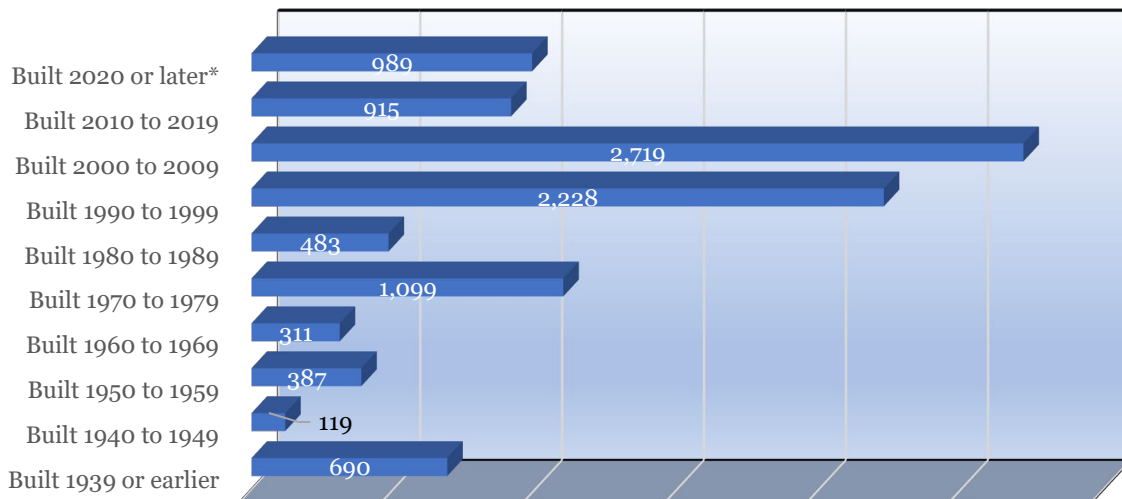
The Pennsylvania Municipalities Planning Code Act of 1968, P.L. 805, No. 247 as reenacted and amended (MPC) calls for comprehensive plans to address the needs of a municipality with respect to the provision of housing. Specifically, § 301.a.(2.1) requires discussion on the conservation of current housing, the rehabilitation of housing in declining neighborhoods, and the accommodation of new housing.

|Rehabilitation and Conservation

The existing Property Maintenance Code is very limited in scope and clearly written prior to the vast majority of the housing in the Township being built. For reference, § 226 of the General Legislation with the Township Code was originally adopted in 1971 and amended in 1977 and speaks only to the prohibition of creating a junk yard, scrap yard, or the keeping of junked cars.

With 47% of the houses in Upper Providence Township built after the year 2000, and 38% built between 1970 and 2000, totaling 85% of all the homes in the Township, the need for rehabilitation is likely minimal and on only an isolated basis. (See chart below for age of housing.)

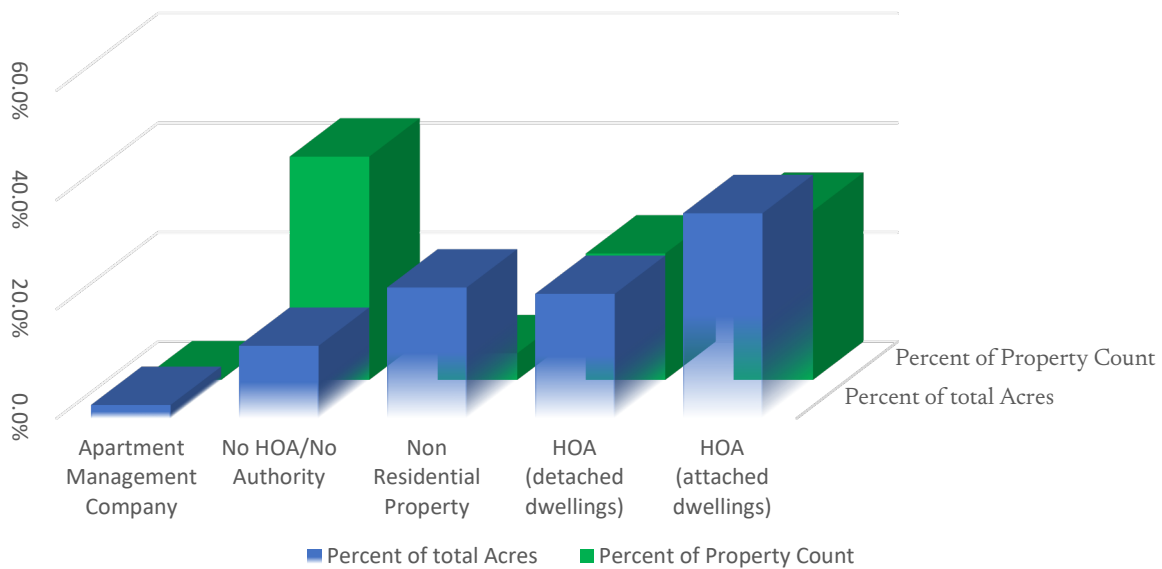
Figure 33: Age of Residential Structure



This applies to the conservation of housing as well. Given the age of the housing, nature of the Township's development pattern, and the Township nearing build-out, a specific effort to conserve housing by the municipality will not be necessary. The conservation and rehabilitation of the current housing stock in Upper Providence Township will be driven by the market and an overt effort by the Township is not necessary.

One aspect of conservation to be considered is the ongoing maintenance of a property, not just the structure. In the past the Township has declined to revise and update their property maintenance regulations due to the perceived prevalence of Homeowners Associations (HOA). However, based on research by the Township, *Figure 34* and *Map 8* on the following page, it is apparent that the extent of HOA's is not as far-reaching as originally thought.

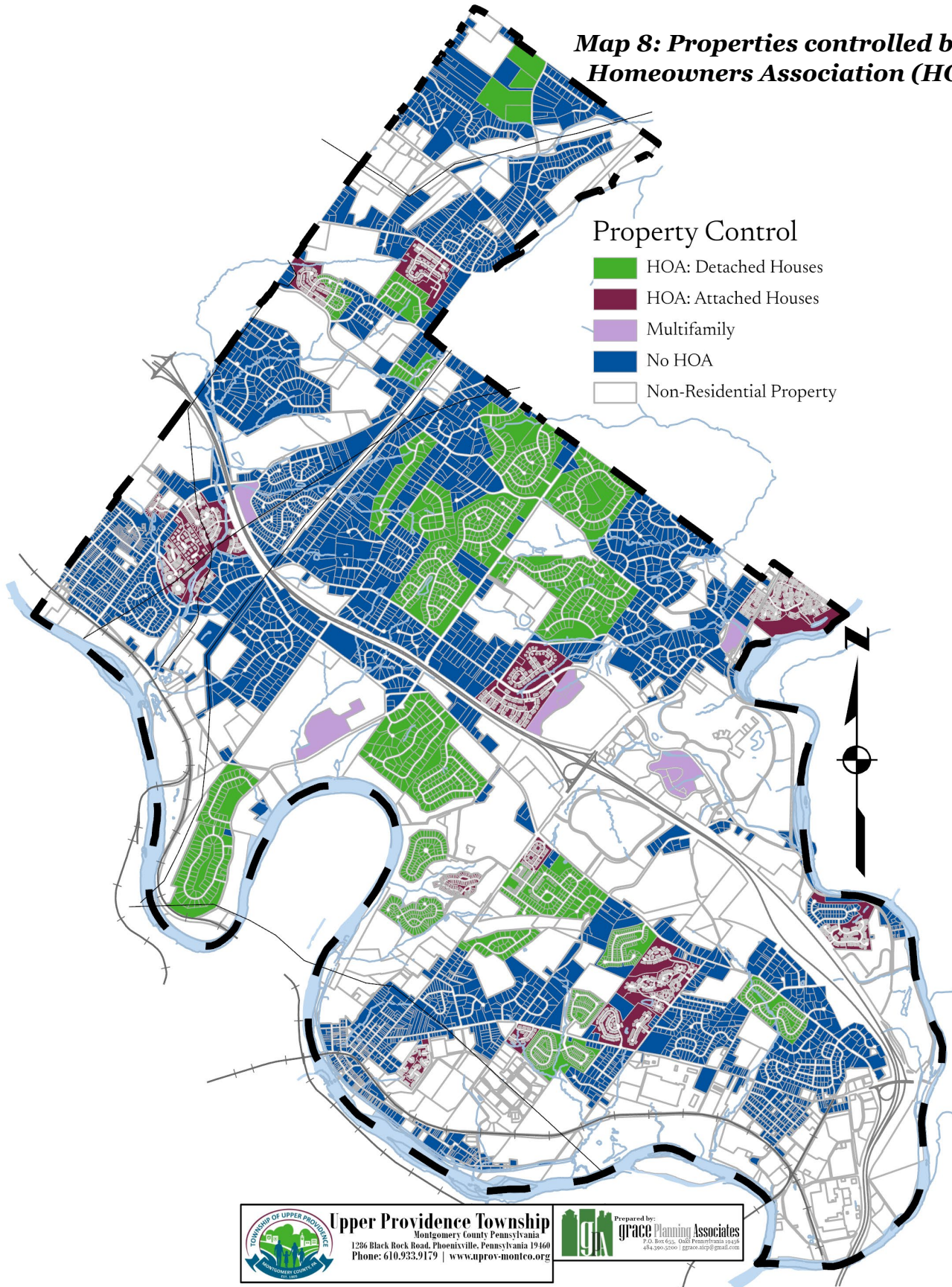
Figure 34: Percentage of HOA Property



It should be noted that when looking at HOA-controlled property maintenance supervision versus that of just a single non-HOA property, the average age of a non-HOA property is about a decade older. Specifically, in Upper Providence the median year a structure was built is 1996, the median year a non-HOA property was built in 1988. This age gap should be considered when looking at the property maintenance and considerations for housing conservation.

Given the age of the property maintenance code and significant number of properties not governed by HOA's (over 40%), the Township may consider modernizing the existing maintenance code to better reflect those issues that affect the properties and parcels more than the code currently regulates.

Map 8: Properties controlled by a Homeowners Association (HOA)



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Accommodation of New Housing

The Delaware Valley Regional Planning Commission (DVRPC), “the federally designated Metropolitan Planning Organization for the Great Philadelphia region,” (dvrpc.org), is the clearinghouse for demographic data and projections for every municipality in this region. By their projection, Upper Providence will have the following population increase over the next thirty years:

Figure 35: Population Projection

		2020	2025	2030	2035	2040	2045	2050
Population	Projected Population	24,160	24,497	26,876	27,702	28,454	28,993	29,327
	Percentage growth over ten years		1.39%	9.71%	3.07%	2.71%	1.89%	1.15%
	Number growth over 10 years			2,716	3,542	4,294	4,833	5,167
	Percentage growth since 2020			11.24%	14.66%	17.77%	20.00%	21.39%

In keeping with national trends, the average household size in Upper Providence has been decreasing over the past 30 years, as shown in the following chart:

Figure 36: Change in Persons per Household

		Persons Per Household	Percentage Change
Census Year	1990	2.91	
	2000	2.77	-4.8%
	2010	2.82	1.8%
	2020	2.62	-7.1%
	Average change:		-3%

Based on the DVRPC population projections and the average household size, Upper Providence will need to have the following number of housing units:

Figure 37: Projected Housing Need

		Population Projection	Persons per Household	Total Housing Units needed
Census Year	2020	24,160	2.62	10,103
	2030	26,876	2.53	10,615
	2040	28,454	2.38	11,945
	2050	29,327	2.24	13,084

Currently the housing stock in Upper Providence consists of the following number of housing units by type (this includes an accounting of units approved and constructed post-2020):

Figure 38: Housing Type and Percentage (as tabulated in 2020 Census)

		Number of Units	Percentage of Total Units
Housing Type	Single Family Detached	5,573	55.13%
	Single Family Attached	3,171	31.37%
	Multifamily	1,365	13.50%
	Mobile home	0	0.00%
	Boat, RV, van, etc.	0	0.00%
	Total housing units	10,109	

Based on the current percentage of single family detached, single family attached, and multifamily units, to fulfill the population growth projected by DVRPC the following housing units by housing type will be necessary:

Figure 39: Projected Housing Need, by Type

		Single Family Detached	Single Family Attached	Multifamily
Census Year	2020	5,570	3,169	1,364
	2030	5,852	3,330	1,433
	2040	6,585	3,747	1,613
	2050	7,213	4,104	1,767

Since the Census data was collected in 2019, the following housing units have either been constructed (issued certificates of occupancy) or are current land developments in process (Parkhouse is not included).

Figure 40: Housing Units Since 2019 Census counts

		Single Family Detached	Single Family Attached	Multifamily	Total New Units
Type	Projected Units (in Land Development process)	165	48	228	441
	CO Issued 2020- 2022	104	306	585	995
	Undeveloped	387	0	0	387
	Total	656	354	813	1,823

Combining the number of units currently queued in the land development process and the potentially developable land within the Township that has zoning that allows any sort of residential use, the following chart shows that Upper Providence will have a deficit of 38 homes.

Figure 41: Housing Surplus/Deficit

		Persons	New Units Needed	Single Family Detached	Single Family Attached	Multifamily	Total New Units
Decade	2020 to 2030	2,716	1,074	592	336	145	
	2030 to 2040	1,578	663	366	115	15	
	2040 to 2050	873	390	215	67	9	
	Total		2,126	1,173	518	170	1,861
			Total New Units Needed		Total Units in development		
			1,861			1,823	
Deficit						(38)	

The determination that the Township will have a housing deficiency should include the following caveats:

- This is based on our current zoning which generally has all of the vacant residential property zoned R-1 or R-2. Within R-1 and R-2 only single-family detached houses are listed as permitted uses.
- The structure of Upper Providence Township Zoning Ordinance allows for a higher density option within residentially or mixed-use zoned districts, but those higher densities require compliance with specific conditions. Vacant parcels have not been evaluated to determine if a higher density option is feasible. Therefore, all projections for the number of units feasible on vacant property only tabulates single family detached lots (most frequently on one acre lots, but in R-2, 15,000 square foot lots are the permitted use-using the assumption that public water and sewer are available).
- Compliance, or providing housing for the population projected by DVRPC is not required, the only legal requirements are (a) to provide areas for four types of housing, single family detached, single family attached, multifamily, and mobile homes, and (b) to provide a fair share of each housing type.

With the Residences at Providence Town Center adding an additional 115 dwelling units (with their amended plans approved by the Board of Supervisors in 2024) the housing “need” per DVRPC population projections is met, but only because of the recent/current apartment development. Single-family detached and single-family attached housing types both show an individual deficit.

Fair Share Analysis

The Commonwealth of Pennsylvania requires that every municipality provide its fair share of housing, this includes providing for four types of housing: single-family detached, single-family attached, multifamily and mobile homes. Including those developments currently in the land development process Upper Providence provides the following percentage of the four housing types:

Figure 42: Percentage of Housing Types, Upper Providence Township

Housing Type	Single Family Detached	5,531	54.7%
	Single Family Attached	3,165	31.3%
	Total Multifamily	1,415	14.0%
	Mobile home	0	0.0%

Fair share isn't a set percentage, or a specific division of housing types, the most logical comparison is to those neighboring municipalities that are generally the same age, size, and development type as the home municipality. Figure 43 shows regional municipalities and their percentage of housing types:

Figure 43: Percentage of Housing Types, Local Municipalities

Limerick			
Housing Type	Single Family Detached	4,694	58.7%
	Single Family Attached	1,780	22.3%
	Multifamily	1,320	16.5%
	Mobile home	198	2.5%
Lower Providence			
Housing Type	Single Family Detached	6,037	63.0%
	Single Family Attached	542	5.7%
	Multifamily	2,644	27.6%
	Mobile home	349	3.6%
New Hanover Township			
Housing Type	Single Family Detached	4,318	91.4%
	Single Family Attached	369	7.8%
	Multifamily	29	0.6%
	Mobile home	10	0.2%
Upper Hanover Township			
Housing Type	Single Family Detached	2,401	73.9%
	Single Family Attached	833	25.6%
	Multifamily	17	0.5%
	Mobile home	0	0.0%

<i>Perkiomen Township</i>			
Housing Type	Single Family Detached	2,313	73.5%
	Single Family Attached	691	21.9%
	Multifamily	145	4.6%
	Mobile home	0	0.0%
<i>Skippack Township</i>			
Housing Type	Single Family Detached	2,947	72.3%
	Single Family Attached	918	22.5%
	Multifamily	197	4.8%
	Mobile home	13	0.3%
<i>East Pikeland Township</i>			
Housing Type	Single Family Detached	2,598	72.9%
	Single Family Attached	652	18.3%
	Multifamily	315	8.8%
	Mobile home	0	0.0%
<i>East Vincent Township</i>			
Housing Type	Single Family Detached	1,741	71.1%
	Single Family Attached	238	9.7%
	Multifamily	277	11.3%
	Mobile home	191	7.8%

On average, the municipalities provided the following percentage of housing types:

Figure 44: Average of Housing Type Provided, Local Municipalities

Housing Type	Percent to total	
	Single Family Detached	72.1%
	Single Family Attached	16.7%
	Multifamily	9.4%
	Mobile Homes	0.0%

Note that while Upper Providence does not have any mobile homes or mobile home parks those land uses are permitted under the M-1 and M-2 Zoning Districts and as discussed in the Land Use section of this document, industrially zoned property is by far the majority of the vacant property left in Upper Providence.

Obviously, the percentage of single family detached provided by Upper Providence is less than the average (54% versus 72%), but in this case that is beneficial. Those municipalities that provide primarily one type of housing, depending on their zoning and available land may open themselves up to legal action. Upper Providence has provided a good mix of housing and based on the Township's Zoning Ordinance and available land, provides an adequate share of all required housing types.

|Current Housing Market Data

Montgomery County Planning Commission tabulated, using Board of Assessment Appeals figures, that in 2023 Upper Providence Township had 319 home sale transactions, seventh highest in the county over that time period (fifth for Townships). The median price of single-family detached homes was \$642,450 and \$422,500 for single family attached homes (this is a median price of \$478,365 for all unit types). Those sales prices are 13.6% lower than the previous year (2022). Based on a Rocket Homes report as of July 2024 the median price of a home sold in Upper Providence is \$484,900, which is an increase of 5% since August of 2023. See **Appendix C** for full report.

