

MEMORANDUM

TO: Timothy J. Tieperman, Manager
Upper Providence Township

FROM: Casey A. Moore, P.E., McMahon Associates, Inc.
Anthony Valencia, McMahon Associates, Inc.

DATE: July 15, 2022

SUBJECT: Act 209 Transportation Impact Fee Adjustment – CCI Index

Based upon the current state law, which governs the enactment and administration of Act 209 transportation impact fees, the Township may request its Transportation Impact Fee Advisory Committee (TIFAC) to review the impact fee charges within the Township. The proposed transportation improvement costs may be recalculated based upon the Construction Cost Index as published in the *Engineering News Record (ENR)*. Since your impact fee (Study dated February 2019) was adopted in May 2019, McMahon Associates, Inc. (McMahon), a Bowman company, recommends that the Committee be re-established and review the information below for consideration in recalculating the impact fees to be charged in the Township to keep better pace with the cost of construction.

There are two (2) Transportation Service Areas and associated impact fees in the Township's adopted Act 209. The current Transportation Service Area One impact fee for Upper Providence Township is \$1,955.88 per "new" weekday afternoon peak hour trip and the current Transportation Service Area Two impact fee for Upper Providence Township is \$2,766.02 per "new" weekday afternoon peak hour trip. Below is a chart indicating the prior and most recent Construction Cost Index (CCI) values in July 2022 as published by the *Engineering News Record* magazine.

	May 2019	July 2022
Construction Cost Index (CCI)	11,230	13,167.84

A comparison of the CCI's identified above indicates that an increase in the index of 17.26% has occurred over the past 3 years. Applying this percent change to the existing impact fee established in 2019 would result in an increase of **\$337.58**, updating the Township's **Transportation Service Area One impact fee to \$2,293.46 per "new" afternoon peak hour trip**. Applying this percent change to the existing impact fee in 2019 would also result in an increase of **\$477.41**, updating the Township's **Transportation Service Area Two transportation impact fee to \$3,243.43 per "new" afternoon peak hour trip**.

McMahon recommends to the TIFAC and the Board of Supervisors, that the Township consider approving the updated transportation impact fees, based upon the construction cost indices of today, and calculating costs since the time of inception to implement your capital transportation improvements. If the Township decides to move this forward, the solicitor and our office can provide further guidance on the next steps required to adopt the revised impact fees through the Act 209 law. If you have any questions, please do not hesitate to contact one of us.

AV/CAM

\\\\VMFTWFS\\mcm\\eng\\818127 - Act 209\\Traffic\\Correspondence\\2022-07-11 - Act 209 Inflation Adjustment Memo\\2022-07-15 - UPT Impact Fee Adjustment Memo.docx

**UPPER PROVIDENCE TOWNSHIP
MONTGOMERY COUNTY, PA**

ORDINANCE #598

AN ORDINANCE AMENDING SECTION 154-71 OF THE SUBDIVISION AND LAND DEVELOPMENT ORDINANCE WITHIN THE UPPER PROVIDENCE TOWNSHIP'S CODE, TO AMEND THE TRAFFIC IMPACT FEE FOR THE TWO SERVICE AREAS ESTABLISHED BY THE ACT 209 PLAN ADOPTED IN MAY 2019. THOSE FEES TO BE AMENDED TO \$2,293.46 FOR SERVICE AREA ONE AND \$3,243.43 FOR SERVICE AREA TWO, PER "NEW" AFTERNOON PEAK HOUR TRIP.

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

WHEREAS, the Pennsylvania Municipalities Planning Code, Article V, Subdivision and Land Development, 53 P.S. § 10501, *et. seq.*, authorizes the Board of Supervisors of Upper Providence Township to regulate subdivisions and land development within the Township by enacting a Subdivision and Land Development Ordinance, and by making amendments thereto from time to time; and

NOW, THEREFORE, BE IT ORDAINED AND ENACTED by the Board of Supervisors of Upper Providence Township, and it is hereby ordained and enacted by the authority of the same, to wit:

SECTION 1. The Code of the Township of Upper Providence, Chapter 154 Subdivision and Land Development Ordinance, Article IX, Act 209 Traffic Impact Fees, Section 71, "Calculation of per-peak-hour-trip for transportation service area," is hereby amended to read as follows:

§ 154-71 Calculation of per-peak-hour-trip fee for transportation service area.

The amount of the per-peak-hour-trip fee for the transportation service area shall be \$2,293.46 for Service Area One and \$3,243.43 for Service Area Two, unless revised or amended in accordance with the provisions hereof and the Act, calculated in accordance with the Act as follows:

SECTION 2. Repealer. All Ordinances or parts of Ordinances inconsistent herewith or in conflict with any of the specific terms enacted hereby, to the extent of said inconsistencies or conflicts, are hereby specifically repealed.


SECTION 3. Severability. In the event that any section, sentence, clause, phrase or word of this Ordinance shall be declared illegal, invalid or unconstitutional by any Court of

competent jurisdiction, such declaration shall not prevent, preclude or otherwise foreclose enforcement of any of the remaining provisions of this Ordinance.

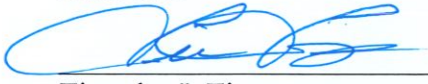
SECTION 4. Effective date. This amendment shall become effective five (5) days after its adoption.

ENACTED AND ORDAINED this 21st day of November, 2022.