The Montgomery County Planning Commission report on 2023 Housing has Upper Providence as building 330 new units in 2023, which ranks third in the county. That report also states that 300 homes sold per year and per numerous sources, Upper Providence is one of the busiest real estate markets in Montgomery County.

|Housing Plan Conclusion

As with the demographic health of the Township, the overall housing health of the Township is strong; however, there are attributes of the housing stock and future housing needs that the Township should be aware of though this cycle and the next comprehensive planning cycles. Those issues include:

- Because of the on-going contentious nature of the application, the Parkhouse site, owned by Royersford Holdings, was not tabulated within this housing analysis. That application ranged from a potential of 1,200 age restricted units including single family detached, single family attached, multifamily and assisted living, all for people aged 62 or older, to between 585 and 600 townhouses with a mix of approximately 75% market rate to 25% age restricted (55 and older).

Given the changeability of the Parkhouse land development and range of the unit count, in conjunction with the prior data showing that without this development the Township will meet the future housing need, the provision of the required housing types, and a fair share of all necessary housing types, the inclusion of the proposed development created unnecessary variability in the calculations.

As of the publication of this Plan, the proposed development has received approval for a new option within the Zoning Ordinance (an amendment within Open Space Residential-2 Option), and the applicant has filed a tentative sketch plan for approval under the Township's Subdivision and Land Development regulations, no formal approvals have been issued by the Board of Supervisors at the time of publication of this document.

- While the Township does provide for a fair share and broad range of housing types, maintaining a cross section of housing prices is a factor to monitor. A broad cross section of pricing will allow for entry-level first-time buyers, families, and empty nesters to have a place to accommodate changes in lifestyle, economics, and housing needs without moving out of the Township.
- While Upper Providence has and will likely build enough housing to meet any projected housing demand, the Township should strongly encourage the redevelopment of existing areas over that of new development of vacant property. Tapping into existing infrastructure and not building new is the preferred method to ensure preservation of what open spaces are left in the Township.

LAND USE PLAN

Existing Land Use

As alluded to throughout this document, the predominant land use in Upper Providence Township is single-family detached homes, with nearly a third of the land area. Open space, labeled below as “Open Space Controlled by HOA” which is no longer developable, accounts for the second largest single land use at just over 13% of the total township area. When including single-family attached, multifamily, and HOA open space as the sum total of residential property in the Township, it encompasses over 48% of the land area in the Township. The full listing of land use percentage and acreage is listed in *Figure 45* and *Figure 46* below and shown on *Map 9* on the following page.

Figure 45: Existing Land Use Acreage

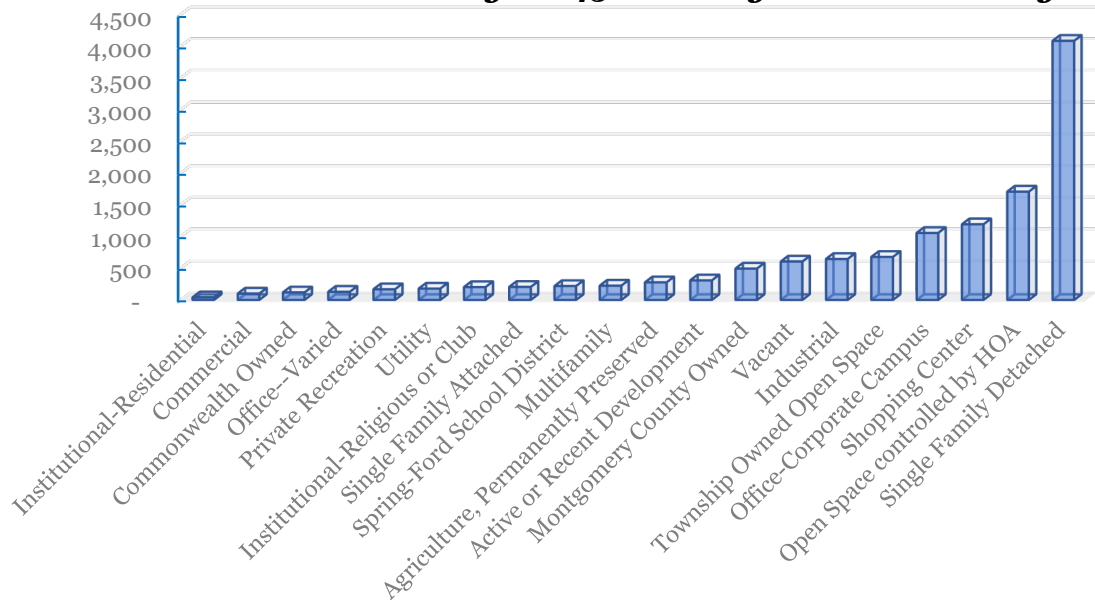
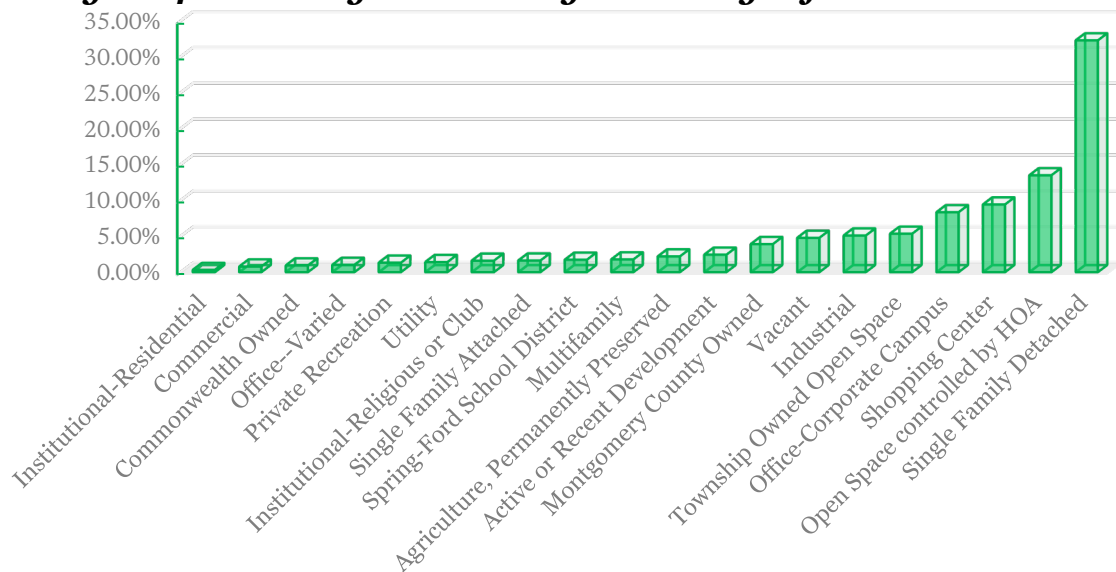
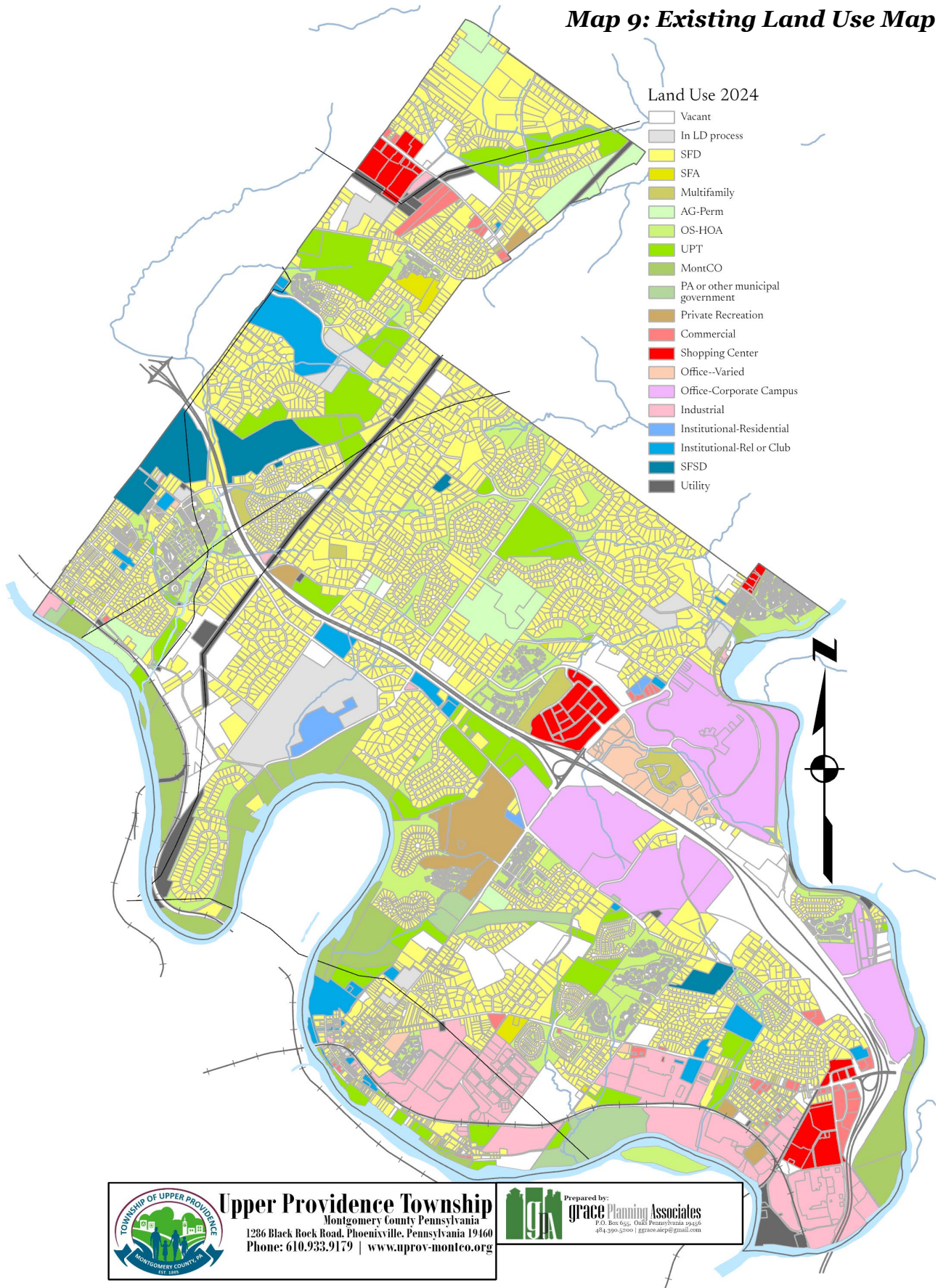


Figure 46: Existing Land Use by Percentage of Total Land Area



Map 9: Existing Land Use Map



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Notable Land Uses: Vacant Property and Open Space

Vacant property accounts for 4.79% of the 12,651 acres in Upper Providence Township, or nearly 605 acres. The largest single parcel of vacant land is a 33-acre parcel located on Arcola Road, north of Providence Town Center. With an immediately adjacent nine-acre parcel, owned by the same developer, the largest vacant parcel in the Township is 42-acres and zoned IO-3, Interchange Office, Retail, Service, and Recreation District. While the owner, Audubon Land Development, is currently constructing apartments on the south side of Arcola Road, which may delay development of this parcel, it is still likely that this will be developed in the near future.

There is a significant block of vacant and undeveloped property along Ridge Pike/Main Street, west of Township Line Road. This property should also be considered prime for development in the near future; however, the zoning, Neighborhood Convenience Commercial (NC), is limited to primarily retail uses which at the time of publication has been a weak development market.

The last significant area of undeveloped property is in the area of Second Avenue, Old State Road and Hafner Road. This area is within the R-1, Residential Agricultural District, with nearly 100-acres north of Second Avenue and around 75-acres south of Second Avenue. However, these properties are challenging to develop, there are PECO electric lines running through most of the properties, those south of Second Avenue may have significant steep slopes or wetlands (most border the Schuylkill River), and there are numerous owners.

Township open space accounts for 5.37% of the land area in the Township, which seems like a fairly low percentage, but translates into over 678-acres of permanently protected land. Overall, there are over 3,000 acres of open space in the Township, the chart below shows the ownership of those acres:

Figure 47: Open Space

		Acreage	Percentage of total acres
Owner	Commonwealth of Pennsylvania	118.9	0.9%
	Montgomery County	495.6	3.9%
	Upper Providence Township*	678.9	5.4%
	Open Space controlled by HOA	1,708.1	13.5%
	Total Open Space:	3,001.6	23.7%

*During the development of this Comprehensive Plan, Upper Providence has purchased around 30-properties in the Mont Clare and Port Providence area through a Federal Emergency Management Agency (FEMA) program. These parcels have not been added to this total and since most are less than a half-acre would not make a significant change to the percentages above.

Property owned by the Township and the various HOA's cannot be developed in any manner, and accounts for 2,387 acres of permanently protected opens space, nearly 19% of the total land area in the Township. Conversely, properties controlled by Montgomery County and the

Commonwealth of Pennsylvania shown on *Map 9* are assumed to be permanently protected open space, there are no regulatory restrictions that would prohibit those governments from divesting themselves of the property or any regulatory requirements that they remain open space in perpetuity.

Future Land Use Plan

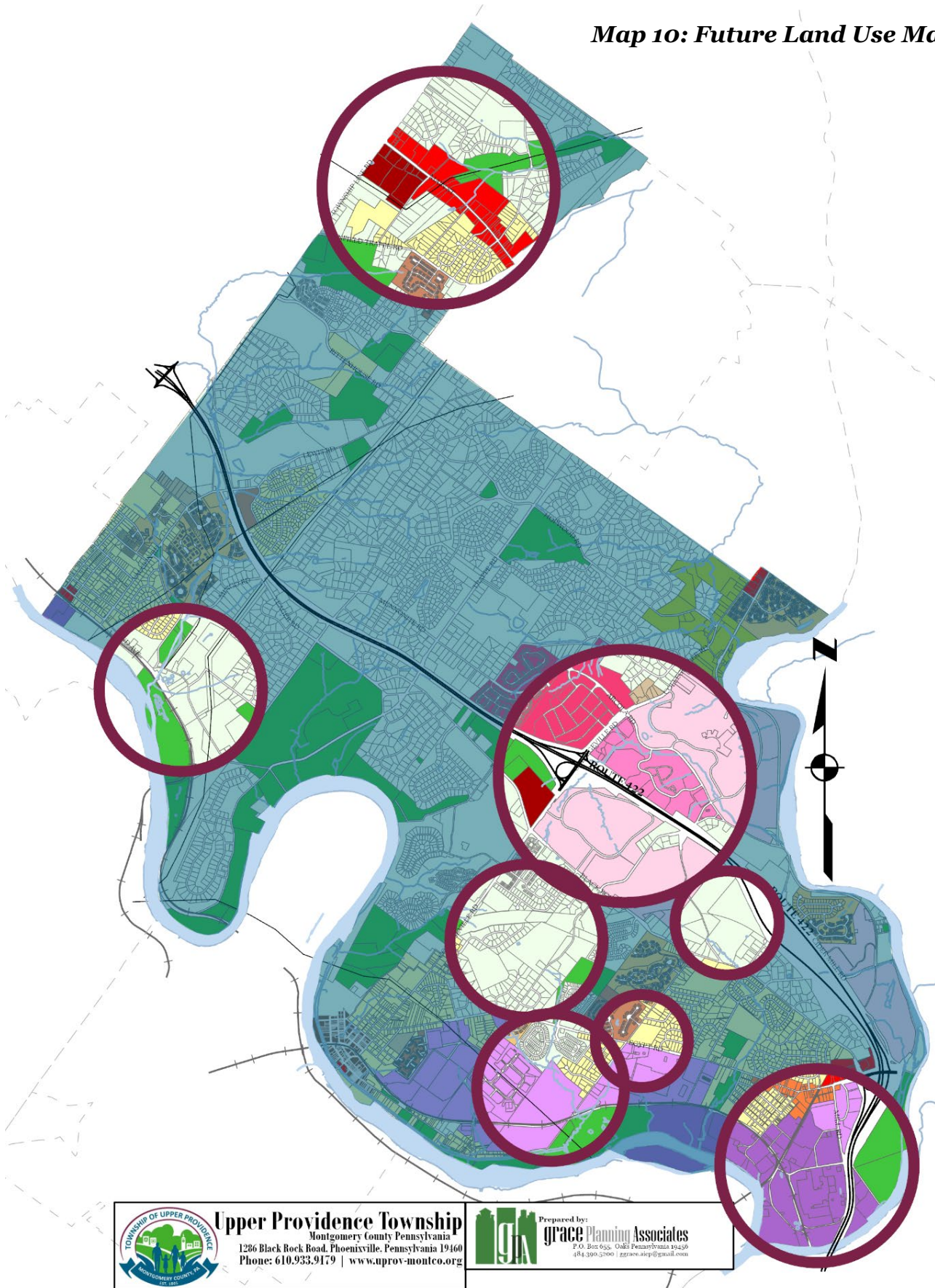
Through the plan development process, and in meetings with the Planning Commission, the Board of Supervisors, the original pre-covid Comprehensive Plan subcommittee, and various other workshop sessions, it became apparent that the overall feeling in the Township is that there has been enough development, and every effort should be made to preserve as much as possible. However, there is also the acknowledgement that no municipality can stop development and redevelopment and given the ever-shifting real estate development market, the Township needs to be cognizant of trends and those underused (i.e. vacant office buildings, vacant industrial properties, etc.) properties within its boundaries that affect its financial viability to adequately serve the remaining township at large. So, unlike other Comprehensive Plans that have dozens of goals and objectives, with respect to the Future Land Use Plan, this Comprehensive Plan Update plan pares that down to one guiding principle for the life of this plan:

Preserve those undeveloped areas and channel redevelopment into those areas that the infrastructure exists.

To uphold this goal, the several focus areas of the Township and their future land uses are shown on the Future Land Use Plan and discussed in depth on the following pages. These specific areas became apparent that they would be the areas of concern, development, redevelopment, and where Township efforts should be focused. These are the areas that are receiving the most development pressure, are currently underdeveloped or no longer have viable users for existing development and need to have a critical eye toward their future and the impact to the Township.

Because the current Zoning Ordinance for Upper Providence Township is written for development types (large subdivisions, large commercial developments, large office campus/parks) and since there is a lack of large vacant parcels, the Zoning Ordinance needs to be updated. While the Zoning Ordinance is still a valid and functioning ordinance and meets all of the regulatory requirements of a zoning ordinance, updates are necessary to ensure that new development, or redevelopment, best reflects the desire of the Township and the best practices for sound land development. Therefore, as part of the recommendations of the Future Land Use Plan, updates to the Township's Zoning Ordinance are proposed.