**BOARD OF SUPERVISORS
UPPER PROVIDENCE TOWNSHIP**

BY: 
William Starling, Chair

ATTEST:


Timothy J. Tieperman,
Township Manager/Secretary

MediaNews Group

PENNSYLVANIA GROUP

Account:	900757
Name:	Richard
Company:	UPPER PROVIDENCE TOWNSHIP
Address:	1286 Black Rock RD PHOENIXVILLE, PA 19460
Telephone:	(610) 933-9179
Fax:	
Description:	NOTICE TO THE RESIDENTS OF TOWNSHIP

Date:	11/08/22	Stop Date:	11/14/22
Start Date:	11/09/22	Class:	1201 - Legal Notices
Ad ID:	2400141	Ad Taker:	CRRDEAN
Sales Person:	Ryan Dean (018303)	Words:	235
Lines:	67	Agate Lines:	67
Depth:	7,444	Inserts:	4
Blind Box:		PO Number:	

Ad sample

NOTICE TO THE RESIDENTS OF
TOWNSHIP OF UPPER
PROVIDENCE
MONTGOMERY COUNTY, PA
PUBLIC HEARING
AMENDING ACT 209 TRAFFIC
IMPACT FEES

The Board of Supervisors of Upper Providence Township will hold a public hearing on Monday, November 21, 2022 at 7:00 p.m. and will consider enactment of the ordinance summarized below. The complete title of the proposed Ordinances is as follows:

AN ORDINANCE AMENDING SECTION 154-71 OF THE SUBDIVISION AND LAND DEVELOPMENT ORDINANCE WITHIN THE UPPER PROVIDENCE TOWNSHIP'S CODE, TO AMEND THE TRAFFIC IMPACT FEE FOR THE TWO SERVICE AREAS ESTABLISHED BY THE ACT 209 PLAN ADOPTED IN MAY 2019. THOSE FEES TO BE AMENDED TO \$2,293.46 FOR SERVICE AREA ONE AND \$3,243.43 FOR SERVICE AREA TWO, PER "NEW" AFTERNOON PEAK HOUR TRIP.

Section 1 defines the purpose and contains amendments to specific sections of the Subdivision and Land Development Ordinance pertaining to the calculation of per-peak-hour trip fees. Sections 2, 3, and 4 are the repealer, severability, and effective date provisions respectively.

A complete copy of the proposed Ordinance is available

at the Administration Building at 1286 Black Rock Road, Phoenixville, Monday-Friday, 8:00am to 4:00pm. Please contact 610-933-9179 to schedule an appointment.

All interested persons are invited to attend and be heard. 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/Secretary
MERC 11/9, 11/14; 1a

Total: \$351.86

Paid Amount: \$0.00

Amount Due: \$351.86

Publication

The Mercury, The Mercury Digital

*We Appreciate Your Business!
Thank You Richard !*

From: Geoffrey Grace
Sent: Monday, November 7, 2022 12:46 PM
To: Cheryll Schinski
Subject: RE: Act 209 fee

Sure was. No letter on it yet. I will ask if we should expect one.

Planning Commission 247 Submission Portal



Municipal 247 Submission Portal Instructions

Welcome Geoffrey Grace Upper Providence ggrace@uprov-montco.org

New Proposal

Proposals In Progress

Submitted Proposals

Proposal Search

Below is a list of all the proposals within your municipality. Proposals with the modified; while proposals with the View link are read-only.

Proposal Status Definitions

Proposal Number	Proposal Type	Proposal Status
<input type="text"/>	All Proposal Types ▾	All Statuses Not In Progress ▾

Proposal Number	Proposal Type	Propos
106825	Ordinance Only	In Review
Name		
Act 209 Fee Amendment		
MCPC #		
22-0251		
Applicant		
Upper Providence Township		
Submit Date		
10/12/2022 9:27:14 PM		
View		

Proposal Number	Proposal Type	Propos
105965	Ordinance Only	In Review
Name		
Clean Up Ordinance		
MCPC #		
21-0020		
Applicant		
Upper Providence Township		
Submit Date		
1/26/2021 11:05:51 PM		
View		

Proposal Number	Proposal Type	Propos
105805	Plan and Ordinance	In Review
Name		
The Hillside Plan		
MCPC #		
22-0270		

Pennsylvania Act 209 Transportation Impact Fee Study

Upper Providence Township Roadway Sufficiency Analysis and Transportation Capital Improvements Plan



Prepared for:
Upper Providence Township,
Montgomery County, Pennsylvania

February 2019



425 Commerce Drive, Suite 200
Fort Washington, PA 19034
215-283-9444 fax 215-283-9446
www.mcmtrans.com

McMahon Project No. 818127.11

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Introduction

This *Roadway Sufficiency Analysis and Transportation Capital Improvements Plan* has been prepared in accordance with the requirements set forth in Pennsylvania Act 209 on behalf of Upper Providence Township, Montgomery County, Pennsylvania. Pennsylvania Act 209 was signed into law effective December 19, 1990. It amends the Pennsylvania Municipalities Code (Act 247 of 1968, as amended) to permit municipalities to assess transportation impact fees on new development within their boundaries provided that they have adopted a municipal transportation impact fee ordinance in accordance with the procedures set forth in the Act.

Impact fees under Act 209, with only one exception contained in Act 68 amendments to the Municipalities Planning Code (2000), may only be used for those costs incurred for improvements designated in the adopted transportation capital improvements plan of the municipality that are attributable to new development. The impact fees cannot be used for municipal, non-transportation related capital improvements; for the repair, maintenance, or operation of existing or new municipal transportation capital improvements; or for the upgrade or replacement of existing municipal transportation capital improvements due to operational or safety deficiencies not related to new development. The Act specifically and only applies to off-site transportation capital improvements attributable to new development; it neither applies to, nor restricts, the procedures or powers of the municipality to require on-site transportation improvements to remedy impacts of new development, nor is it intended to replace the municipality's ordinance requirements for submission of traffic impact studies.

Without the adoption of this Ordinance, permitted by the Act 209 Law, a municipality does not have the power to require, as a condition for approval of a land development or subdivision application, the construction, dedication, or payment of any offsite improvements or capital expenditures.

All appendices supporting the *Roadway Sufficiency Analysis and Transportation Capital Improvements Plan* referred to in this report are contained in a separate bound document entitled *Pennsylvania Act 209 Transportation Impact Fee Study Technical Appendices*, Upper Providence Township, Montgomery County, dated February 2019.