Map 10: Future Land Use Map



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Focus Areas

Open Space Preservation:

2nd Avenue Area:

As one of the largest areas of vacant property, with proximity to the Schuylkill River, the objective is to preserve as much as possible. The method for preservation has not been identified, but the Board has expressed an interest in self-funding the purchase of development rights, strengthening the Township's Transfer of Development Rights Ordinance, and, of course, working through grant programs and other funding sources as can be identified.



Hollow Road:

The five parcels zoned R-1 that border the Phoenixville By-Pass properties owned or controlled by PennDOT should be evaluated for environmental concerns that include steep slopes, wetlands, and given that some of the property is formerly an orchard any remnants in the soil from that farming operation. This area should be high on the list of parcels to find a path to preserve the property from future development



Walker Tract:

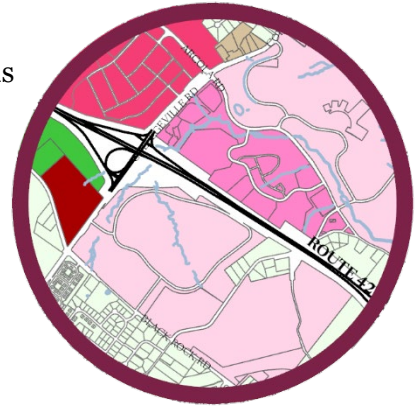
An extension of the 2nd Avenue Area objective, to preserve open space, this area should be a primary focus of preservation for the Township. [Editor's note: the Board of Supervisors approved \$250,000 in funding that will be added to the funding from Montgomery County, who negotiated the sale of this property. The transaction is planned to occur in 2025.]



Redevelopment:

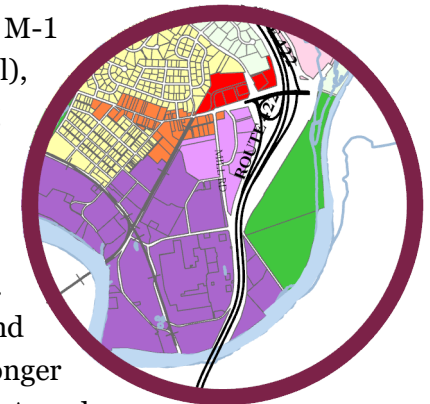
Route 29 Interchange / Campus Drive

Given the proximity to existing long-term office-campus environments, to an interchange with Route 422, a thriving commercial shopping area, redevelopment of this area is paramount to the future of the Township. With the individual office market floundering at this time, the Township cannot wait for individual office users to return. Zoning should be reviewed to ensure flexibility, with a broad range of permitted uses.



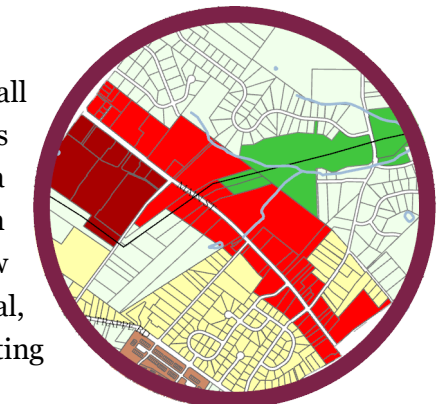
Oaks Interchange

The former BF Goodrich Building site is currently partially zoned M-1 (Office and Limited Industrial) and M-2 (Manufacturing Industrial), with the ability to have CRSC (Community and Regional Shopping Center) uses. The M-1 and M-2 Zoning Districts have an excessive amount of overlap and cross-references that make interpretation of future uses murky. In addition, the zoning district lines are not tied to specific parcels given the nature of the parcels in the area. Therefore, the industrial districts should be reviewed for conflict and clarity. The provision for CRSC includes requirements that are no longer practical and generally unenforceable from a zoning standpoint. At a bare minimum, it is the recommendation of this document to remove the CRSC provisions, amend the M-1/M-2 language to better reflect those uses on site. As an ultimate goal for the area, a new revised zoning district should be formulated that incorporates the core industrial uses already on site and the burgeoning entertainment district.



Ridge Pike Corridor:

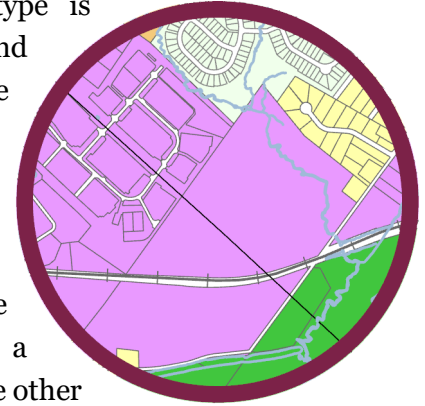
While this corridor has a significant amount of vacant land, overall development is spotty and typically underused. The objective for this area is to encourage development and redevelopment to create a viable corridor with adequate traffic control. Rezoning from Neighborhood Convenience Commercial is recommended with new zoning that creates a flexibility of uses with a potential residential, commercial, and office with the residential being closer to existing residential and commercial near commercial.



Zoning Viability Review:

Longford Road south of Egypt Road

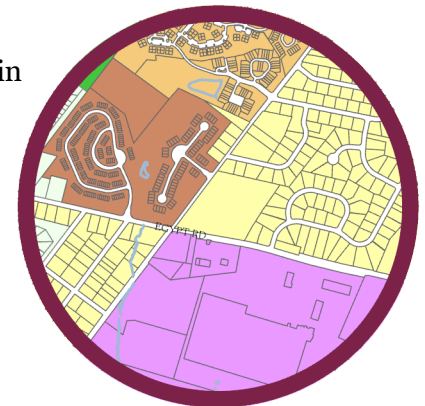
Currently Industrial zoned, the long-term viability of that use type is questionable. The property has a number of physical issues on site and accessing the site that limit the type of development that should be encouraged here. There are a number of environmental constraints, including wetlands and steep slopes that will impact development. Longford Road, as a primary access point, is limited by existing residential areas that make truck traffic along that road less than desirable. Longford Road also has some steeper areas that would impede improvement near the unused Norfolk Southern rail lines as well as a culvert crossing in that same area that may need repair in the future. The other access comes from the west through the Port Providence area. The ability to widen both Port Providence and Walnut Roads to allow for greater traffic, or any truck traffic to this industrially zoned site is nearly impossible given the proximity of the homes to the street and those two roads being in the Township's floodway. In addition, the ability to provide public utilities is unclear given the topography and location.

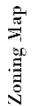


Therefore, other zoning should be evaluated for this site. While some office and non-residential uses can be potential land uses of the site with some revision to the current zoning, given the constraints of the site, a residential use may be the least impactful. If developed residentially, density should be kept to a minimum, to reflect those residential areas near the site. The use of an age-restricted model type or other housing type that compliments the overall housing mix of the Township, with a preference toward that missing middle housing for first time buyers should be investigated for the future land use of this area.

Egypt & Longford Road




The vacant parcel, currently zoned R-2 at this intersection should remain residential, but the zoning should be evaluated to determine if single family detached is the preferred housing type for this site. Density should be kept to that of the nearby neighborhoods and the creation of a buffer from the intersection should be paramount in the design of any development.







Zoning Changes Recommended:

Evaluation of the Commercial Districts:

-  VCO: Village Commercial and Office District
-  NC: Neighborhood Convenience and Commercial
-  CRSC: Community and Regional Shopping Center District




Commercial uses can be built in the NC (Neighborhood Convenience Commercial) District, the VCO (Village Commercial and Office) District, the CRSC District, IO-3 (Interchange Office, Retail, Service and Recreation) District, and with various options in other districts. The amount of overlap and similar development types allowed across these zoning districts should be addressed, clarified and potentially the consolidation of the districts undertaken.

Evaluation of the Industrial Districts (M-1 and M-2):

-  M-1: Office and Limited Industrial District
-  M-2: Manufacturing Industrial District

Coordinating with an evaluation of the Oaks Interchange land use suggestion, noted below, the amount of overlap and cross referencing within the M-1 and M-2 District is a deficiency that needs to be investigated and addressed. The language of these two sections should be evaluated for clarity and potential consolidation.

Evaluation of the Interchange Office Districts (IO-1, IO-2, and IO-3):

-  IO-1: Interchange Office District
-  IO-2: Interchange Office Support District
-  IO-3: Interchange Office, Retail, Service & Recreation District

While these districts are generally well performing and up to date with the language for the basic office and office support uses, they were created to foster, the language should be reviewed to ensure that the inclusion of newer trends for office and office support are adequately addressed within the three districts. In addition, two of the three IO Districts (IO-2 and IO-3) allow for various forms of residential use through options called Residential Use Group (RUG). The RUG areas should be evaluated to ensure they are providing the right type of housing and if they should be separated into their own zoning districts to allow for greater control by the Township.

Evaluation of the Residential Districts (R-1, R-2, R-3, R-4 and VP):

-  R-1: Residential Agricultural District
-  R-2: Residential District
-  R-3: Residential District
-  R-4: Residential District
-  VP: Village Preservation District




While generally clear and independent of the other districts, a review of these districts should be undertaken over the 10-year span of this plan. However, evaluation of the VP (Village Preservation) District should be reviewed against floodplain regulations, the development pressures in this environmentally sensitive area, and changes to the area based on the Township's efforts to purchase properties in the floodplain.

Evaluation of the Residential Options:

-  Flex Lot Option within R-1
-  Cluster Lot Option within R-2
-  Open Space Residential District - 1 (OSR)
-  Open Space Residential - 2(OSR-2)
-  Golf Course Residential
-  Age-Restricted Residential

These options include alternative development types (cluster, mixed housing types, etc.) in the Township's Zoning Ordinance and typically address a specific development request but can apply across the Township (per the conditions in the language). They include the Open Space Residential 1 and 2, Golf Course Residential, Mixed Residential Community, Flex Lotting, Cluster, and Age Restricted Residential. As with the other residential districts, they are generally sufficient and address their development types. However, with any zoning language a review should be undertaken at some point during the 10-year period evaluated by this Comprehensive Plan.

Evaluation of Specialty Districts:

-  YMU: Yerkes Mixed Use District
-  PBO: Professional Business and Office District
-  Institutional Overlay Zone

Specialty District are those that do not fall into the more global categories of residential or commercial and in this case, it includes the Institutional Overlay District, Yerkes Mixed Use (YMU) District and Professional Business Office (PBO) District. With regards to the Institutional Overlay District, the language needs to be cleaned up and amended to ensure that uses like the initial Parkhouse proposal of 1,200 units in continuing care facility type development are not applied in areas that could be adversely impactful. With regards to the Yerkes Mixed Use, this language is new and the developments under this district are still in the land development process. Over the course of the 10-year window of this plan and after the completion of the developments under this district, this language should be evaluated to ensure that the intent of the YMU district is being reflected in those development being built in that zoning district. Evaluation of the PBO District should be undertaken, as with all the zoning districts, this evaluation should focus on the usefulness of the district and applicability to the land available in the Township and the likely future development of the smaller parcels within this district.

|Planning Efforts:

Update to Township-wide Trail Master Plan

Numerous trail master plans have been developed by the Township's Park and Recreation Department, Planning Department, the Park Board, in conjunction with park master planning, and during the land development process and some of trail connections identified with each of those planning efforts have been implemented. However, the main issues identified in all of those plans, connecting a fractured internal network of subdivisions and sidewalks to nowhere and connecting to the regional trails that border two sides of the Township, continue to this day. The same physical impediments to trail development identified in those planning efforts are still present and will always be present. It is the suggestion of this Comprehensive Plan to update the Trail Master Plan with a fresh outside viewpoint to revise the Township's trail planning efforts.

Compatibility with Neighboring Municipalities

As part of the Municipalities Planning Code requirements for comprehensive planning, comprehensive plans must “...ensure that existing and proposed development and plans in contiguous portions of neighboring municipalities...” [reference: § 301.(a)(5)]. After compiling the data for existing land use, finishing the planning process to determine the necessary changes for future land use, and reviewing those suggested changes to the Zoning Ordinance, a review of the neighboring municipalities comprehensive plans and zoning ordinances was completed. After that review, the policies outlined within this Comprehensive Plan do not conflict and are compatible with those land uses and zoning of the surrounding municipalities. It is also the position of this document that this plan is compatible with Montgomery County Planning Commission’s *Montco 2040: A Shared Vision* (their comprehensive plan).

Plan Element Interrelationships

As part of the Municipalities Planning Code requirements for comprehensive planning, a statement of plan element interrelationships is required. The interrelationship of the elements is apparent throughout this document. The process to develop Upper Providence Township Comprehensive Plan Update was based on layering the data (demographics, housing, transportation, utilities) to determine the best and most logical steps forward in the development of the goal of this plan: **preserve those undeveloped areas and channel redevelopment into those areas that the infrastructure exists.**

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ACTION ITEMS

Throughout this Comprehensive Plan the various discussions of demographics, housing, stormwater controls, providing sewage treatment, and both existing and future land uses have generated various action items to look further into and determine what changes may be necessary to meet the goal of this plan. It is recognized that not all policy suggestions of this document are of immediate concern or are items which in the near term are generally acceptable or working as intended but should be monitored on an ongoing basis to determine if they best suit the needs of the Township.

Those Action Items are:

- Zoning Ordinance evaluations:
 - Commercial Districts.
 - Residential Districts.
 - Residential Option.
 - Industrial Districts.
 - Interchange Office Districts.
 - Other Specialty Districts.
 - Oaks Interchange Zoning and Development Study.
 - Ridge Pike Zoning Evaluation.
- Subdivision and Land Development Ordinance Evaluations:
 - Review applicability of Tentative Sketch Plan Requirements in land development process.
 - Review Design Guidelines.
- Review current property maintenance code and evaluate if changes are necessary or potentially expanding the scope.
- Open Space Preservation Program Development:
 - 2nd Avenue.
 - Walker Tract.
 - Hollow Road area.

- Route 29 / Route 422 Interchange Area Evaluation and Study.
- Longford Road Zoning Evaluation and Study.
- Intersection of Longford and Egypt Roads.
- Longford Road industrially zoned property, south of Egypt Road (at Norfolk Southern tracks).
- Update to Fair Share analysis (housing analysis) with focus on provision of a cross-section of housing for a range of price points.
- Evaluation of the need for updating the Property Maintenance Code of the Township.
- Evaluation of demographic updates with the 2025 projections and the 2030 Census data.
- Traffic:
 - Update the Official Map to reflect priority Act 209 projects, safety projects, and priority capital improvement projects.
 - Identify and then implement improvements intended to address high injury crash networks identified in the included Safety Analysis through state and federal grant programs.
 - Advance the priority projects listed in this plan and those from previous plans that may not yet have been implemented and identify potential funding mechanisms.
 - Update Township Right-of-Way Map as per the plan's guidance to ensure that the Township's roadway network is reflected accurately.
 - Provide a safe and efficient multimodal transportation network that supports the movement of people and goods and reflects the character of Upper Providence Township.
 - Continue to advance the recommendations of the Township's Active Transportation Plan and Complete Streets Policy.
 - Plan and implement improvements to address both existing and future multimodal transportation needs (walking, biking, and using public transit) along key corridors.
 - Support safe conditions along the roadway network by reducing vehicle speeds and cut-through traffic.
 - Ensure that Upper Providence's ordinances and policies for transportation infrastructure are aligned with the municipality's goals and applicable standards.

- Update the Township Sidewalk and Trails Map to reflect current network and reassess remaining priorities.
- Review and update the Township's 2019 Act 209 study.
- Support public transit access through the Township and adapt to the changes arising from the SEPTA Bus Revolution project.
- Support and participate in regional transportation planning processes such as the DVRPC TIP development process, Montgomery County Transportation Improvement Inventory (TII)
- Ongoing Actions (to be completed by Township Engineer annually):
 - Track and review goals within Public Educational and Outreach Plan (DEP Plan) to determine if they've been achieved.
 - Track and goals within Public Involvement / Participation Plan (DEP Plan) to determine if they've been achieved.
 - Review and update the Township's Pollution Prevention / Good Housekeeping Program.

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Action Item Priority

The chart below also includes a responsible party for each action and by language in the Municipalities Planning Code, the Planning Commission is solely directed to manage changes to the Zoning Ordinance, but ultimately, the Board of Supervisors will determine who leads any particular effort or adopts any particular amendments. The highest priority items below are items that should be reviewed and completed within the first year or two after the adoption of the Plan. The medium priority items within three or four years of the adoption, and low priority within five years of the adoption, on the supposition that in five years those are still items that the Planning Commission and Board of Supervisors find worthy of action. [Responsible Parties: Planning Director (PD), Planning Commission (PC), Traffic Consultant (TC), Township Engineer (TE), and Board of Supervisors (BOS)].