Process

The process that Upper Providence Township has undertaken includes the completion of the necessary milestones pursuant to the Act 209 legislation, as follows:

1. Appointment of a Transportation Advisory Committee and designation of the geographic areas of the municipality that will be subject to the transportation impact fee ordinance.

2. Development and adoption of a land use assumptions report for the Township and its designated geographic areas, called Transportation Service Areas (TSA), which together with existing development, are the subject of the roadway sufficiency analysis and development of a transportation capital improvements plan.
3. Completion and approval of a roadway sufficiency analysis for the Transportation Service Areas, identifying traffic deficiencies and needed improvements attributable to existing traffic, future traffic not originating from the service areas (i.e., pass-through traffic), and future traffic originating from new development within the service areas based on preferred levels of service (desired traffic operations) for the designated peak hour of study.
4. Development and adoption of a transportation capital improvements plan, including costs, implementation priorities, and funding sources, specifically and separately addressing improvements required to remedy:
 - a. current traffic deficiencies resulting from **existing** traffic volumes and capacity limitations;
 - b. traffic deficiencies attributable to future **pass-through** traffic after existing deficiencies have been addressed; and
 - c. traffic deficiencies attributable to expected **new development** within the service area after pass-through and existing traffic deficiencies have been addressed.
5. Adoption of a Transportation Impact Fee Ordinance based on the total cost of identified transportation improvements attributable to new development within the Transportation Service Areas, to be assessed on a “per trip” basis.

Act 209 requires a minimum future planning horizon of five years. In order to be consistent with the future horizon year of the Land Use Assumptions Report, the future year 2028 was selected as the design year of this study. However, this document should not be considered a static, “one-time” effort, as the Act 209 legislation has provisions for periodic updates of the roadway sufficiency analysis, capital improvements plan, and impact fees, as changes in the land use assumptions, transportation improvement needs, or funding conditions occur.

As the law allows for the periodic update of the impact fees, it is recommended that the Transportation Advisory Committee continue to meet periodically and make recommendations to the Board of Supervisors, as necessary, to update the Capital Improvements Plan (CIP) or impact fees based on the following:

1. New subsequent development that has occurred in the Township.

2. Capital improvements, listed in the CIP, which have been constructed.
3. Unavoidable delays in construction of the improvements listed in the CIP that are outside the control or responsibility of the Township.
4. Significant changes in the land use assumptions.
5. Significant changes in the estimated costs of the improvements listed in the CIP.
6. Significant changes in the projected revenues from all sources listed, needed for the construction of the improvements listed in the CIP.

Transportation Service Areas

Act 209 requires the establishment of specific study boundaries, or transportation service areas, for evaluation and application of transportation impact fees. By law, each transportation service area is limited to a maximum size of seven square miles. Moreover, traffic impact fees for each transportation service area are applicable only to development located within that respective service area, and therefore, development traffic from one service area is considered pass-through traffic within the other service areas. Further explanation of pass-through and development traffic will be provided in subsequent sections.

As illustrated in **Figure 1**, the Transportation Advisory Committee has established two transportation service areas within Upper Providence Township in accordance with the requirements of Act 209, which cover the most developable areas of the Township. Each of the transportation service areas measures equal to or less than the maximum seven square miles, as required by the Act 209 legislation.

Transportation Service One

As illustrated in Figure 1, Transportation Service Area One generally includes the area of the Township east of Trappe Road (S.R. 0113), to the west of Perkiomen Creek, north of the Schuylkill River, and south of Collegeville Borough. The area includes the following 24 study intersections, which are listed in **Table 1**.

Table 1. Transportation Service Area One Study Intersections

Reference Number	Intersection	Existing Traffic Control
1	Bridge Street (S.R. 0029) and Jacobs Street/Walnut Street	Signal
2	Collegeville Road (S.R. 0029) and Egypt Road (S.R. 4002)	Signal
3	Egypt Road (S.R. 4002) and Hollow Road	Signal
4	Egypt Road (S.R. 4002) and Longford Road	Signal
5	Egypt Road (S.R. 4002) and Greentree Road	Stop Sign
6	Egypt Road (S.R. 4002) and Brower Avenue	Signal
7	Egypt Road (S.R. 4002) and Station Avenue	Signal
8	Egypt Road (S.R. 4002) and Mill Road	Signal
9	Egypt Road (S.R. 4002) and Route 422 EB on/off ramps	Signal
10	Egypt Road (S.R. 4002) and Route 422 WB on/off ramps	Signal
11	Egypt Road (S.R. 4002) Cider Mill Road/New Mill Road	Signal
12	Black Rock Road (S.R. 4003) and Ashenfelter Road	Stop Sign
13	Black Rock Road (S.R. 4003) and Greentree Road/Upper Indian Head Road	Signal
14	Cider Mill Road and Greentree Road/Upper Indian Head Road	Stop Sign
15	Black Rock Road (S.R. 4003) and Longford Road	Stop Sign

Table 1. Transportation Service Area One Study Intersections (continued)

16	Black Rock Road (S.R. 4003) and Hollow Road/Troutman Road	Stop Sign
17	Arcola Road and Troutman Road	Signal
18	Collegeville Road (S.R. 0029) and Black Rock Road (S.R. 4003)	Signal
19	Collegeville Road (S.R. 0029) and Route 422 EB on/off ramps	Signal
20	Collegeville Road (S.R. 0029) and Route 422 WB on/off ramps	Signal
21	Collegeville Road (S.R. 0029) and Arcola Road	Signal
22	Collegeville Road (S.R. 0029) and Hopwood Road	Stop Sign
23	Collegeville Road (S.R. 0029) and Perkiomen Boulevard	Signal
24	Black Rock Road (S.R. 4003) and Trappe Road (S.R. 0113)	Signal

Transportation Service Area Two

As illustrated in Figure 1, Transportation Service Area Two generally includes the area of the Township east of Township Line Road, to the west of Trappe Road (S.R. 0113), north of the Schuylkill River, and south of Wartman Road. The 16 study intersections included in this service area are listed in **Table 2**.

Table 2. Transportation Service Area Two Study Intersections

Reference Number	Intersection	Existing Traffic Control
25	Black Rock Road (S.R. 0113) and Dreibelbis Road/2 nd Avenue (S.R. 4015)	Stop Sign
26	Trappe Road (S.R. 0113) and Mennonite Road	Signal
27	Trappe Road (S.R. 0113) and Hopwood Road	Signal
28	Trappe Road (S.R. 0113) and Borough Line Road	Stop Sign
29	2 nd Avenue (S.R. 4015) and Old State Road	Stop Sign
30	Old State Road and Yeager Road	Stop Sign
31	Old State Road and Mennonite Road	Stop Sign
32	Old State Road and Bechtel Road	Stop Sign
33	Lewis Road (S.R. 4048) and Fruit Farm Road	Stop Sign
34	Lewis Road (S.R. 4048) and Vaughn Road/Orchard Court	Stop Sign
35	2 nd Avenue (S.R. 4015) and Vaughn Road	Stop Sign
36	Township Line Road (S.R. 4014) and Rittenhouse Road	Signal
37	Township Line Road (S.R. 4014) and Linfield-Trappe Road (S.R. 4017)	Signal
38	Ridge Pike (S.R. 4031) and Township Line Road (S.R. 4014)	Signal
39	Ridge Pike (S.R. 4031) and Kline Road	Stop Sign
40	Ridge Pike (S.R. 4031) and Pennapacker Road	Stop Sign

Land Use Assumptions Report

As required by Act 209, the Upper Providence Township Transportation Advisory Committee approved the Upper Providence Township *Land Use Assumptions Report (LUAR)* (dated July 3, 2018), which was prepared and completed by Grace Planning Associates, and a public hearing was held on the LUAR on September 17, 2018. Subsequently, the Board of Supervisors adopted the *Land Use Assumptions Report* by resolution, as required by Act 209, on September 17, 2018. A copy of the *Land Use Assumptions Report*, and the resolution drafted by the Township to accept it, are provided in **Appendix A**.

The *Land Use Assumptions Report* identifies the anticipated development build-out potential within Upper Providence Township, as well as the projected 2028 build-out on an area-by-area basis, and provides graphics illustrating the potential locations of these parcels. The projected 2028 build-out within each Transportation Service Area, which is the basis of this analysis, is summarized below in **Table 3**.

Table 3. Land Use Assumptions Report 2028 Build-Out Summary

Land Use Classification	Service Area One	Service Area Two
Residential	919 dwelling units	380 dwelling units/4,990 beds
Non-Residential	1,821,329 square feet	428,696 square feet

Existing Transportation Network

This section includes a designation of the roadways and intersections selected to be evaluated as part of this *Roadway Sufficiency Analysis*, as well as an inventory of physical and operational characteristics of the existing Township transportation system, required for the completion of the *Roadway Sufficiency Analysis*.

Roadway Characteristics

The Upper Providence Township roadway system, as illustrated in **Figure 2**, consists primarily of two-lane, undivided roadways. Major regional access to/from the Township is provided via Route 422, Collegeville Road (S.R. 0029), Ridge Pike (S.R. 4031), Trappe Road (S.R. 0113), Egypt Road (S.R. 4002), and Black Rock Road (S.R. 4003).

The roadway network shown in Figure 2, constitutes the transportation roadway network analyzed pursuant to Act 209. The designations and operating characteristics of each of the major study roadways are summarized in **Table 4**.

Table 4. Existing Transportation Network Summary

Roadway	Classification	Ownership	Posted Speed Limit (mph)
Route 422	Limited Access Highway	State	55
Collegeville Road (S.R. 0029)	Arterial	State	35 to 45
Township Line Road (S.R. 4014)	Arterial/Collector	State	45
Black Rock Road (S.R. 4003)	Collector	State	35 to 40
Egypt Road (S.R. 4002)	Collector	State	35 to 45
Trappe Road (S.R. 0113)	Collector	State	40 to 45
2 nd Avenue (S.R. 4015)	Collector	State	35 to 40
Linfield-Trappe Road (S.R. 4017)	Collector	State	45
Ridge Pike (S.R. 4031)	Collector	State	45
Lewis Road (S.R. 4048)	Collector	State	35 to 40
Mill Road	Collector	Township	25
Hopwood Road	Collector	Township	35
Bechtel Road	Collector	Township	25
Yeager Road	Collector	Township	35
Vaughn Road	Collector	Township	35

Table 4. Existing Transportation Network Summary (continued)

Roadway	Classification	Ownership	Posted Speed Limit (mph)
Rittenhouse Road	Collector	Township	25
Arcola Road	Collector	Township	35
Walnut Street	Feeder	Township	25
Cider Mill Road	Feeder	Township	35
New Mill Road	Feeder	Township	35
Hollow Road	Feeder	Township	30 to 35
Longford Road	Feeder	Township	35
Greentree Road	Feeder	Township	25
Brower Avenue	Feeder	Township	25
Station Avenue	Feeder	Township	25
Troutman Road	Feeder	Township	35
Mennonite Road	Feeder	Township	30
Borough Line Road	Feeder	Township	25
Old State Road	Feeder	Township	35
Fruit Farm Road	Feeder	Township	25
Kline Road	Feeder	Township	35
Upper Indian Head Road	Feeder/Residential	Township	35
Perkiomen Boulevard	Residential Road	Township	25
Dreibelbis Road	Residential Road	Township	25
Orchard Court	Residential Road	Township	25
Jacobs Street	Residential Road	Township	25
Pennapacker Road	Residential Road	Township	25
Ashenfelter Road	Residential Road	Township	30

Existing Transportation Conditions

The evaluation of the existing transportation network is based on the physical (i.e., intersection geometry, lane usage, etc.) and operational (i.e., traffic controls, traffic volumes, signal timing/phasing, etc.) characteristics of the study intersections and roadways during the weekday afternoon peak hour. The Transportation Advisory Committee selected the weekday afternoon peak hour as the basis of this *Roadway Sufficiency Analysis*.