Action	Responsible Party	Priority
Update Township Right-of-Way Map	PD, TC, PC	H
Update the Official Map	PD, PC, BOS	H
Review Design Guidelines (SALDO Eval.)	PD, PC, BOS	H
Open Space Preservation Program Development	PD, BOS	H
2nd Avenue Area (preservation options)	PD, BOS	H
Identify / Implement High Crash area improvements	TC	H
Advance the priority projects from this and previous plans	PD, TC, PC	H
Review Tentative Sketch (SALDO Eval.)	PD, BOS	H
Walker Tract (preservation options)	PD, BOS	H
Ridge Pike Zoning Evaluation	PD	M+
Provide a safe and efficient multimodal transportation network	TC	M+
Advance recommendations of the Active Transportation Plan/Complete Streets Policy.	TC	M+
Support safe conditions along the roadway network by reducing vehicle speeds and cut-through traffic.	TC	M+
Township-wide Trail Master Plan Update	PD, Parks	M
Residential Districts (Zoning Eval.)	PC, PD	M
Industrial Districts (Zoning Eval.)	PC, PD	M
Interchange Office Districts (Zoning Eval.)	PC, PD	M

Other Specialty Districts (Zoning Eval.)	PC, PD	M
Hollow Road area (preservation options)	PC, BOS	M
Route 29 / Route 422 Interchange Area Evaluation and Study	PC, PD	M
Longford Road Zoning Evaluation and Study	PC, PD	M
Intersection of Longford and Egypt Roads Zoning Study	PC, PD	M
Longford Road Zoning Study	PC, PD	M
Plan/implement improvements to existing and future multimodal transportation needs along key corridors.	TC	M
Ensure ordinances and policies for transportation infrastructure are aligned with the municipality's goals and applicable standards.	PD, TC, PC	M
Update the Sidewalk and Trails Map to reflect current network and assess remaining priorities.	PD, TC, PC	M
Commercial Districts (Zoning Eval.)	PD, PC	L+
Residential Options (Zoning Eval.)	PD, PC	L+
Oaks Interchange Zoning Land Use Study	PD	L
Property Code Changes	PD, BOS	L
Update to Fair Share analysis (housing analysis)	PD	L
Evaluation of demographic updates: 2025 projections/2030 Census	PD	L
Review and update the Township's 2019 Act 209 study.	PD, PC, BOS	L
Support public transit access /SEPTA Bus Revolution project.	TC	L
Support and participate in regional transportation planning processes.	TC	L

APPENDICES

- Appendix A: Trail Focus Memo, 2018
- Appendix B: Crash and Safety Analysis
- Appendix C: Rocket Home, Housing Market Analysis, September 2024
- Appendix D: List of Meetings with Comprehensive Plan Discussion
- Appendix E: List of Neighboring Municipalities and Reviews
- Appendix F: Public Notice and Proof of Advertising

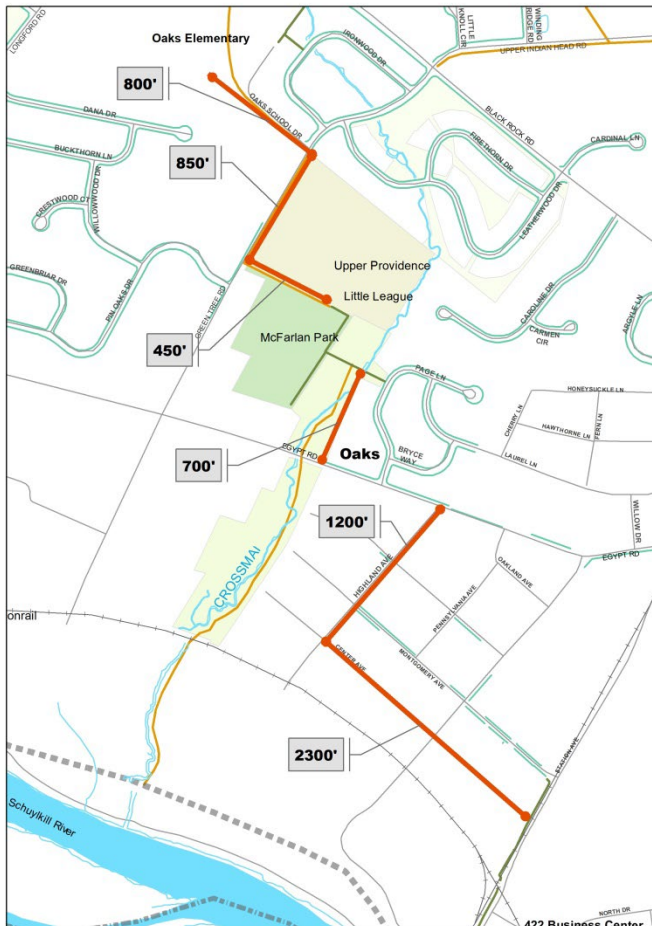
APPENDIX A: TRAIL DEVELOPMENT GUIDE

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1. Firehouse/Crossmans Run Trail

Connections created: Greentrees (subdivision) and Oaks Elementary via Black Rock Firehouse frontage into McFarland Park to Crossmans Run (Township property).

Infrastructure in place:



- Sidewalks throughout Greentrees subdivision
- Trails through McFarland Park
- Trails connection over Crossmans Run (into Ravenswood)
- Sidewalks along Egypt Road at Ravenswood frontage (north)

Impediments:

- Crossing Egypt Road would have to occur at Highland Avenue (not signalized)
- No sidewalk or trail on Highland Avenue
- Crossing Conrail right-of-way

Decisions to be considered / Research needed:

- Returning to Crossmans Run open space area vs. on road trail through Oaks neighborhood (Montgomery or Center/Pennco Road to existing trail on Station Ave)
- Extent of sidewalk, trail and road repainting needed and desired in Oaks
- Feasibility of crossing Conrail at any location

Potential add-ons:

- Trail or sidewalk on Oaks School Drive
- Crosswalks/walk signals at Black Rock Road and Green Tree Road intersection

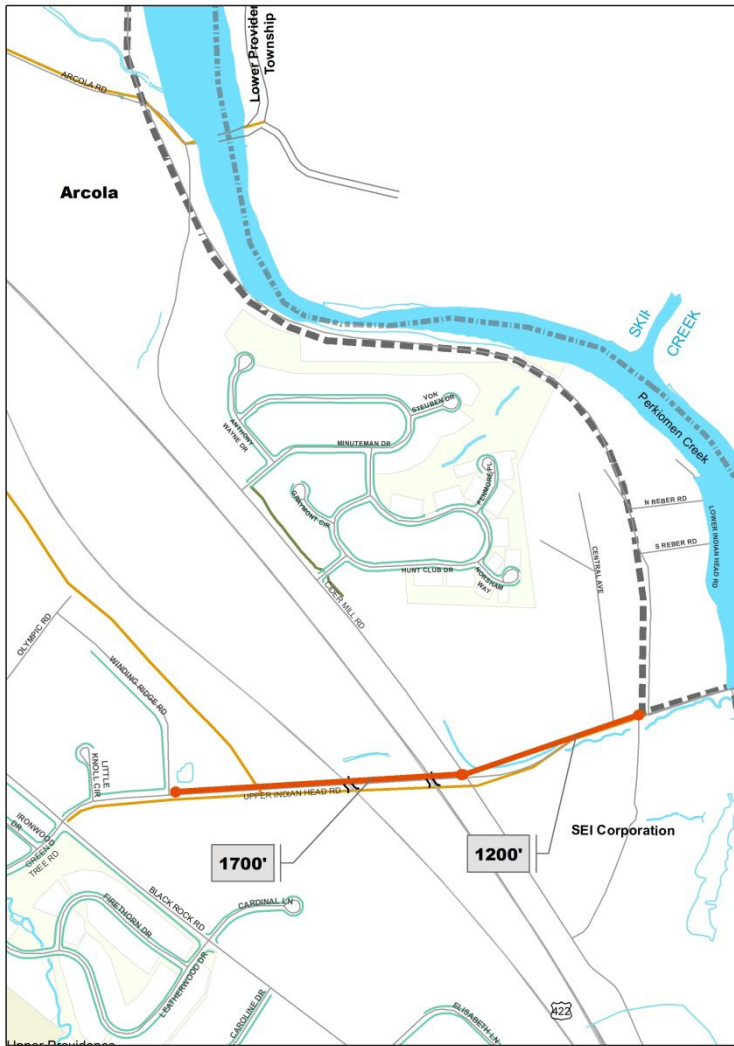
Linear Feet of Trail:

- Off Road Trail: 1,900-feet
- On road (painting) and/or Sidewalk: 3,600-feet

Cost Projection:

- \$500,000

2. Upper Indianhead Road



Connections created: From Greentrees via Upper Indian Head Road to Perkiomen Trail

Infrastructure in place:

- Sidewalks throughout Greentrees and Winding Ridge subdivisions
- Sidewalks on portion of Upper Indian Head Road

Impediments:

- Crossing (under) Route 422 right-of-way

Potential Partnerships:

- Construction of trail/sidewalk as part of the SEI North Campus development

Potential add-ons:

- Crosswalks/walk signals on Cider Mill and Upper Indian Head Road intersection

Decisions to be considered / Research needed:

- Potential for trail or road re-striping under Route 422 to be coordinated with PennDOT

Linear Feet of Trail:

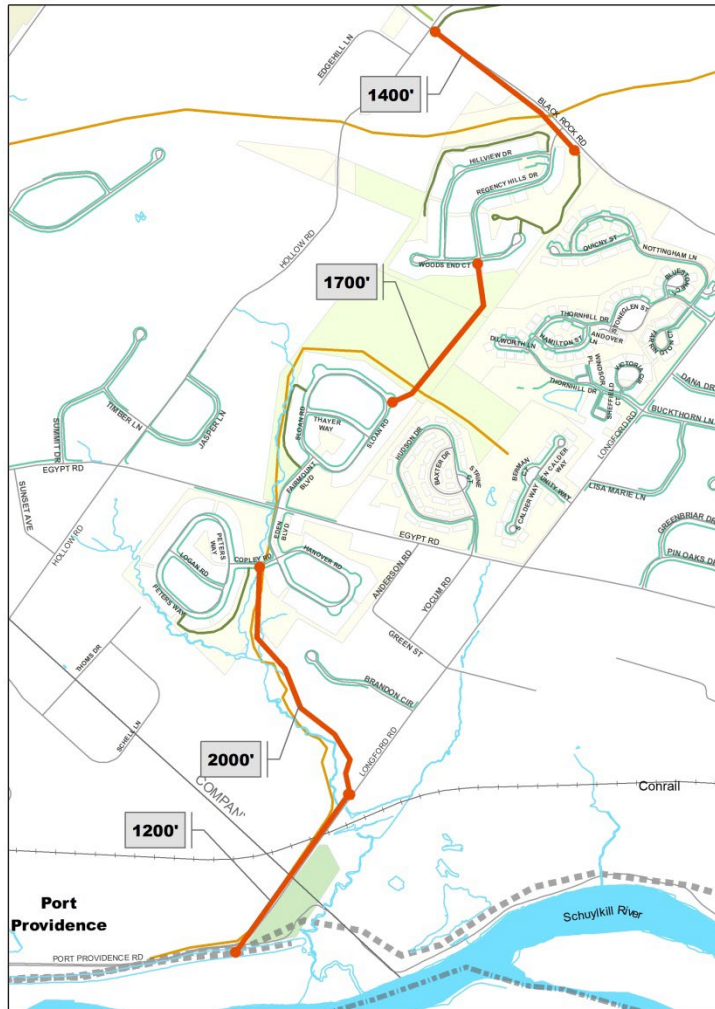
- Trail/sidewalk (to be determined): 1,700-feet
- Trail: 1,200-feet

Cost Projection:

- \$232,000

3. Regency Connector Trail

Connections created: Troutman Road via Black Rock Road to Schuylkill Trail via Township open space and existing sidewalk network in the three Regency subdivisions to Longford Road to the Schuylkill Trail.



Infrastructure in place:

- Sidewalks and trails throughout Regency Hills and Regency at Providence.
- Crosswalk with warning signalization at Regency at Providence entrance (Fairmount Blvd) with Egypt Road

Impediments:

- Topography/geography of Longford Road
- Significant portion on private property (Regency to Longford Road)
- Troutman Road to Regency entrance (Regency Hills Drive) on Black Rock Road

Potential Partnerships:

- Audubon Land Development

Decisions to be considered / Research needed:

- Topography of Township open space and accessibility standard challenges

Potential add-ons:

- Crosswalk needed at intersection of Black Rock and Troutman Roads

Linear Feet of Trail:

- Trail/sidewalk on Longford Road: 1,200-feet
- Trail on Black Rock Road: 1,400-feet
- Trail: 1,700-feet (Township open space)
- Trail: 2,000-feet (Private ownership)

Cost Projection:

- \$520,000

4. Troutman Road Gap



Connections created: Black Rock Park to Perkiomen Trail

Infrastructure in place:

➤ None for this specific trail.
Will connect to two existing trails within the Township and effectively closing a gap in the network.

Impediments:

➤ Topography/geography of Ashenfelter Road
➤ Crossing under Route 422/PennDOT right-of-way

Potential Partnerships:

➤ Glaxo-SmithKline

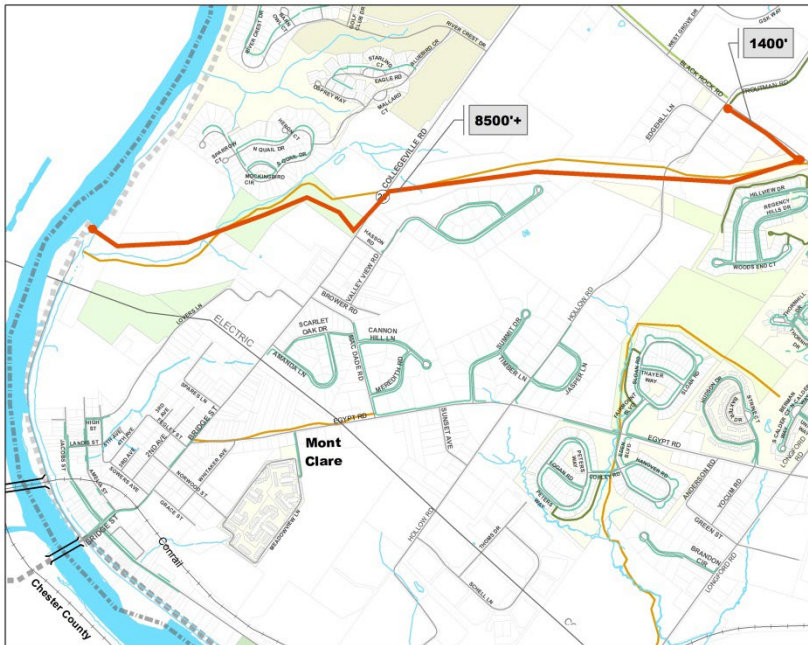
Linear Feet of Trail:

➤ Trail: 1,700-feet

Cost Projection:

➤ \$136,000

5. PennDOT Right-of-Way



Connections created: Black Rock Road to Lock 60, Schuylkill Canal, and Schuylkill Trail via PennDOT right of way (Phoenixville Spur)

Infrastructure in place:

- None

Impediments:

- PennDOT
- Crossing Hollow Road and Route 29/Collegeville Road
- Geography/Topography west of Route 29

Potential Partnerships:

- PennDOT

Decisions to be considered / Research needed:

- Getting PennDOT to abandon

Potential add-ons:

- Additional traffic controls needed on Route 29

Linear Feet of Trail:

- Trail: 8,500-feet

Cost Projection:

- \$680,000

6. Route 29 connection

Connections created: Trail system on Arcola Road and Providence Corporate Center across Route 29/Collegeville Road to Providence Town Center and Residences at

Providence (proposed apartments) and White Springs Farm.

Infrastructure in place:

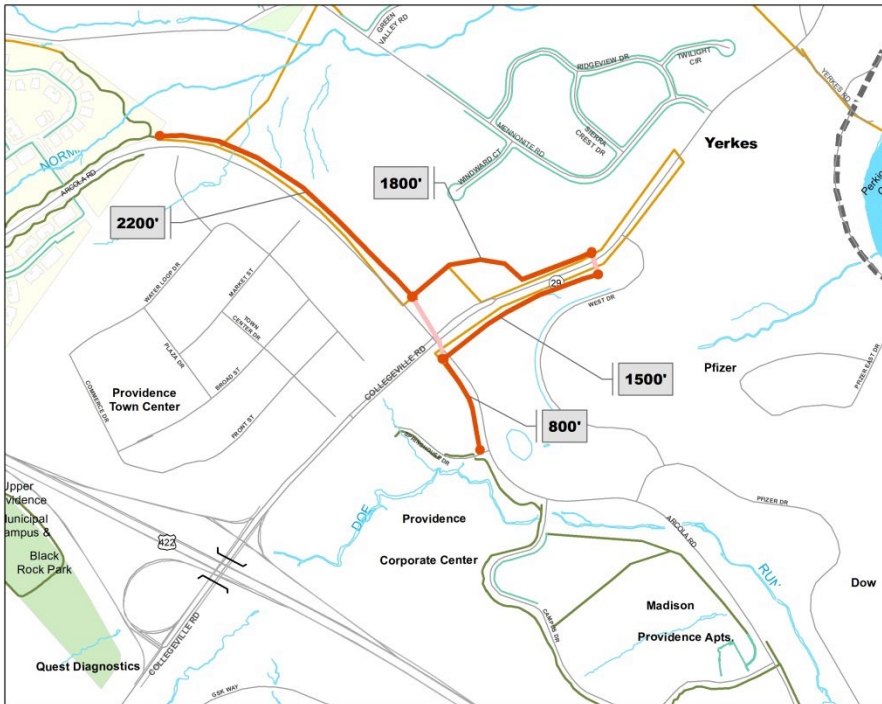
- Agreements with development on Collegeville Road for trail/sidewalk when needed

Impediments:

- Collegeville Road crossing
- Significant portion on private property

Potential Partnerships:

- Audubon Land Development
- Pfizer and Dow
- New businesses on western side of Arcola Road



Decisions to be considered / Research needed:

- Determine cost efficiency of crossing at Route 29 at Arcola Road versus Route 29 at West Drive

Potential add-ons:

- Crosswalks and warning lights at all intersections
- Bridge

Linear Feet of Trail:

- Trail: 1,500-feet (Collegeville Road-east)
- Trail: 1,800-feet (Collegeville Road-west)
- Trail: 2,200-feet (west Arcola Road-west)
- Trail: 800-feet (Arcola Road-east)

Cost Projection:

- \$510,000

7. Black Rock/River Crest Connection



Connections created: Black Rock Park to Schuylkill River Trail (to be completed as part of grant for _____ sewer)

Infrastructure in place:

- Crosswalk on Black Rock Road

Impediments:



Potential Partnerships:

- LPVRS

Decisions to be considered / Research needed:



Potential add-ons:



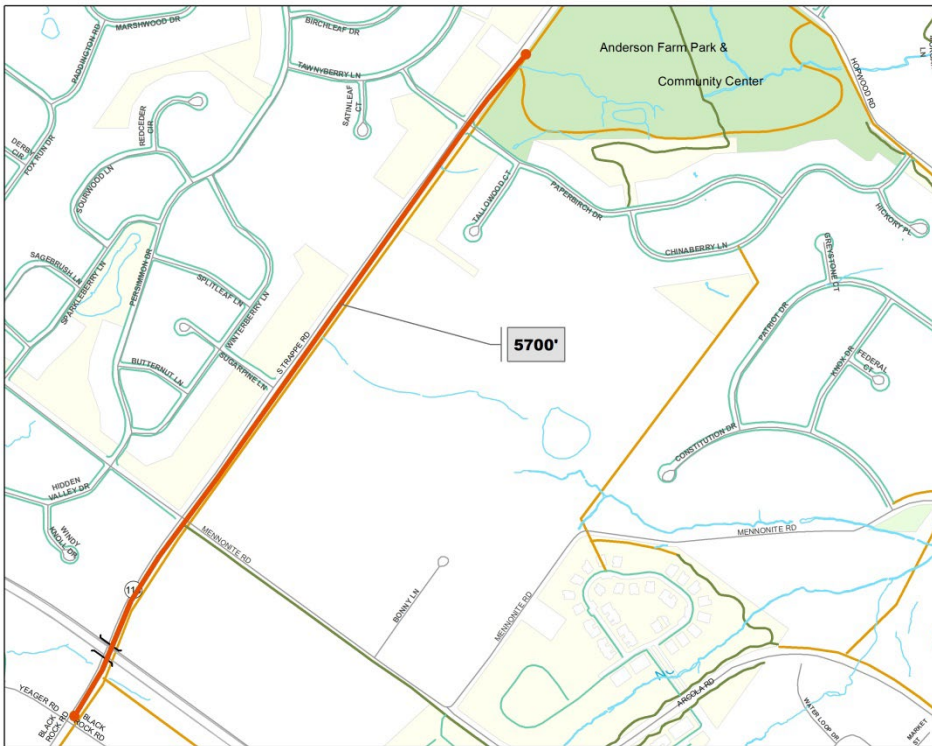
Linear Feet of Trail:

- Trail/Sidewalk: 3,700-feet

Cost Projection:

- \$296,000

8. Route 113



Connections created:

Anderson Farm Park to
Black Rock Road via Route
113 /Trappe Road

Infrastructure in place:

➤ Township already has
significant right-of-way along
the frontage

Impediments:

➤ Topography issues
➤ Right-of-way
acquisition for one property

Potential Partnerships:

➤

Decisions to be considered / Research needed:

➤ Additional research into topography and right-of-way required

Potential add-ons:

➤

Linear Feet of Trail:

➤ Trail/Sidewalk: 5,700-feet

Cost Projection:

➤ \$460,000

9. PECO Right-of-Way



Connections created: Southern and northern portions of the Township, no connection to other existing trails

Infrastructure in place:

- None

Impediments:

- PECO

Potential Partnerships:

- PECO
- Trappe Borough
- Perkiomen Township

Decisions to be considered / Research needed:

- Easement requirements for PECO
- Liability and other legal questions

Potential add-ons:

-

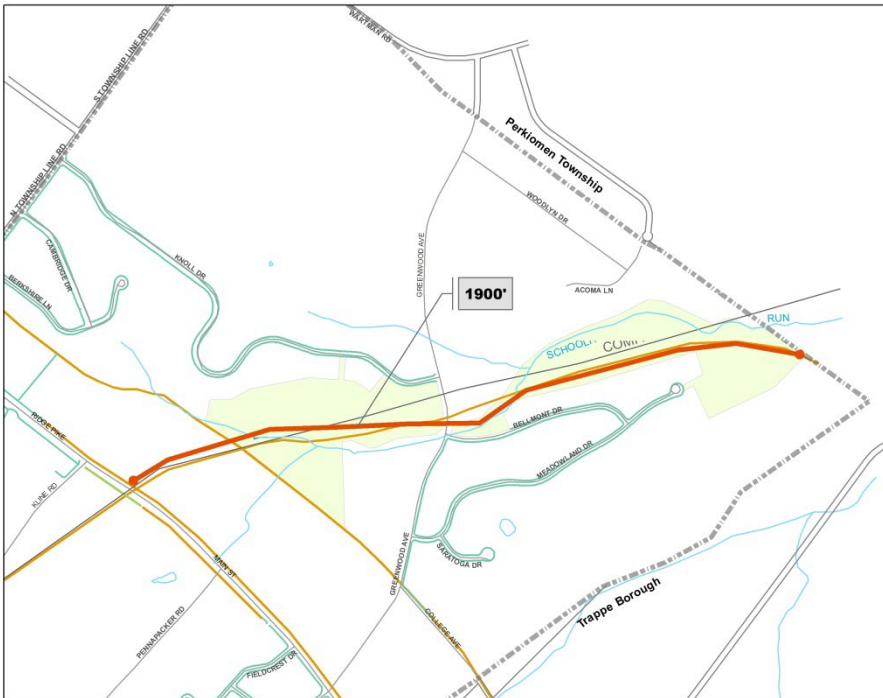
Linear Feet of Trail:

- Trail: 17,000-feet

Cost Projection:

- \$1,360,000

10. Schoolhouse Run Trail



Connections created: Ridge Pike/Main Street to border with Perkiomen Township (northeast corner of the neck of the Township)

Infrastructure in place:

- None

Impediments:

- No connections to other trails
- Crossing Ridge Pike/Main Street to access shopping areas and other trails

Decisions to be considered /

Research needed:



Potential add-ons:

- In park trail system

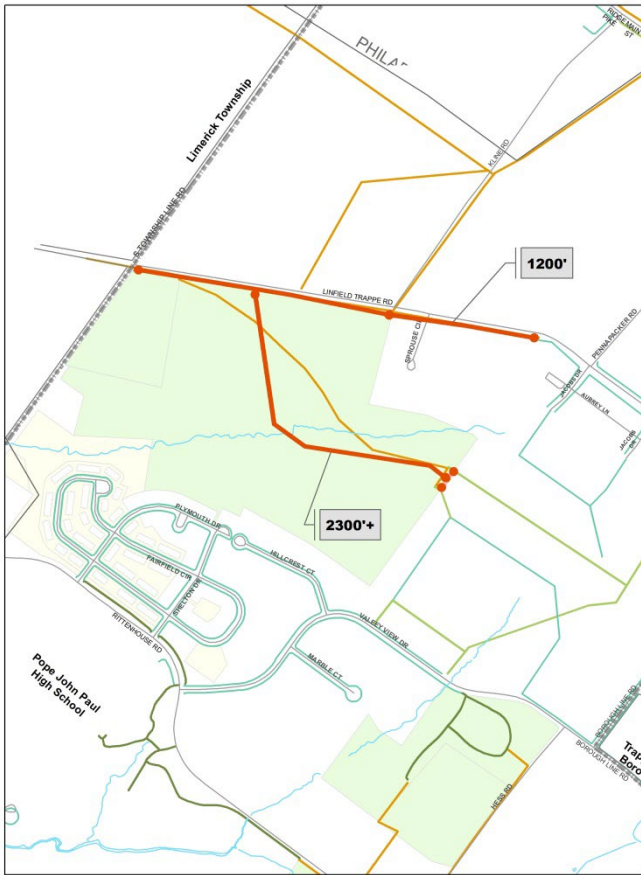
Linear Feet of Trail:

- Trail: 9,000-feet (Township open space)

Cost Projection:

- \$720,000

11. Linfield Trappe road



Connections created: Taylor tract to YMCA in Limerick Township and east to Brenton Point subdivisions (I & III)

Infrastructure in place:

- Some sidewalks along Linfield-Trappe Road near Brenton Point subdivisions
- Trail to be installed on Linfield-Trappe Road as part of Ridgewood Development (Phase 2)
- Improvements planned to Linfield Trappe and Township Line Road intersection

Impediments:

- Topography of Taylor property (grading necessary at street frontage)

Decisions to be considered / Research needed:

- Right-of-way availability along Linfield-Trappe Road (south side—from Ridgewood to Sprouse Cir.)

Potential add-ons:

- Crosswalk needed at intersection of Black Rock and Troutman Roads

Linear Feet of Trail:

- Trail: 1,200-feet (existing residences)
- Trail: 2,000-feet (Township open space)

Cost Projection:

- \$96,000 (Linfield Trappe Road trail) / \$200,000 (in park trails)

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APPENDIX B: CRASH AND SAFETY ANALYSIS

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Safety Analysis

Upper Providence Township
Montgomery County, PA

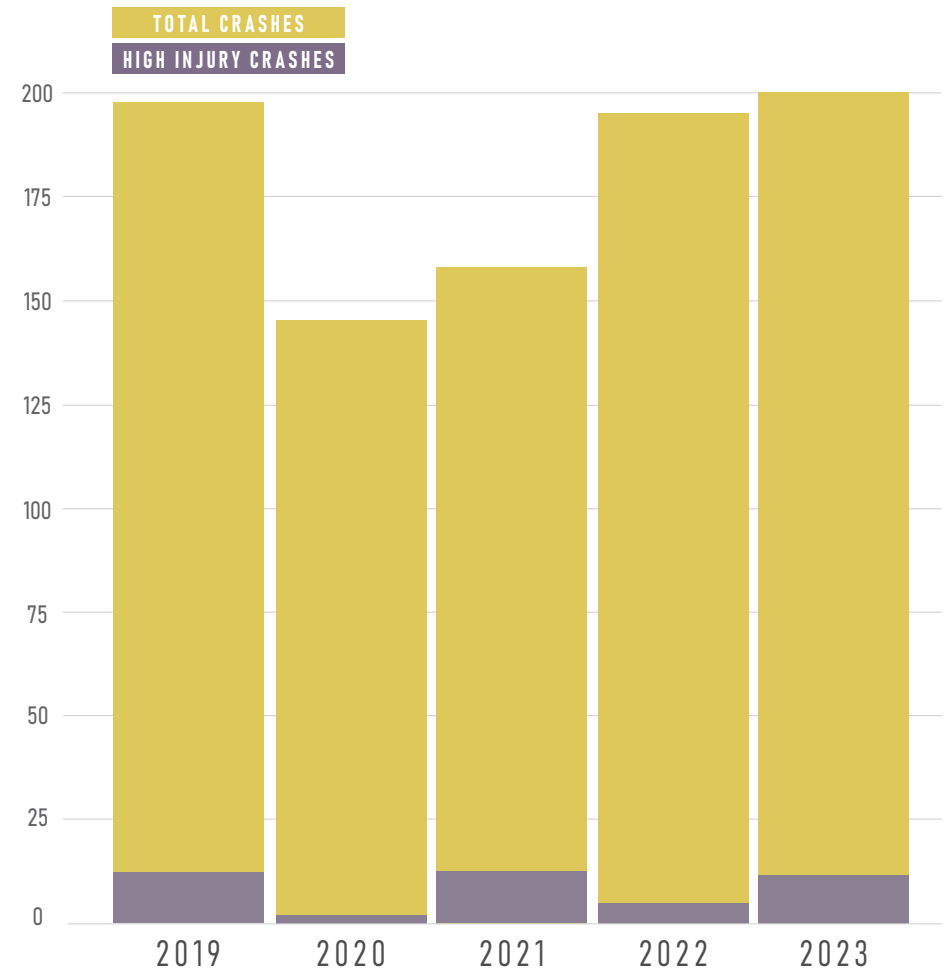
Prepared by Bowman Consulting Group

Crashes by Year

Reportable crashes within the township were reviewed using PennDOT's Pennsylvania Crash Information Tool (PCIT) for the five-year period between 2019-2023. A reportable crash is one in which there is injury to anyone involved and/or a vehicle must be towed from the scene and cannot be driven. Over the five year period there were 888 total crashes in Upper Providence Township, representing an average of 178 total crashes/year with relatively steady year-to-year totals (with the exception of 2020 likely due to COVID-19 related travel restrictions) with a high of 200 in 2023. Crashes that occurred on US 422 were omitted from the analysis due to the limited access status of the roadway and limited jurisdictional control for the township over this national route.

Additional analysis was conducted specifically for "high injury" crashes, which include all crashes that resulted in either a fatality or suspected serious injury. These types of crashes were chosen because they represent the most serious threat to safety, especially for vulnerable road users such as pedestrians, bicyclists, and motorcyclists. There were a total of 28 high injury crashes between 2019-2023 with a high of 8 in both 2019 and 2021 followed by seven in 2023.

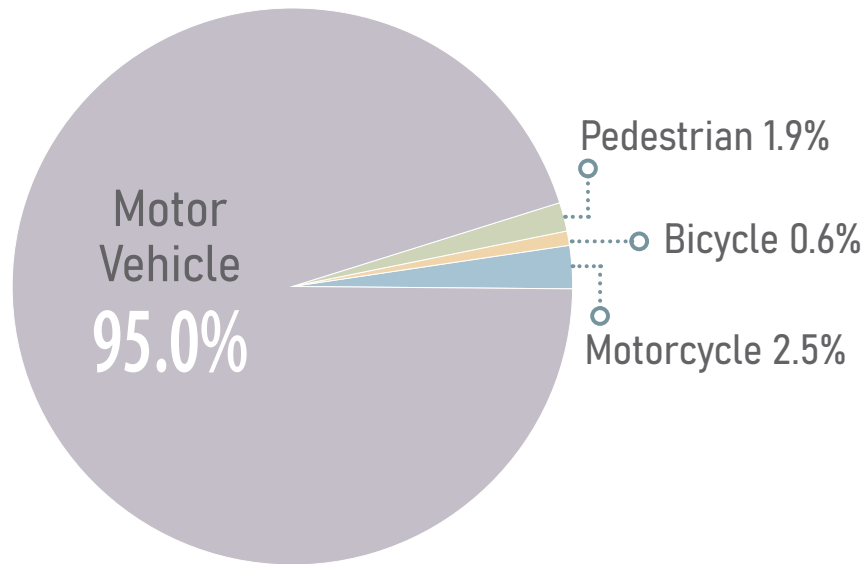
REPORTABLE CRASHES BY YEAR (2019-2023)



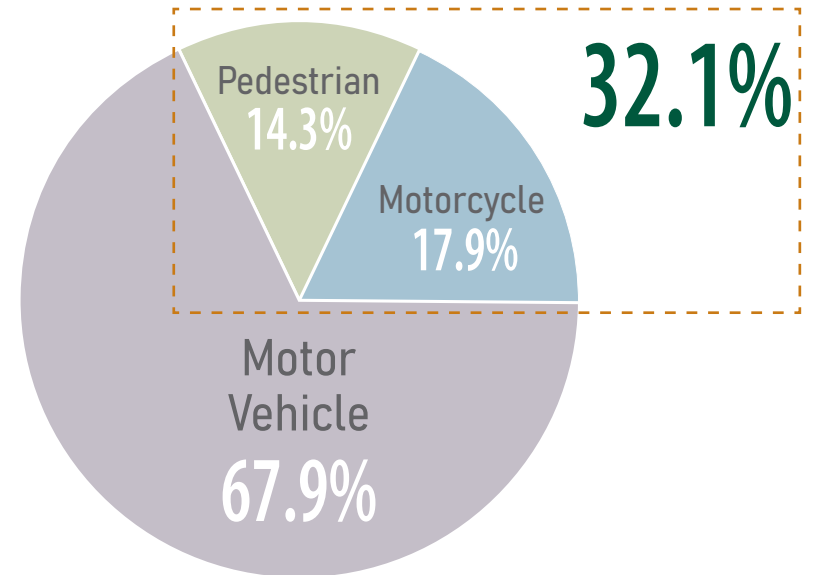
Crashes by Mode Type

In terms of mode type, the vast majority of overall crashes involved only motor vehicles (approximately 95%) with crashes involving either a pedestrian, bicycle, or motorcycle accounting for the remaining 5%. However, these proportions shift significantly when looking at high injury crashes, wherein motorcycle, pedestrian, and bicycle crashes comprise nearly a third of such crashes. This points to the increased vulnerability of people who walk, bike, or ride motorcycles and the need to eliminate the types of high injury crashes that disproportionately affect their safety and well-being.

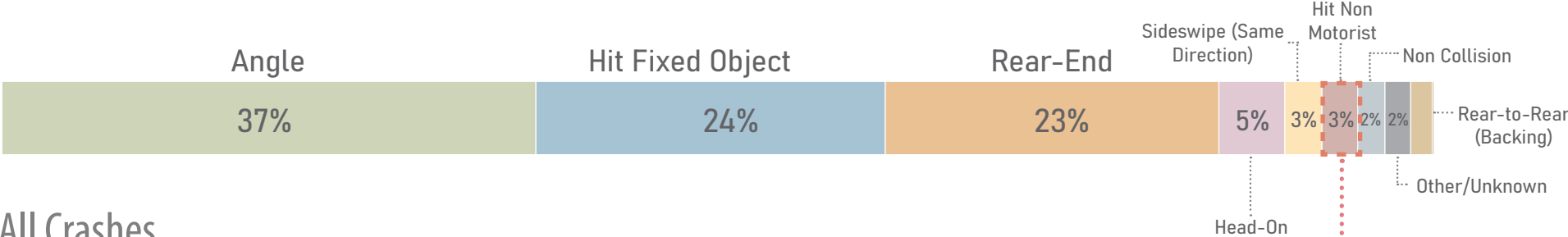
All Crashes by Mode



High Injury Crashes by Mode



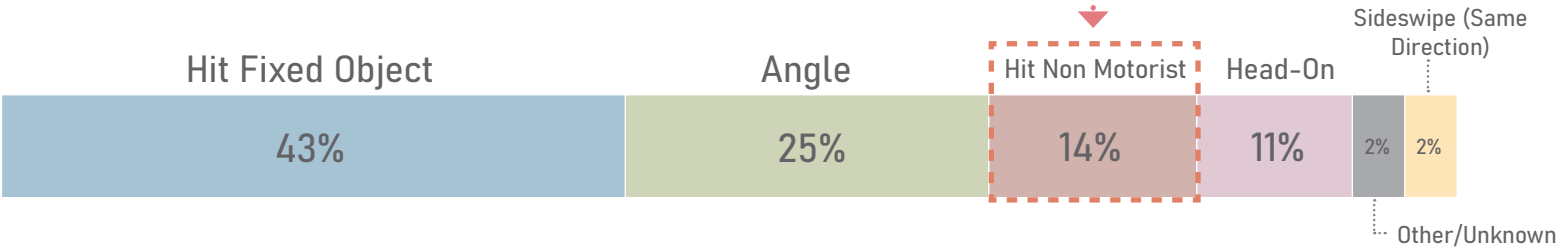
Crashes by Collision Type



All Crashes

For overall crashes, “Angle” crashes accounted for approximately 37% of total crashes followed by “Hit Fixed Object” crashes at roughly 24% and “Rear-End” at 23%. “Hit Non Motorist” crashes made up around 3% of overall crashes.

Non motorists are overrepresented in high injury crashes (14%) compared to overall crashes (3%)



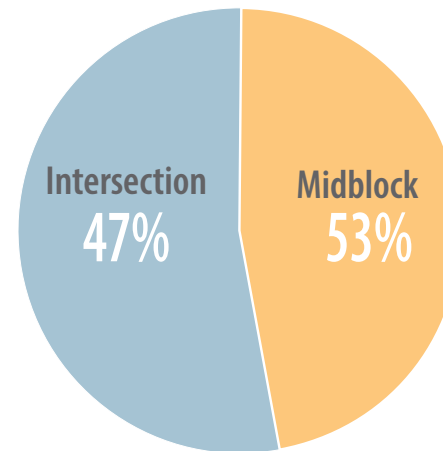
High Injury Crashes

For high injury crashes, “Hit Fixed Object” crashes made up approximately 43%, followed by “Angle” crashes at roughly 25%. Notably, “Hit Non Motorist” crashes accounted for over 14% of high injury crashes, more than four times higher than among all crashes. The higher proportion of “Hit Non Motorist” (pedestrians, bicyclists, etc.) involved in high injury crashes further highlights the increased vulnerability of these road users.

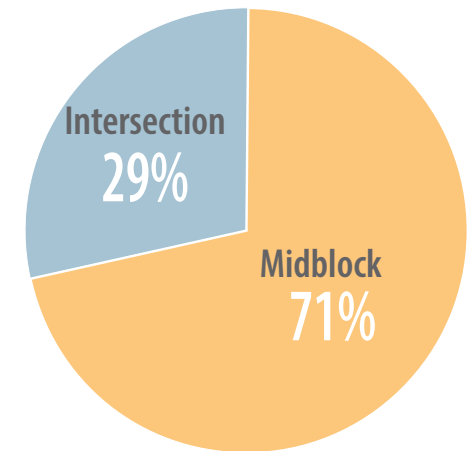
Intersection vs Midblock

Of the 888 total crashes, around 53% occurred at midblock locations compared to around 47% at intersections. The 28 high injury crashes were much more likely to take place at midblock locations (71%) compared to just 29% at intersections. All four high injury crashes involving pedestrians occurred at midblock locations, pointing towards a potential lack of safe crossings available across busy roadways such as Ridge Pike.

All Crashes:
Intersection vs Midblock

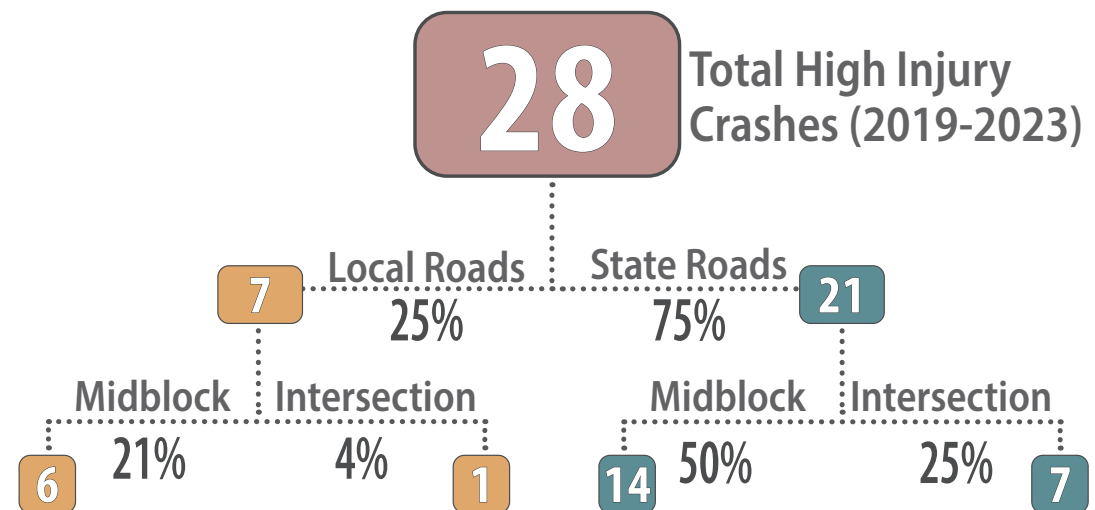


High Injury Crashes:
Intersection vs Midblock



Roadway Ownership

Roadway ownership plays a significant role in determining what improvements can be implemented on certain roadways. Of the 28 total high injury crashes, the majority (75%) occurred on state owned roads compared to 25% on local roads. This distinction is important when considering potential countermeasures and determining the appropriate partners that will need to be included in the decision making process.



Contributing Factors

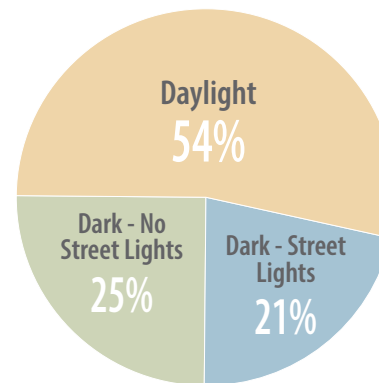
High Injury Crashes

PennDOT tracks a variety of contributing factors related to crashes within the PCIT database. Identifying these contributing factors can help highlight existing trends within the data and aid in developing potential countermeasures.

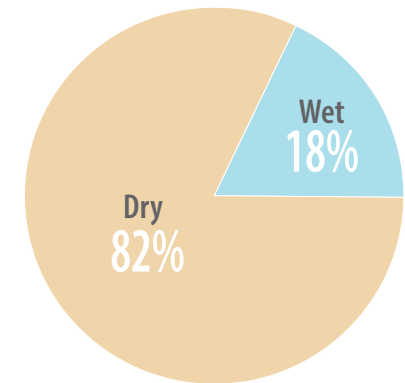
In terms of environmental conditions, just over half of the high injury crashes took place in daylight. The remaining crashes were split between dark conditions with no street lights (25%) and dark conditions with street lights (21%), which could point towards possible issues with inadequate lighting, especially at intersections. The vast majority of high injury crashes (over 82%) occurred during dry conditions, which could indicate that adverse environmental conditions are not a primary cause of crashes.

Looking at driver behavior, small percentages of both high injury (4%) and all crashes (3%) involved suspected speeding. Conversely, both high injury crashes (54%) and all crashes (61%) had high percentages of crashes involving aggressive driving. The largest discrepancy came from crashes involving alcohol, with over 32% of high injury crashes involving alcohol as compared to just 7% of total crashes involving alcohol.

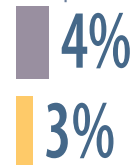
Type of Illumination:
High Injury Crashes



Wet vs Dry Roadway Conditions:
High Injury Crashes



Suspected Speeding



Involved Use of Alcohol



Aggressive Driving



Crash Hot Spots

All Reportable Crashes

Mapping hotspots can help identify historic trends and potential hazardous conditions for all users. The heatmap to the right highlights crash hot spots for all reportable crashes from 2019-2023. As mentioned earlier, crashes that took place on US 422 were excluded from the analysis. This allows hot spots on roadways that the township has more control over to become more prominently featured.

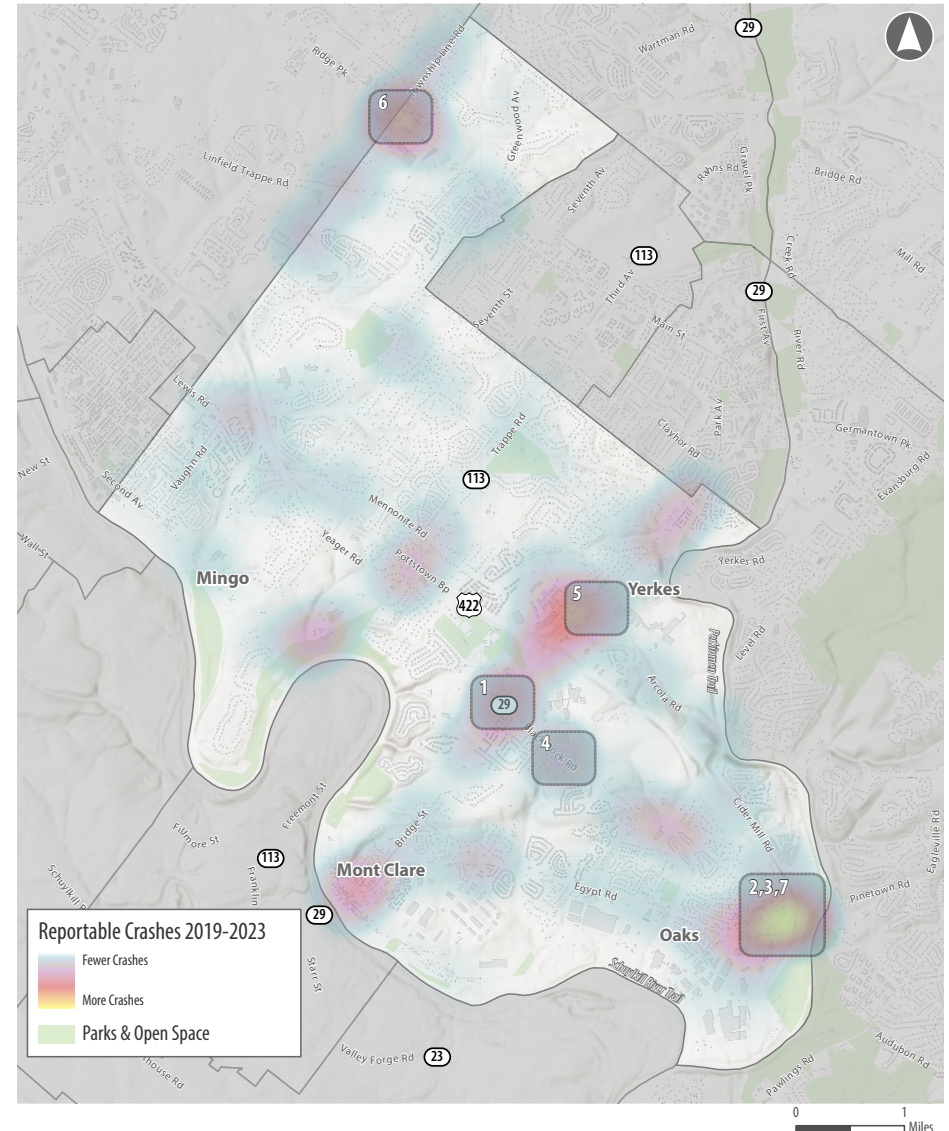
The following intersections showed high concentrations of crashes:

1. Route 29 (32)
2. Egypt Road/US 422 Ramp (30)
3. Black Rock Road/Egypt Road (21)
4. Black Rock Road/Troutman Road (20)
5. Collegeville Road/Arcola Road (20)
6. Ridge Pike/Township Line Road (20)
7. Egypt Road/Mill Road (15)

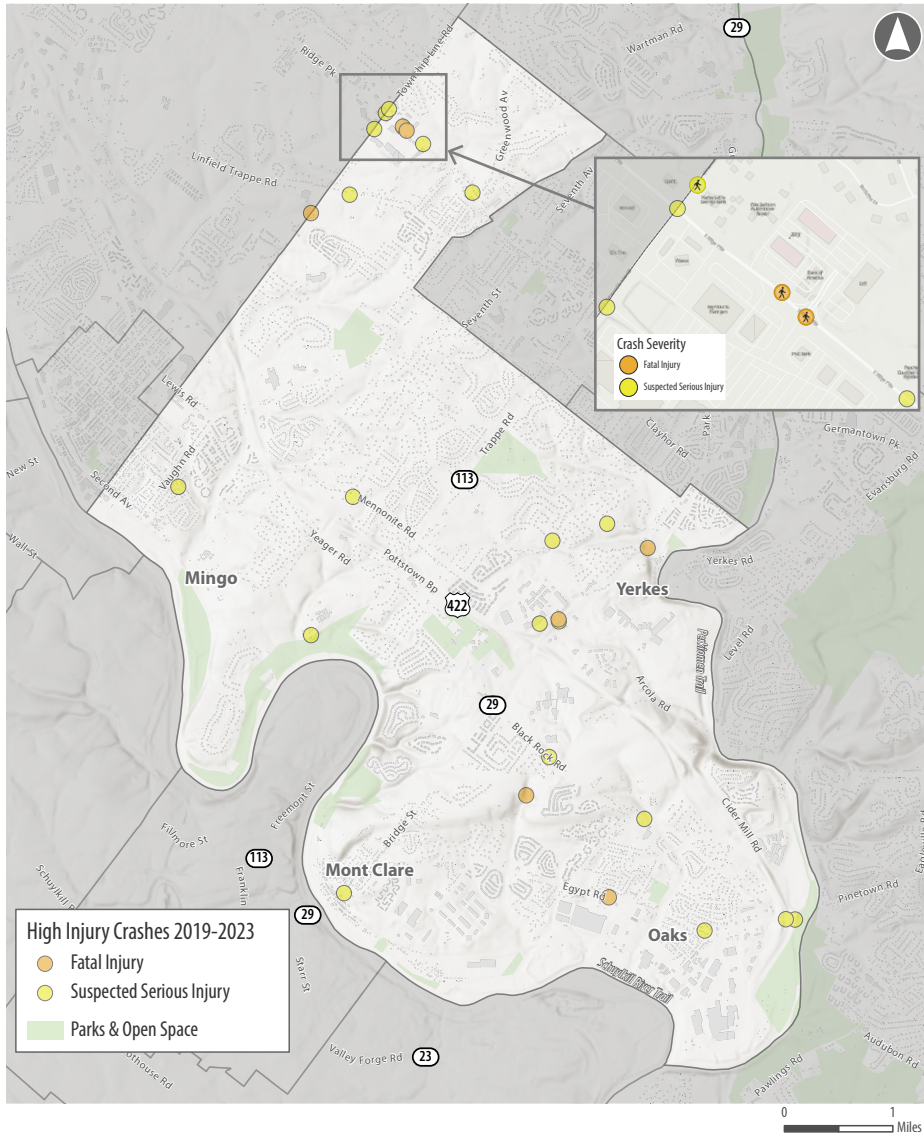
In terms of corridors, there were five roadways that accounted for nearly 60% of total crashes with Bridge Street/Collegeville Road leading the way at nearly 19% followed by Egypt Road at just over 15%.

Roadway Name	Crashes	%	Owner
Route 29	168	18.9%	State
Egypt Road	136	15.3%	State
Black Rock Road	110	12.4%	State
Township Line Road	82	9.2%	State
Trappe Road	32	3.6%	State
Totals	528	59.5%	

Reportable Crashes (2019-2023)



High Injury Crashes (2019-2023)



High Injury Crashes

Although high injury crashes made up 3.2% of the total reportable crashes in this analysis they are the most critical types of crashes to target when looking to improve safety. This is especially important for vulnerable road users such as pedestrians and bicyclists who are much more likely to be killed or seriously injured when struck by a vehicle. When looking at crash hot spots through a high injury lens, the following five roadways accounted for 75% of fatal or suspected serious injury (SI) crashes.

Roadway Name	Fatal	SI	Total	%	Owner
Route 29	2	4	6	21.4%	State
Egypt Road	1	3	4	14.3%	State
Ridge Pike	2	2	4	14.3%	State
Township Line Road	1	3	4	14.3%	State
Black Rock Road	0	3	3	10.7%	State
Totals	6	15	21	75.0%	

Although there is substantial overlap between the two lists, Ridge Pike represents an important outlier that was not in the top 5 for all crashes but accounted for over 14% of high injury crashes as well as two of the seven total fatal crashes (both pedestrians). The stretch of the corridor highlighted in the inset map above features a wide (over 80 feet in some parts) four-lane roadway that presents a significant barrier for people trying to reach the many commercial properties on either side. This area stands out as a potential priority location to focus strategies to calm traffic and improve pedestrian safety.

High Injury Network

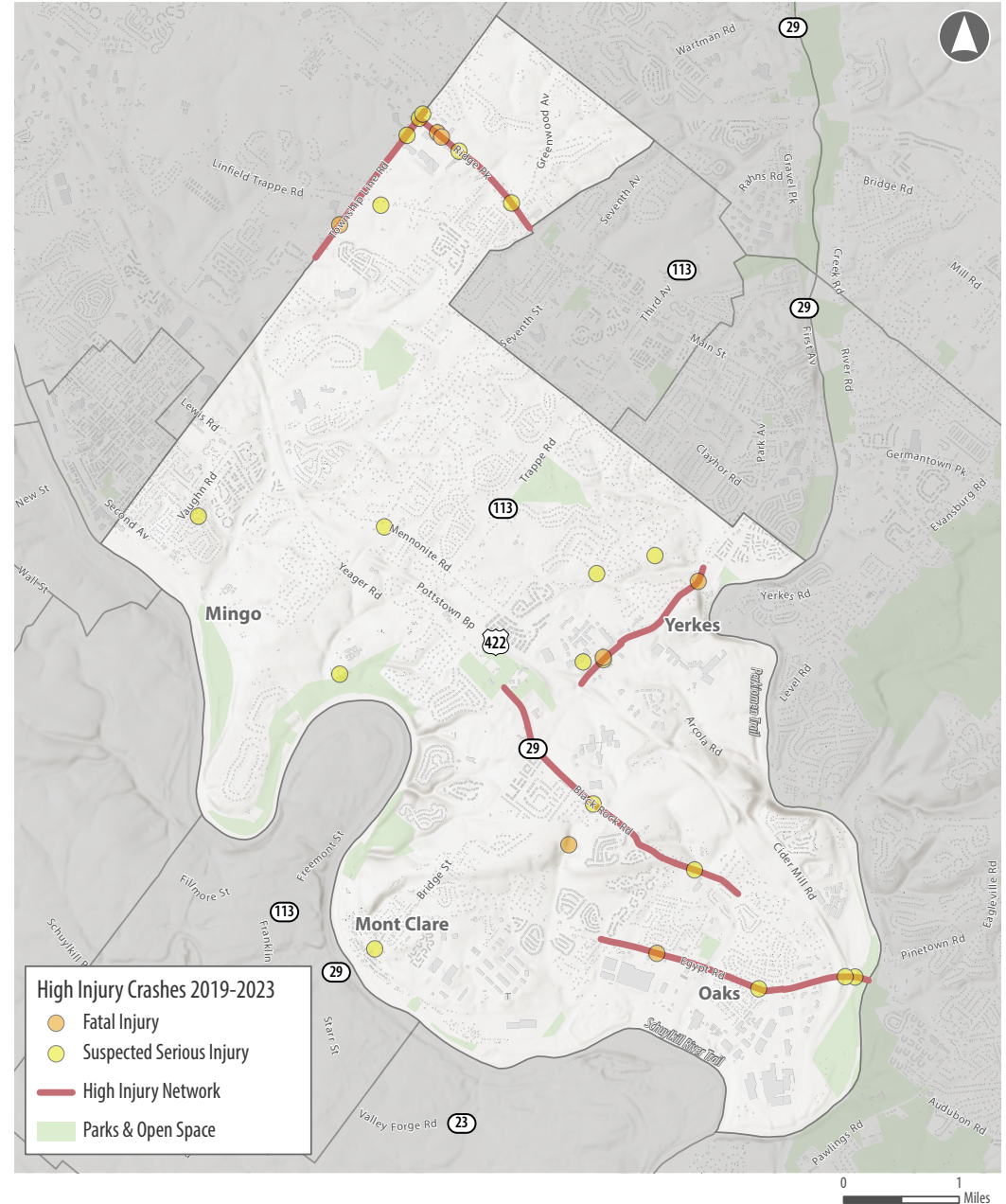
Developing a High Injury Network is essential to highlighting where high injury crashes have occurred. It also plays a key role in identifying areas that are prone to such crashes and can aid in developing strategic countermeasures to prevent future crashes.