Existing Traffic Volumes

Traffic operating conditions are influenced by the relationships between traffic volumes and the service capacities of the roadways and intersections. In order to evaluate existing conditions at area intersections, Manual Turning Movement (MTM) counts were conducted at the 40 study intersections listed in Tables 1 and 2 during the weekday afternoon peak period (4:00 PM to 6:00 PM). The counts were conducted on a typical Tuesday, Wednesday, or Thursday in February and March 2018. These traffic counts were tabulated by 15-minute periods to establish the four highest consecutive 15-minute periods, which constitute the weekday afternoon peak hour, and serve as the basis for this analysis. **Figure 3** illustrates the 2018 existing weekday afternoon peak hour traffic volumes at the study area intersections. The actual MTM counts are provided in **Appendix B**.

Analysis Methodology

The traffic volumes depicted in Figure 3 were subjected to detailed capacity/level-of-service analysis in accordance with the standard techniques contained in the *Highway Capacity Manual* ⁽¹⁾. These standard capacity/level-of-service analysis techniques, which calculate total control delay, are more thoroughly described in **Appendix C** for both signalized and unsignalized intersections, as well as the correlation between average total control delay and the respective levels of service (LOS) for each intersection type. Level of service (LOS) is the criteria utilized to evaluate the study intersections and roadways in accordance with standard traffic engineering practice and the Act 209 legislation. In the surrounding area, PennDOT District 6-0, as well as many local municipalities, considers LOS A through D as constituting acceptable operating conditions, while LOS E represents conditions approaching capacity, and LOS F indicates that traffic volumes exceed available capacity.

⁽¹⁾ Transportation Research Board, *Special Report 209, Highway Capacity Manual*, published by the Transportation Research Board, Washington, DC, 2010.

Preferred Levels of Service

Consistent with the Act 209 legislation, the Transportation Advisory Committee has adopted preferred levels of service for the intersections studied. The preferred level of service is considered the operational design standard by which each study intersection and roadway segment must operate under existing conditions, future pass-through conditions, and future development conditions in this *Roadway Sufficiency Analysis*. Deficient (worsened) operations that do not satisfy the preferred levels of service at the study intersections must be improved for each condition.

According to Act 209, the preferred level of service may be waived by the municipality at individual intersections based upon difficulty in implementing various improvements (i.e., geometric design limitations, topographic limitations, or unavailable/unobtainable necessary right-of-way). For unsignalized intersections where the preferred level-of-service criterion is not satisfied, most often only signalization can mitigate the traffic deficiency. Where traffic volumes do not meet traffic signal warrant criteria, these intersections cannot be improved and the improvement must be waived or deferred until traffic volumes warrant signalization.

As shown in **Table 5**, the Transportation Advisory Committee has adopted specific preferred level-of-service criteria for the purposes of this *Roadway Sufficiency Analysis* for each of the Transportation Service Areas. For signalized intersections, the preferred levels of service apply to the individual movements, as well as the overall intersection operation. For unsignalized intersections, the preferred levels of service apply only to the main street left-turn movements and the minor street, stop-controlled movements. The preferred levels of service were established based on a review of typical acceptable thresholds utilized by PennDOT and other adjacent municipalities, and also reflect the urban/suburban character of each Transportation Service Area.

Table 5. Preferred Level-of-Service Criteria

Intersection	TSA One	TSA Two
Signalized	LOS E all movements LOS D overall	LOS E all movements LOS D overall
Unsignalized	LOS E all movements LOS D overall	LOS E all movements LOS D overall

Existing Levels of Service

The 2018 existing weekday afternoon peak hour traffic volumes presented in Figure 3 were subjected to the detailed capacity/level-of-service analysis methodology previously described. The results of the analysis are illustrated in **Figure 4**, and the detailed capacity/level-of-service analysis worksheets are contained in **Appendix D**.

As shown in Figure 4, of the 40 existing study intersections, eight presently do not operate at acceptable levels of service during the weekday afternoon peak hour, in accordance with the preferred level-of-service criteria contained in Table 5. The following eight intersections currently do not satisfy the preferred level-of-service criteria:

- **Transportation Service Area One**
 - Egypt Road (S.R. 4002) and Station Avenue
 - Black Rock Road (S.R. 4003) and Greentree Road
 - Cider Mill Road and Greentree Road/Upper Indian Head Road
 - Black Rock Road (S.R. 4003) and Hollow Road/Troutman Road
 - Collegeville Road (S.R. 0029) and Arcola Road
 - Collegeville Road (S.R. 0029) and Hopwood Road
- **Transportation Service Area Two**
 - Trappe Road (S.R. 0113) and Mennonite Road
 - Township Line Road (S.R. 4014) and Linfield-Trappe Road (S.R. 4017)

Existing Improvement Program

The improvements necessary to mitigate existing traffic deficiencies and satisfy the preferred level-of-service criteria are illustrated in **Figure 5** and summarized in **Table 6** for each study intersection. Improvements will be required, and are feasible, at six study intersections in order to achieve the preferred levels of service under existing traffic conditions. The two additional unsignalized intersections does not satisfy the preferred level-of-service criteria. However, existing afternoon peak hour traffic volumes clearly do not meet warrants for traffic signal installation in accordance with PennDOT guidelines; no other reasonable improvements are feasible. Therefore, the improvements at these intersections must be deferred.