The resulting HIN was developed by identifying corridor segments with multiple instances of fatal or suspected serious injury crashes and includes the following roadways:

- Black Rock Road
- Egypt Road
- Route 29
- Ridge Pike
- Township Line Road

This network serves as a starting point for investigating existing roadway characteristics and other contributing factors that are conducive to high injury crashes. This also helps identify areas with similar conditions in order to take a preemptive approach to implementing appropriate countermeasures. Focusing safety countermeasures in these priority areas could have the highest impact on increasing safety and reducing high injury crashes within the township.

High Injury Network



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***APPENDIX C: ROCKET HOMES, HOUSING
MARKETING ANALYSIS, SEPTEMBER 2024***

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AUGUST 2024

Upper Providence Township Housing Market Report

Montgomery County, Pennsylvania

Report Updated 25 Days Ago

Buyer's Report

Seller's Report

Is Upper Providence Township, PA a
buyer's or seller's market?

Housing Market Conditions



Neutral
Market

Seller's
Market



Buyer's
Market

Difference Since August 2023

Since last year, Upper Providence Township has remained a Seller's Market.

KEY TAKEAWAY

Upper Providence Township is a **Sellers Housing Market**, which means prices tend to be higher and homes sell faster.

Housing Prices in Upper Providence Township, PA

How much do homes in Upper Providence Township, PA cost?

Median Sold Price

i

\$545,000

\$225/sqft

 Based on all homes sold in the last 12 months.

Difference Since August 2023

+\$70,000 (+14.7%) ↑

KEY TAKEAWAY

Homes in Upper Providence Township have **sold for 14.7% more** than they did a year ago.

Summary: The median home sold price in Upper Providence Township was \$545,000 in August 2024, up 14.7% from last year, and the median price per square foot was \$225.

Median Sold Price By Bedroom Count

i

# BEDS	AUG 2023	AUG 2024	CHANGE
1	\$160K	\$176K	+10.0% ↑

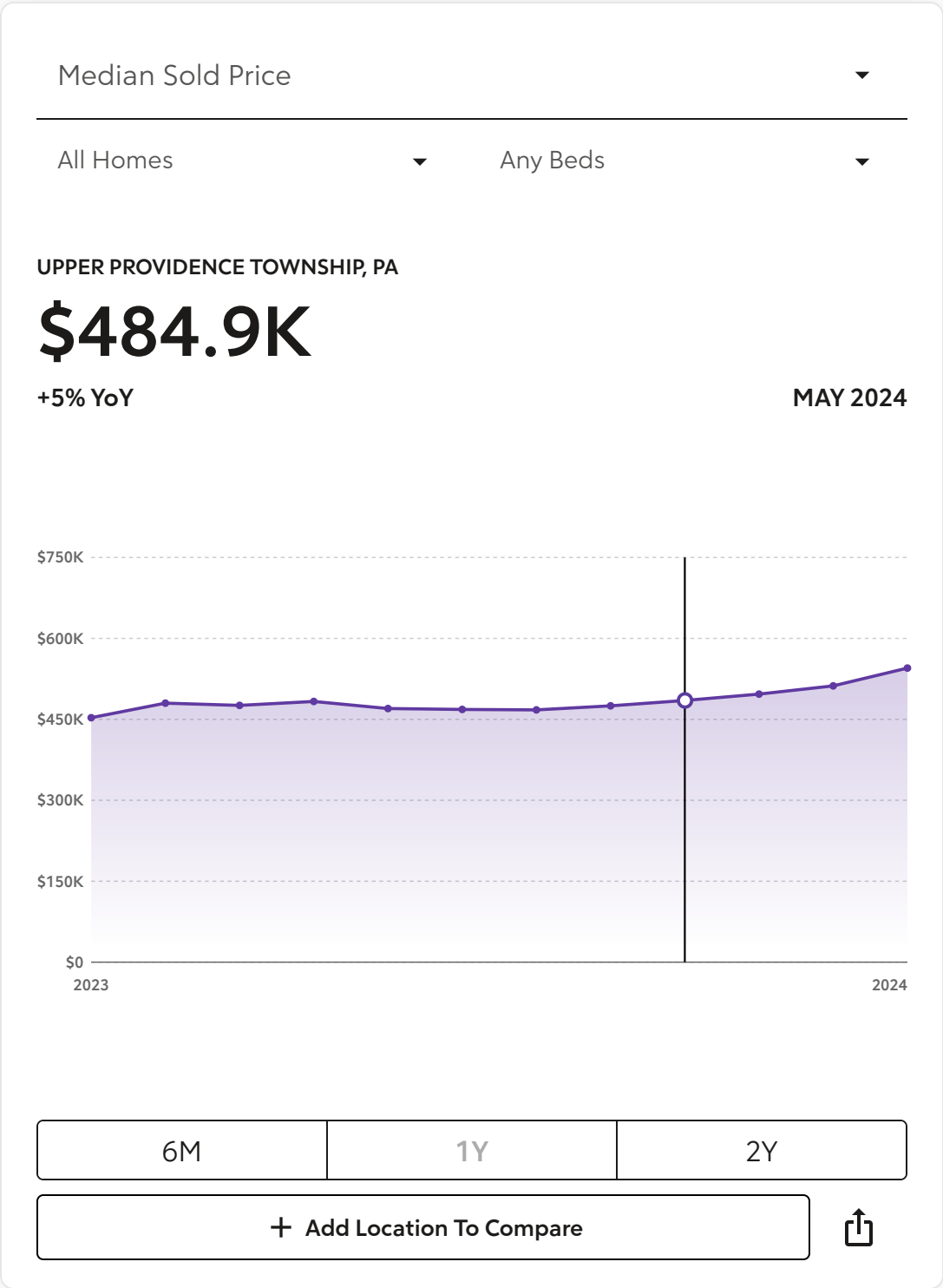
# BEDS	AUG 2023	AUG 2024	CHANGE
<u>2</u>	\$220K	\$267.5K	+21.6% ↑
<u>3</u>	\$425K	\$440K	+3.5% ↑
<u>4</u>	\$650K	\$725K	+11.5% ↑
<u>5+</u>	\$915K	\$850K	-7.1% ↓

Summary: Upper Providence Township housing prices by bedroom type for August 2024 compared to the previous year. The home price of 1 bedroom homes increased by 10%.



Median Sold Price Compared To Nearby Cities		
Mont Clare	+26.3%	↑
Upper Providence Township	+14.7%	↑
<u>Phoenixville</u>	+7.6%	↑
Trappe	-0.2%	
Collegeville	-1.8%	↓

How does Upper Providence Township, PA compare with other places?



Data and numbers shown are subject to change and may vary based on different timeframes.

Housing Supply in Upper Providence Township, PA

How many homes are available in Upper Providence Township, PA?

Number of Homes For Sale



JUL 2024	AUG 2024	CHANGE
83	87	+4.8% ↑

Summary: The Upper Providence Township real estate market had 87 homes for sale in August 2024, a 4.8% increase compared to July 2024.

Homes For Sale By Bedroom Count



# BEDS	JUL 2024	AUG 2024	CHANGE
1	1	0	-100.0% ↓
2	3	5	+66.7% ↑
3	29	39	+34.5% ↑
4	36	29	-19.4% ↓
5+	14	14	0.0%

Summary: The Upper Providence Township housing inventory by bedroom type for August 2024 compared to the previous month. The inventory of 1 bedroom homes decreased by 100%.



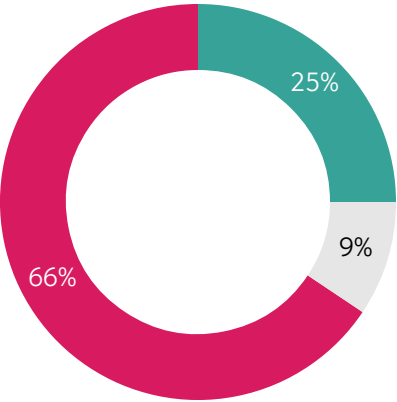
Number of Homes Sold



JUL 2024	AUG 2024	CHANGE
27	32	+18.5% ↑

Asking Price vs. Sold Price

i



8 Homes Were Sold Under Asking

3 Homes Were Sold At Asking

21 Homes Were Sold Over Asking

KEY TAKEAWAY

If you're buying a home in Upper Providence Township, you could pay more than the asking price. **65.6% of homes here sold above asking price** last month.

Summary: A total of 32 homes were sold or pending in Upper Providence Township in August 2024, up by 18.5% month-over-month. Of the 32 sold homes, 25% were sold under asking, 9% were sold at asking, and 66% were sold over asking.

Days on Market for Upper Providence Township, PA

How long does it take to sell a home in Upper Providence Township, PA?

☰

ROCKET Homes

🔍

Overview

Housing Prices

Housing Supply

Days on Market

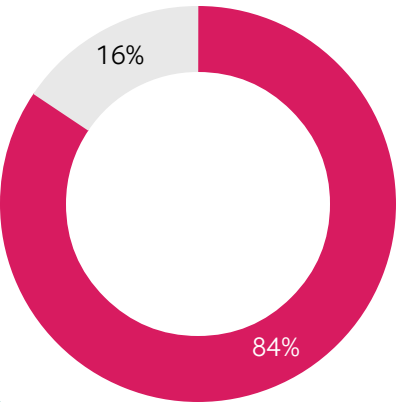
Newest Listings

Nearby P

AUG 2023	AUG 2024	CHANGE
14 Days	14 Days	-0.9% ↓

Summary: Homes in Upper Providence Township had an average of 14 days on market in Aug 2024, down by 0.9% compared to last year.

Breakdown of Home Sale Times



27 Homes Were Sold Under 30 Days

5 Homes Were Sold In 30 - 90 Days

0 Homes Were Sold Over 90 Days

KEY TAKEAWAY

Many **homes in Upper Providence Township** are **selling fast**, if you're buying plan to act quickly.

Summary: During August 2024, 32 homes were sold in Upper Providence Township; 84% of homes were sold within 30 days, 16% of homes were sold within 30 to 90 days, and 0% of homes were sold over 90 days.

Housing Market Reports are calculated by Rocket Homes Real Estate and based on information from the MLS.

Report Updated 25 Days Ago



Local real estate agents are ready to help you find a home here.

Connect With An Agent

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APPENDIX D: LIST OF MEETINGS WITH COMPREHENSIVE PLAN DISCUSSION

[Please note that all approved minutes are either on file at the Township or on the Township's website, www.uprov-montco.org]

1/7/2019 – Establishment of Comprehensive Plan Committee at the Board of Supervisors meeting. Resolution 2019 – 07, The Upper Providence Township Planning Committee meetings are to be held the 4th Monday of the month at 6PM, before the Planning Commission Meetings.

1/28/2019 – Handout, discussed rolls

2/25/2019 - Continuation of 1/28/2019 meeting agenda - general discussion

3/25/2019 – Goals & Objectives from 2010 discussion, Background section a authoring/establishment of a group document, photographs, April meeting discussion

4/22/2019 – Review Comprehensive plan demographics draft, status update monthly goals

Comprehensive Plan Committee meetings were advertised but cancelled on the following dates due to Covid Pandemic: 2/24/2021, 3/24/2021, 4/28/2021, 5/26/2021, 6/23/2021. The subcommittee was disbanded and as of July 2023, the Planning Commission took on finishing the Comprehensive Plan Update.

Comprehensive Plan was discussed at the following Planning Commission or Board of Supervisor meetings.

7/19/2023 – Demographics and Comp Plan presentation - Planning Commission meeting

8/16/2023 – Demographics and Housing reviewed – Planning Commission meeting

9/6/2023 – Existing Land Use reviewed- Planning Commission meeting

9/20/2023 – Traffic and Community Facilities (Sewer & Stormwater) reviewed - Planning Commission meeting

11/15/2023 – Working Assumptions and Land Use Plan reviewed - Planning Commission meeting

5/14/2024 – Demographic Recap, Housing Plan, Working Assumptions, Future Land Use – Board of Supervisors working session

7/17/2024 – Comprehensive Plan update – Planning Commission meeting

8/7/2024 – Comp Plan update – traffic, community Facilities and Land Use Plan - Planning Commission meeting

8/21/2024 – Draft with Action items distributed, comments requested - Planning Commission meeting

9/4/2024 – Comp Plan update – Action Item Ranking Results, comments requested - Planning Commission meeting

9/18/2024 – Comp Plan update – complete action item rankings - Planning Commission meeting

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BEFORE THE UPPER PROVIDENCE TOWNSHIP BOARD OF SUPERVISORS

RESOLUTION 2019-07

A RESOLUTION OF THE BOARD OF SUPERVISORS OF UPPER PROVIDENCE TOWNSHIP APPOINTING MEMBERS TO THE UPPER PROVIDENCE TOWNSHIP COMPREHENSIVE PLAN COMMITTEE

WHEREAS, the Pennsylvania Municipalities Planning Code establishes general guidelines through which municipal comprehensive plans may be prepared and adopted; and

WHEREAS, the current Upper Providence Township Comprehensive Plan was adopted on July 19, 2010; and

WHEREAS, the Board of Supervisors believes that it is the best interest of the community to prepare and adopt a new comprehensive plan to guide the community in the coming decade.

NOW, THEREFORE, BE IT RESOLVED, that the following individuals are hereby appointed to serve on the Upper Providence Township Comprehensive Plan Committee and are hereby tasked with working with the Township's Consultants and members of the Park and Recreation Board, Planning Commission, and Board of Supervisors to prepare a new comprehensive plan for adoption by the Board of Supervisors:

Robert Bellini
Louis Cutillo
Kathleen Drennan
Wendy Earle

David Gulati
Joe Haney
James Hoffman
Ed Kelly

Lisa Mossie
Chris Volpe
Joshua Weikert

DULY PRESENTED AND ADOPTED by the Upper Providence Township Board of Supervisors at a public meeting held this 7th day of January, 2019.

**UPPER PROVIDENCE TOWNSHIP
BOARD OF SUPERVISORS**

BY:


Chairman

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APPENDIX E: LIST OF NEIGHBORING MUNICIPALITIES AND REVIEWS OF THE COMPREHENSIVE PLAN

Municipality	Address
Spring Ford School District	857 South Lewis Road, Royersford, PA 19468-2732
Limerick Township	646 W. Ridge Pike Limerick, PA 19468
Royersford Borough	300 Main Street Royersford, PA 19468
Trappe Borough	525 W. Main Street Trappe, PA 19426
Collegeville Borough	491 E. Main Street Collegeville, PA 19426
Lower Providence Township	100 Parklane Drive Eagleville, PA 19403
Perkiomen Township	1 Trappe Road Collegeville, PA 19426
Phoenixville Borough	351 Bridge Street Phoenixville, PA 19460
Schuylkill Township	111 Valley Park Road Phoenixville, PA 19460
Spring City Borough	6 S Church Street Spring City, PA 19475
East Pikeland Township	P.O. Box 58 Kimberton, PA 19442
Montgomery County Planning Commission	P.O. Box 311 Norristown, PA 19404-0311
Chester County Planning Commission	P.O. Box 2747 West Chester, PA 19380-0990

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From: [Marcus Dolny](#)
To: [Geoffrey Grace](#)
Cc: [Timothy Tieperman](#); [Scott Martin](#)
Subject: RE: Upper Providence Township Comprehensive Plan Update
Date: Monday, October 7, 2024 12:30:46 PM
Attachments: [image002.png](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Geoffrey,
Fantastic document I commend the time and effort obviously put into it. Trappe's only concern is the impact on traffic especially Rt. 113 with the increasing developments and the consideration of Park House. We hope that is being addressed and monitored thoroughly.

Marcus V. Dolny

Marcus V. Dolny

Trappe Borough Manager
610-489-7181 Ext. 2
610-489-8827 Fax



From: Geoffrey Grace <ggrace@uprov-montco.org>
Sent: Thursday, October 3, 2024 10:21 AM
To: Marcus Dolny <borough.manager@trappeborough.com>
Cc: Timothy Tieperman <ttieperman@uprov-montco.org>
Subject: [EXTERNAL] Upper Providence Township Comprehensive Plan Update

Upper Providence's Planning Commission has recently completed a draft of [A Comprehensive Plan Update for Preservation and Redevelopment of The Township of Upper Providence](#). As a neighboring municipality and in accordance with Municipalities Planning Code (MPC) § 301.(c) and § 302.(a) the Township is distributing the draft for your review and comment.

The draft plan is available on the Township's website, www.uprov-montco.org, or specifically: <https://www.uprov-montco.org/353/Comprehensive-Plan>.


A hearing to adopt the Comprehensive Plan update is scheduled for November 18, 2024, at 7:00pm at the Township Administration Building at 1286 Black Rock Road, Phoenixville PA 19460. Pursuant to the requirements of the MPC, please forward any comments you may wish

to make regarding the draft by that date and to my office via email at ggrace@uprov.montco.org or via USPS to:

Geoffrey Grace, AICP
Upper Providence Township
1286 Black Rock Road
Phoenixville PA 19468

If you have any questions, please reach out at your convenience. My direct line is 484-391-2304.

-G.

	<p>Geoffrey Grace, AICP Director of Planning / Zoning Officer 1286 Black Rock Road, Phoenixville, PA 19460 (610)933-9179 x104 Facebook Website Secure Email</p>
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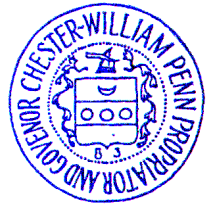
[Click here to send me a secure email with XMedius SendSecure.](#)

Rooted in history, growing in promise

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THE COUNTY OF CHESTER



COMMISSIONERS
Josh Maxwell
Marian D. Moskowitz
Eric M. Roe

Brian N. O'Leary, AICP
Executive Director

PLANNING COMMISSION
Government Services Center, Suite 270
601 Westtown Road
P. O. Box 2747
West Chester, PA 19380-0990
(610) 344-6285 Fax (610) 344-6515

November 8, 2024

Geoffrey Grace, AICP
Director of Planning
Township of Upper Providence
1286 Black Rock Road
Phoenixville, PA 19460

Re: Comprehensive Plan Update – Township of Upper Providence
Upper Providence Township, Montgomery County - CP-10-24-18269

Dear Mr. Grace:

The Chester County Planning Commission has reviewed the proposed Upper Providence Township Comprehensive Plan Update (2024) as submitted pursuant to the provisions of the Pennsylvania Municipalities Planning Code, Section 301.3. The referral for review was received by this office on October 3, 2024. We offer the following comments to assist in your review of the proposed Comprehensive Plan Update.

DESCRIPTION:

1. The submission is titled, “A Comprehensive Plan Update for Preservation and Redevelopment Township of Upper Providence Montgomery County, Pennsylvania 2024”, which updates the previous 2010 Comprehensive Plan. The proposed Update includes the following elements:
 - A. Community overview,
 - B. Description of the Township’s demographics,
 - C. An overview of previous planning efforts including the 2018 Phoenixville Region Multimodal Transportation Study and other prior Upper Providence Township planning studies,
 - D. Community facility report,
 - E. Traffic plan,
 - F. Housing plan and fair share analysis,
 - G. Land use plan with focus areas,
 - H. Action items,
 - I. Appendices, including:
 - a. Appendix A: Trail Focus Memo (also titled “Trail Development Guide, 2018”;
 - b. Appendix B: Crash and Safety Analysis;
 - c. Appendix C: Rocket Home, Housing Market Analysis, September 2024;
 - d. Appendix D: List of Meetings with Comprehensive Plan Discussion;
 - e. Appendix E: List of Neighboring Municipalities and Reviews (also referred to as “List of Neighboring Municipalities and Reviews of The Comprehensive Plan”), and
 - J. Supporting mapping and graphics.

LANDSCAPES:

2. Upper Providence Township abuts East Pikeland Township, Phoenixville Borough, Schuylkill Township and Spring City Borough in Chester County. [Landscapes3](#), the 2018 County Comprehensive Plan, places the abutting areas in Chester County within the **Urban Center**, **Suburban**, and **Rural Landscapes**.

The vision for the **Urban Center Landscape** is historic downtown and established neighborhoods serving as civic, economic, and population centers with a traditional town character, accommodating substantial future growth at a medium to high intensity. Transportation infrastructure improvements and amenities supporting a walkable community should be provided and integrated into the public transportation and roadway systems.

The vision for the **Suburban Landscape** is predominantly residential communities with locally-oriented commercial uses and facilities, accommodating growth at a medium density that retains a focus on residential neighborhoods, with enhancements in housing diversity and affordability. Additionally, roads, sidewalks and paths with convenient access to parks and community facilities should be provided.

The vision for the **Rural Landscape** is the preservation of significant areas of open space, critical natural areas, and cultural resources with a limited amount of context sensitive development permitted to accommodate residential and farm needs. This landscape consists of open and wooded lands with scattered villages, farms and residential uses.

The Upper Providence Township Comprehensive Plan’s Future Land Use discussion concludes “...every effort should be made to preserve as much as possible”, and “...with respect to the Future Land Use Plan, this Comprehensive Plan Update plan pares that down to one guiding principle for the life of this plan: Preserve those undeveloped areas and channel redevelopment into those areas that the infrastructure exists.” (page 66). This policy is consistent with the adjacent **Urban Center** and **Suburban Landscapes** in Chester County.

The Plan also states that “...the Township needs to be cognizant of trends [i.e., in the real estate development market] and those underused (i.e., vacant office buildings, vacant industrial properties, etc.) properties within its boundaries that affect its financial viability to adequately serve the remaining township at large.” This perspective is especially consistent with the [Landscapes3](#) **Urban Center-Preservation Focus** of “Adaptive reuse of historic buildings to maintain unique community character and walkability”.

The areas in Upper Providence Township adjacent to Chester County are all generally developed and the Comprehensive Plan’s future land use plans involve updating the Township’s zoning ordinance and are also focused on open space preservation (particularly in the area adjacent to East Pikeland Township) and roadway improvements. The Upper Providence Township’s Comprehensive Plan Update is consistent with the policies in [Landscapes3](#) and with the **Urban Center**, **Suburban**, and **Rural Landscapes**.

COMMENTS:

3. The listing of “place names” in Map 2 is innovative and can help in identifying neighborhoods and recognizing their particular characteristics.

4. The graphics are clear and easy to read, but we suggest that road names be included in maps whenever possible.
5. The phrase "...there has been enough development..." in the Comprehensive Plan's Future Land Use discussion on page 66 could receive various interpretations, and it may be more appropriate to emphasize that due to prior development, the focus of the Plan is to preserve as much open space, farmland, etc., as appropriate.
6. Figure 21: "Trail Focus List Excerpt" on page 17, Figure 22: "Phoenixville Area Multimodal Transportation Study Excerpt" and Appendix A: "Trail Development Guide" show the relationship between trail planning in Upper Providence Township and potential connections with Chester County, and we recommend that Upper Providence Township, the Chester County Department of Parks + Recreation and the Chester County Planning Commission continue to work to implement these plans and trail connections.
7. The Township should consider whether the planning for the future Schuylkill River Passenger Rail service should be recognized and will have any bearing on this Plan.
8. Appendix C: "Rocket Home, Housing Market Analysis, September 2024; Appendix D: List of Meetings with Comprehensive Plan Discussion" contains extensive information on home prices and demand. The Housing Plan Conclusion on page 61 could offer more suggestions toward increasing housing opportunities in the Township, such as permitting accessory dwelling units, aging in place, housing rehabilitation policies, mini-homes, infill development, limited permissions to allow single-family homes to add separate living spaces, etc.
9. Appendix E: "List of Neighboring Municipalities and Reviews" is also referred to as "List of Neighboring Municipalities and Reviews of The Comprehensive Plan"; a common name should be used for consistency.
10. To assist in the Plan's implementation, we recommend that all members of the Board of Supervisors, the Township Planning Commission and Zoning Hearing Board, be provided with official copies after adoption. The Plan should be consulted on a routine basis regarding any issue before these agencies where planning and land use principles may be affected.
11. The Township should also provide a copy of the Plan to the municipalities that participated in the Phoenixville Regional Comprehensive Plan (Charlestown Township, West Vincent Township, and West Pikeland Township), because the Region is adjacent to Upper Providence Township.

RECOMMENDATION: The County Planning Commission commends Upper Providence Township for preparing a farsighted Comprehensive Plan update that should effectively guide its policies into the future. The County Planning Commission supports the adoption of the Upper Providence Township Comprehensive Plan Update.

Page: 4

Re: Comprehensive Plan Update – Township of Upper Providence

Upper Providence Township, Montgomery County - CP-10-24-18269

We request an official copy of the decision made by Board of Supervisors, as required by Section 306(b) of the Pennsylvania Municipalities Planning Code. This will allow us to maintain a current file copy of your Comprehensive Plan Update.

Sincerely,

A handwritten signature in black ink that reads "Wes Bruckno". The signature is written in a cursive, flowing style with a horizontal line at the end.

Wes Bruckno, AICP
Senior Review Planner

cc: Chester County Department of Parks + Recreation

**MONTGOMERY COUNTY
BOARD OF COMMISSIONERS**

JAMILA H. WINDER, CHAIR
NEIL K. MAKHIJA, VICE CHAIR
THOMAS DIBELLO, COMMISSIONER

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**MONTGOMERY COUNTY
PLANNING COMMISSION**

MONTGOMERY COUNTY • PO Box 311
NORRISTOWN, PA 19404-0311

610-278-3722
PLANNING@MONTGOMERYCOUNTYPA.GOV

SCOTT FRANCE, AICP
EXECUTIVE DIRECTOR

November 14, 2024

Mr. Geoffrey Grace
Director of Planning and Zoning
Upper Providence Township
P.O. Box 406
Oaks, PA 19456

RE: MCPC # 24-0213-001
Plan Name: UPT Comprehensive Plan Update

Dear Mr. Grace:

We have reviewed the above-referenced Comprehensive Plan Update in accordance with Section 302 of Act 247, "The Pennsylvania Municipalities Planning Code," as you requested on October 3, 2024. We forward this letter as a report of our review.

BACKGROUND

The applicant, Upper Providence Township, has requested a review of "A Comprehensive Plan Update for Preservation and Redevelopment". This 135-page document is an update to their previous 2010 UPT Comprehensive Plan Update.

RECOMMENDATION/COMMENTS

The Montgomery County Planning Commission (MCPC) supports the applicant's 2024 Comprehensive Plan Update, with the following minor comments, as we have found it to be generally consistent with the Municipal Planning Code's Section 301.

GENERAL COMMENTS

1. With the realization that Upper Providence cannot continue to keep adjusting their population numbers prior to publication, we believe that the UPT Comprehensive Plan should go to publication with the latest population projections that DVRPC and Montgomery County Planning Commission have arrived at and approved on October 30, 2024. We've attached the corrected projections for your reference and use as a possible amendment to your current Comprehensive Plan.
2. This comprehensive plan appears to be missing a plan for historic preservation efforts as required in §301. Of the Pennsylvania Municipalities Planning Code (MPC) dated February 2022.



3. From section to section within the comprehensive plan the Action Steps and Planning goals are not always clear. A summary of the goals and action items at the end of each section might be beneficial.
4. The Action Items compilation section at the end of the document is a great resource that could benefit from combining the list of action items and the table of priorities so that there is one single reference and the reader wouldn't have to flip back and forth between the tables.

TRANSPORTATION

1. We believe that the addition of a section that addresses a strategy for the movement of freight and goods throughout Upper Providence Township would be beneficial. This strategy would support the goods movement industry and apply a Complete Streets approach with regard to freight requirements within your township and can only strengthen Upper Providence Township's economic competitiveness while supporting your residential communities. This strategy could include areas specifically set aside for truck parking or an ordinance that requires industrial and warehousing businesses to include truck parking in their development plans. A study could be undertaken to help inform this strategy by looking at regional and country wide best practices (DVRPC's Goods Movement Task Force as a resource), freight modeling and analysis, stakeholder engagement, and community engagement. This isn't just a local issue but a regional one.

ENVIRONMENTAL

1. In the Community Facility Report section, third paragraph, regarding the "Pollutant Reduction Plan" it sounds like only the municipalities discharging to an impaired waterway need to be concerned about stormwater quality. In reality, the MS4 program emphasizes protection of water resource quality, and improving stormwater quality through BMPs before it is discharged to a stream. There should be some text added here that recognizes the township's responsibility under MS4 to improve stormwater quality, and restore hydrology.
2. We recommend that somewhere in the Act 537 and Chapter 94 Summary section of this comprehensive plan the township mentions that it is part of a 6-member sewer authority, and that its wastewater is conveyed to the Oaks Waste Water Treatment Plant for treatment and disposal. Also, we suggest that this section includes a description of the township's relationship to the Lower Perkiomen Valley Regional Sewer Authority (LPVRS).
3. Lastly, we recommend the addition of a statement to the effect: "Act 537 requires that municipalities revise their plans every 5 years, and that the plan contain 5 and 10 year growth areas designated for public sewage facilities."



CONCLUSION

Please note that the review recommendation contained in this report is advisory to the municipality and final disposition for the approval of any Code changes will be made by the municipality.

Should the governing body adopt this proposed ordinance re-codification, Section 609 of the Municipalities Planning Code requires that we be sent an official copy within 30 days.

Please print the assigned MCPC number #24-0213-001 on any plans submitted for final recording.

Sincerely,



Laureen G. Sendel-Grant

Principal Transportation Planner II

laureen-sendelgrant@montgomerycountypa.gov

610-278-3734

c: Thomas Wright, Chair, Upper Providence Planning Commission



ATTACHMENTS

Upper Providence Township 2024 Population Projection Data

mun_name	2020 Census	NEW PROPOSED TOTAL (DVRPC v2)						NEW PROPOSED TOTAL (DVRPC v2)		MCPC TOTALS FROM 2021	
		pop25_final	pop30_final	pop35_final	pop40_final	pop45_final	pop50_final	Growth 20-50 adj	Percent	Growth 20-50	Percent
Bridgeport Borough	5,015	5,318	7,532	7,620	7,649	7,676	7,707	2,692	53.7%	1,832	36.5%
New Hanover Township	12,973	13,317	14,418	15,779	16,994	17,689	18,063	5,090	39.2%	5,102	39.3%
Conshohocken Borough	9,261	10,975	11,314	11,652	11,934	12,178	12,413	3,152	34.0%	3,186	34.4%
Limerick Township	20,458	21,296	22,733	23,990	25,154	25,983	26,686	6,228	30.4%	4,674	22.8%
Upper Providence Township	24,091	24,797	28,082	29,074	29,896	30,336	30,484	6,393	26.5%	4,893	20.3%
Franconia Township	13,259	13,393	14,490	15,176	15,937	16,434	16,755	3,496	26.4%	3,424	25.8%
Upper Hanover Township	8,350	8,650	9,001	9,425	9,773	9,979	10,179	1,829	21.9%	1,275	15.3%
Douglass Township	10,585	10,821	11,227	11,734	12,217	12,571	12,761	2,176	20.6%	1,760	16.6%
Skipack Township	14,389	14,550	15,253	15,810	16,379	16,807	17,126	2,737	19.0%	2,479	17.2%
Upper Merion Township	33,613	37,305	38,029	38,754	39,241	39,592	39,877	6,264	18.6%	3,794	11.3%
Horsham Township	26,564	27,460	27,564	27,826	28,062	29,986	31,394	4,830	18.2%	4,831	18.2%
Plymouth Township	18,256	19,295	19,409	21,010	21,134	21,248	21,345	3,089	16.9%	2,418	13.2%
Ambler Borough	6,807	6,928	7,225	7,430	7,634	7,789	7,924	1,117	16.4%	566	8.3%

This table is an excerpt from the table adopted by DVRPC on October 30, 2024. We ranked the municipalities by the highest percentage of change in population and UPT now ranks 5th in the county for projected growth by 2050.





November 18, 2024

Geoffrey Grace
Director of Planning/Zoning Officer
Upper Providence Township
1286 Black Rock Road
Phoenixville, PA 19406

SUBJECT: Upper Providence Township Comprehensive Plan Update

Dear Geoffrey:

At the November meeting of the Board of Supervisors, the Board discussed the draft Comprehensive Plan Update for Preservation and Redevelopment of the Township of Upper Providence. During this discussion, I made the Board aware of the information provided under Appendix A: Trail Focus Memo #10. Schoolhouse Run Trail.

Based upon what was set forth in this document, this trail would connect with Perkiomen Township by the PECO Corridor. This corridor runs along the property the Township recently purchased at 182 Trappe Road. Currently, I am not certain what Upper Providence's priority would be in implementation of such a trail, but Perkiomen Township is interested in discussing the concept with Upper Providence.

Please do not hesitate to contact me if you have any questions.

Respectfully yours,

A handwritten signature in blue ink that reads "Cecile M. Daniel".

Cecile M. Daniel
Township Manager
Perkiomen Township

Cc: Correspondence File



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***APPENDIX F: PUBLIC NOTICE AND PROOF OF
ADVERTISING***

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**NOTICE
TOWNSHIP OF UPPER PROVIDENCE
MONTGOMERY COUNTY, PA
PUBLIC HEARING
COMPREHENSIVE LAND USE PLAN - 2024**

NOTICE IS HEREBY GIVEN that the Board of Supervisors of the Township of Upper Providence shall hold a Public Hearing on November 18, 2024 at 7:00pm to review the Comprehensive Land Use Plan -2024. The plan is available for review on the township website at www.uprov-montco.org or at the Township Administration Building during regular business hours.

The hearing will be held at the Township Administration Building, 1286 Black Rock Road, Phoenixville, PA 19460.

All interested persons are invited to attend. If you have a disability and wish to attend or require auxiliary aid, service, or other accommodation, please contact the Township Manager at 610-933-9179.

Timothy J. Tieperman
Township Manager

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PHILADELPHIA GROUP

AFFIDAVIT OF PUBLICATION
390 Eagleview Boulevard • Exton, PA 19341

UPPER PROVIDENCE TOWNSHIP
1286 Black Rock RD
PHOENIXVILLE, PA 19460
Attention:

STATE OF PENNSYLVANIA,

The undersigned Richard L. Crowe, being duly sworn the he/she is the principal clerk of The Mercury, The Mercury Digital, published in Montgomery, Chester Counties for the dissemination of local or transmitted news and intelligence of a general character, which are duly qualified newspapers, and the annexed hereto is a copy of certain order, notice, publication or advertisement of:

UPPER PROVIDENCE TOWNSHIP

Published in the following edition(s):

The Mercury, The Mercury Digital
10/29/24, 11/07/24

**NOTICE
TOWNSHIP OF UPPER
PROVIDENCE
MONTGOMERY COUNTY, PA
PUBLIC HEARING
COMPREHENSIVE LAND USE
PLAN - 2024**

NOTICE IS HEREBY GIVEN that the Board of Supervisors of the Township of Upper Providence shall hold a Public Hearing on November 18, 2024 at 7:00pm to review the Comprehensive Land Use Plan -2024. The plan is available for review on the township website at www.uprov-mont-co.org or at the Township Administration Building during regular business hours.

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All interested persons are invited to attend. If you have a disability and wish to attend or require auxiliary aid, service, or other accommodation, please contact the Township Manager at 610-933-9179.

Timothy J. Tieperman
Township Manager
MERC Oct 29, Nov 7 1a

Sworn to the subscribed before me this 11/7/24.

Maureen Schmid
Notary Public, State of Pennsylvania
Acting in County of Montgomery

Commonwealth of Pennsylvania - Notary Seal
MAUREEN SCHMID, Notary Public
Montgomery County
My Commission Expires March 31, 2025
Commission Number 1248132

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