Table 6 - Existing Conditions Improvements Program for Study Intersections

Int No.	Intersection	Service Area	Control Type	Recommended Improvement
1	Bridge Street (S.R. 0029) and Jacobs Street/Walnut Street	1	Signal	No improvements recommended or required.
2	Collegeville Road (S.R. 0029) and Egypt Road (S.R. 4002)	1	Signal	No improvements recommended or required.
3	Egypt Road (S.R. 4002) and Hollow Road	1	Signal	No improvements recommended or required.
4	Egypt Road (S.R. 4002) and Longford Road	1	Signal	No improvements recommended or required.
5	Egypt Road (S.R. 4002) and Greentree Road	1	Stop Sign	No improvements recommended or required.
6	Egypt Road (S.R. 4002) and Brower Avenue	1	Signal	No improvements recommended or required.
7	Egypt Road (S.R. 4002) and Station Avenue	1	Signal	Restripe northbound approach, traffic signal timing/phasing modifications.
8	Egypt Road (S.R. 4002) and Mill Road	1	Signal	No improvements recommended or required.
9	Egypt Road (S.R. 4002) and Route 422 EB on/off ramps	1	Signal	No improvements recommended or required.
10	Egypt Road (S.R. 4002) and Route 422 WB on/off ramps	1	Signal	No improvements recommended or required.
11	Egypt Road (S.R. 4002) Cider Mill Road/New Mill Road	1	Signal	No improvements recommended or required.
12	Black Rock Road (S.R. 4003) and Ashenfelter Road	1	Stop Sign	No improvements recommended or required.
13	Black Rock Road (S.R. 4003) and Greentree Road/Upper Indian Head Road	1	Signal	Traffic signal timing/phasing modifications.
14	Cider Mill Road and Greentree Road/Upper Indian Head Road	1	Stop Sign	No improvements recommended or required as signal is clearly not warranted.
15	Black Rock Road (S.R. 4003) and Longford Road	1	Stop Sign	No improvements recommended or required.
16	Black Rock Road (S.R. 4003) and Hollow Road/Troutman Road	1	Stop Sign	Install traffic signal. ¹
17	Arcola Road and Troutman Road	1	Signal	No improvements recommended or required.
18	Collegeville Road (S.R. 0029) and Black Rock Road (S.R. 4003)	1	Signal	No improvements recommended or required.
19	Collegeville Road (S.R. 0029) and Route 422 EB on/off ramps	1	Signal	No improvements recommended or required.
20	Collegeville Road (S.R. 0029) and Route 422 WB on/off ramps	1	Signal	No improvements recommended or required.
21	Collegeville Road (S.R. 0029) and Arcola Road	1	Signal	Traffic signal timing/phasing modifications.
22	Collegeville Road (S.R. 0029) and Hopwood Road	1	Stop Sign	No improvements recommended or required as signal is clearly not warranted.
23	Collegeville Road (S.R. 0029) and Perkiomen Boulevard	1	Signal	No improvements recommended or required.
24	Black Rock Road (S.R. 4003) and Trappe Road (S.R. 0113)	1	Signal	No improvements recommended or required.

¹ Completion of an all day traffic count and detailed signal warrant analysis must be completed in order to confirm that a traffic signal is warranted according to PennDOT criteria.

Table 6 - Existing Conditions Improvements Program for Study Intersections (continued)

Int No.	Intersection	Service Area	Control Type	Recommended Improvement
25	Black Rock Road (S.R. 0113) and Dreibelbis Road/2 nd Avenue (S.R. 4015)	2	Stop Sign	No improvements recommended or required.
26	Trappe Road (S.R. 0113) and Mennonite Road	2	Signal	Traffic signal timing/phasing modifications.
27	Trappe Road (S.R. 0113) and Hopwood Road	2	Signal	No improvements recommended or required.
28	Trappe Road (S.R. 0113) and Borough Line Road	2	Stop Sign	No improvements recommended or required.
29	2 nd Avenue (S.R. 4015) and Old State Road	2	Stop Sign	No improvements recommended or required.
30	Old State Road and Yaeger Road	2	Stop Sign	No improvements recommended or required.
31	Old State Road and Mennonite Road	2	Stop Sign	No improvements recommended or required.
32	Old State Road and Bechtel Road	2	Stop Sign	No improvements recommended or required.
33	Lewis Road (S.R. 4048) and Fruit Farm Road	2	Stop Sign	No improvements recommended or required.
34	Lewis Road (S.R. 4048) and Vaughn Road/Orchard Court	2	Stop Sign	No improvements recommended or required.
35	2 nd Avenue (S.R. 4015) and Vaughn Road	2	Stop Sign	No improvements recommended or required.
36	Township Line Road (S.R. 4014) and Rittenhouse Road	2	Signal	No improvements recommended or required.
37	Township Line Road (S.R. 4014) and Linfield-Trappe Road (S.R. 4017)	2	Signal	Traffic signal timing/phasing modifications.
38	Ridge Pike (S.R. 4031) and Township Line Road (S.R. 4014)	2	Signal	No improvements recommended or required.
39	Ridge Pike (S.R. 4031) and Kline Road	2	Stop Sign	No improvements recommended or required.
40	Ridge Pike (S.R. 4031) and Pennapacker Road	2	Stop Sign	No improvements recommended or required.

Future Transportation Conditions

Act 209 requires a minimum five-year future time horizon for the development of the *Transportation Capital Improvements Plan* and *Transportation Impact Fee Ordinance*. A ten-year time frame was selected by consensus of the Transportation Advisory Committee for the Upper Providence Township Act 209 traffic analysis, which is consistent with the development projections contained in the *Land Use Assumptions Report*. Therefore, a future forecast year of 2028 was utilized in the study.

Future Traffic Components

Traffic volume forecasts for 2028 include three components: existing traffic, pass-through traffic, and development traffic. The first component, **existing traffic**, was described in the previous section. The second component of future traffic projections is **pass-through traffic**, which reflects future increases in regional traffic, and is subdivided into the following two elements:

- This first element reflects future increases in regional traffic which is both generated by, and destined to, locations external to the designated transportation service areas, but passes through the designated service areas along the study area roadways. This first element of pass-through traffic also includes traffic generated by specific known future developments located within the adjacent municipalities as well as approved developments located within Upper Providence Township.
- The second element of pass-through traffic includes future development traffic generated from one designated transportation service area within the Township that passes through the other designated transportation service area within the Township. For example, while traffic generated from within TSA One is considered “development” traffic in TSA One, this same traffic is considered “pass-through” traffic when it traverses through TSA Two.

Development traffic is generated by new development within the respective or designated transportation service area, and constitutes the third and final component of future 2028 traffic volumes.

This section first addresses development trip generation for each service area, based upon the development projections contained in the *Land Use Assumptions Report* and the trip distribution assumptions utilized in the analysis. Future pass-through traffic conditions are then described for each service area, incorporating existing traffic volumes in the service area; regional traffic growth (external to the Transportation Service Area); and development traffic from the adjacent service area. Finally, future 2028 development traffic conditions are defined, incorporating existing traffic volumes, future pass-through traffic volumes, and future development traffic volumes.

Service Area Trip Generation

From the *Land Use Assumptions Report*, the transportation service area development vehicular trip generation was estimated for the 2028 weekday afternoon peak hour utilizing the Institute of Transportation Engineers publication, *Trip Generation, 10th Edition*, for both the TSA One and TSA Two. The resulting 2028 weekday afternoon peak hour trip generation is summarized in **Table 7** for each service area.

Table 7. Service Area Development Vehicular “New” Trip Generation ⁽¹⁾

Description	ITE Land Use Code	Size	Weekday Afternoon Peak Hour ⁽²⁾		
			In	Out	Total
<u>TSA One</u>					
Residential					
Single-Family	210	334 d.u.	203	120	323
Multi-Family	220	585 d.u.	179	106	285
Non-Residential					
Commercial	820	88,938 s.f.	158	171	329
Institutional	565	16,000 s.f.	47	53	100
Office	710	614,038 s.f.	102	536	638
Industrial	110	1,102,353 s.f.	<u>90</u>	<u>604</u>	<u>694</u>
Total			779	1,590	2,369
<u>TSA Two</u>					
Residential					
Single-Family	210	380 d.u.	231	135	366
Non-Residential					
Commercial	820	395,552 s.f.	476	516	992
Institutional	565	4,990 beds	493	804	1,297
Office	710	33,144 s.f.	<u>6</u>	<u>32</u>	<u>38</u>
Total			1,206	1,487	2,693

(1) The locations of developments are identified and illustrated in the *Land Use Assumptions Report*.

(2) Trips shown exclude “pass-by” trips, which are applicable to commercial developments.

Accordingly, Transportation Service Area One is estimated to experience an increase in total new (inbound and outbound) weekday afternoon peak hour trip generation of 2,369 new trips over the next ten years, while Transportation Service Area Two is estimated to experience an increase of

2,693 total new trips over the same period, which have been included in the with-development traffic analysis.

Programmed Improvements

The Township has a number of programmed improvements to be completed by developers or by PennDOT and Upper Providence Township:

- **Bridge Street (S.R. 0029) and Jacobs Street/Walnut Street** – Realign Jacobs Street to opposite Walnut Street, and traffic signal timing/phasing modifications.
- **Black Rock Road (S.R. 4003) and Greentree Road/Upper Indian Head Road** – Install eastbound and westbound left-turn lanes on Greentree Road/Upper Indian Head Road, install a northbound right-turn lane on Black Rock Road (S.R. 4003), and traffic signal timing/phasing modifications.
- **Cider Mill Road and Greentree Road/Upper Indian Head Road** – Install a left-turn lane on all four approaches to this intersection, and install a traffic signal.
- **Trappe Road (S.R. 0113) and Mennonite Road** – Install a left-turn lane on the northbound and southbound Mennonite Road approaches, and traffic signal timing/phasing modifications.
- **Township Line Road (S.R. 4014) and Linfield-Trappe Road (S.R. 4017)** – Install a left-turn lane on the northbound and southbound Linfield-Trappe Road approaches, and traffic signal timing/phasing modifications.

Trip Distribution

Vehicular traffic volumes generated by the new development over the next ten years were distributed to the area network based on existing travel patterns determined from the ADT volumes and MTM counts, entering and exiting the Township, as shown in **Figure 6**, as well as the locations of specific future development parcels with respect to the study roadway network and other major traffic generators and destinations.

2028 Future Pass-Through Traffic

To determine 2028 future weekday afternoon peak hour pass-through traffic volumes, an annual traffic growth rate of 0.34 percent per year was applied to existing weekday afternoon peak hour traffic volumes to reflect regional traffic growth.

In addition to regional traffic growth, traffic associated with a number of developments located within the surrounding ten municipalities, including Collegeville Borough, East Pikeland Township, Limerick Township, Lower Providence Township, Perkiomen Township, Phoenixville Borough, Royersford Borough, Schuylkill Township, Spring City Borough, and Trappe Borough, as well as traffic associated with approved developments located within Upper Providence Township was also distributed through the two service area roadway networks, and is included in the future traffic projections. These developments represent specific known/proposed developments identified by staff of the surrounding municipalities and Upper Providence Township and were determined to potentially have a significant influence on the study roadways and intersections. The trip generation for these specific developments has been calculated, and is included in **Appendix E**, and the estimated portion of those development trips that will traverse the two service areas was distributed within the study roadway and intersection network. Once again, these traffic volumes also reflect the assignment of development traffic from one transportation service area which will pass through the other transportation service area. The 2028 future weekday afternoon peak hour pass-through traffic volumes are illustrated in **Figure 7**.

2028 Future Pass-Through Traffic Levels of Service

The future 2028 weekday afternoon pass-through traffic volumes illustrated in Figure 7 were subjected to the previously described capacity/level-of-service analysis procedures to determine 2028 pass-through levels of service. The detailed analyses are provided in **Appendix F**. As required by Act 209, the future 2028 pass-through conditions analysis for each study intersection determines the **incremental** traffic impacts and required mitigation of future pass-through traffic in comparison to existing traffic conditions after required existing traffic mitigation has been added.

Figure 8 summarizes the results of the 2028 future pass-through traffic capacity/level-of-service analyses for the study intersections with the recommended improvements proposed under existing conditions. Traffic operating conditions at the following 21 study intersections will not satisfy the preferred level-of-service criteria under 2028 future pass-through conditions:

- **Transportation Service Area One**
 - Collegeville Road (S.R. 0029) and Egypt Road (S.R. 4002)
 - Egypt Road (S.R. 4002) and Greentree Road
 - Egypt Road (S.R. 4002) and Route 422 EB on/off ramps
 - Egypt Road (S.R. 4002) and Route 422 WB on/off ramps

- Egypt Road (S.R. 4002) and Cider Mill Road/New Mill Road
 - Black Rock Road (S.R. 4003) and Longford Road
 - Collegeville Road (S.R. 0029) and Black Rock Road (S.R. 4003)
 - Collegeville Road (S.R. 0029) and Route 422 WB on/off ramps
 - Collegeville Road (S.R. 0029) and Arcola Road
 - Collegeville Road (S.R. 0029) and Hopwood Road
 - Collegeville Road (S.R. 0029) and Perkiomen Boulevard
 - Trappe Road (S.R. 0113) and Black Rock Road (S.R. 4003)
- **Transportation Service Area Two**
 - Second Avenue (S.R. 4015) and Trappe Road (S.R. 0113)/Dreibelbis Road
 - Trappe Road (S.R. 0113) and Hopwood Road
 - Old State Road and Yeager Road
 - Old State Road and Bechtel Road
 - Lewis Road (S.R. 4048) and Fruit Farm Road
 - Township Line Road (S.R. 4014) and Rittenhouse Road
 - Township Line Road (S.R. 4014) and Linfield-Trappe Road (S.R. 4017)
 - Ridge Pike (S.R. 4031) and Township Line Road (S.R. 4014)
 - Ridge Pike (S.R. 4031) and Kline Road

2028 Future Pass-Through Improvement Program

The additional improvements required to accommodate pass-through traffic are illustrated in **Figure 9**. These improvements are also summarized in more detail in **Table 8** for each study intersection, respectively in Transportation Service Area One and Transportation Service Area Two. Improvements will be required at 20 study intersections in order to achieve the preferred levels of service under pass-through traffic conditions.

2028 Future Development Traffic

As explained previously, traffic generated by new development internal to each designated transportation service area constitutes the third and final component of future 2028 traffic. The 2028 future development traffic volumes were determined based on assignment of service area development traffic within each respective transportation service area to the study roadway network, and the addition of these volumes to 2028 future pass-through traffic volumes. Total 2028 volumes, including both future pass-through traffic and future development traffic volumes, are summarized in **Figure 10**.

Table 8 - Pass Through Conditions Improvements Program for Study Intersections (continued)

Int No.	Intersection	Service Area	Control Type	Recommended Improvement
1	Bridge Street (S.R. 0029) and Jacobs Street/Walnut Street	1	Signal	Improvements proposed by others.
2	Collegeville Road (S.R. 0029) and Egypt Road (S.R. 4002)	1	Signal	Install northbound right-turn lane
3	Egypt Road (S.R. 4002) and Hollow Road	1	Signal	No improvements recommended or required.
4	Egypt Road (S.R. 4002) and Longford Road	1	Signal	No improvements recommended or required.
5	Egypt Road (S.R. 4002) and Greentree Road	1	Stop Sign	Install traffic signal. ¹
6	Egypt Road (S.R. 4002) and Brower Avenue	1	Signal	No improvements recommended or required.
7	Egypt Road (S.R. 4002) and Station Avenue	1	Signal	No improvements recommended or required.
8	Egypt Road (S.R. 4002) and Mill Road	1	Signal	No improvements recommended or required.
9	Egypt Road (S.R. 4002) and Route 422 EB on/off ramps	1	Signal	Traffic signal timing/phasing modifications.
10	Egypt Road (S.R. 4002) and Route 422 WB on/off ramps	1	Signal	Traffic signal timing/phasing modifications.
11	Egypt Road (S.R. 4002) Cider Mill Road/New Mill Road	1	Signal	Traffic signal timing/phasing modifications, install southbound left-turn lane.
12	Black Rock Road (S.R. 4003) and Ashenfelter Road	1	Stop Sign	No improvements recommended or required.
13	Black Rock Road (S.R. 4003) and Greentree Road/Upper Indian Head Road	1	Signal	Improvements proposed by others.
14	Cider Mill Road and Greentree Road/Upper Indian Head Road	1	Stop Sign	Improvements proposed by others.
15	Black Rock Road (S.R. 4003) and Longford Road	1	Stop Sign	Install traffic signal. ¹
16	Black Rock Road (S.R. 4003) and Hollow Road/Troutman Road	1	Signal	No improvements recommended or required.
17	Arcola Road and Troutman Road	1	Signal	No improvements recommended or required.
18	Collegeville Road (S.R. 0029) and Black Rock Road (S.R. 4003)	1	Signal	Traffic signal timing/phasing modifications, install additional westbound through lane.
19	Collegeville Road (S.R. 0029) and Route 422 EB on/off ramps	1	Signal	No improvements recommended or required.
20	Collegeville Road (S.R. 0029) and Route 422 WB on/off ramps	1	Signal	Traffic signal timing/phasing modifications.
21	Collegeville Road (S.R. 0029) and Arcola Road	1	Signal	Traffic signal timing/phasing modifications, install additional northbound through lane, additional southbound left-turn lane, and additional eastbound left-turn lane.
22	Collegeville Road (S.R. 0029) and Hopwood Road	1	Stop Sign	Install traffic signal ¹ , install additional northbound and southbound through lanes.
23	Collegeville Road (S.R. 0029) and Perkiomen Boulevard	1	Signal	Traffic signal timing/phasing modifications.
24	Black Rock Road (S.R. 4003) and Trappe Road (S.R. 0113)	1	Signal	Traffic signal timing/phasing modifications, install northbound and southbound left-turn lanes.

¹ Completion of an all day traffic count and detailed signal warrant analysis must be completed in order to confirm that a traffic signal is warranted according to PennDOT criteria.

Table 8 - Pass Through Conditions Improvements Program for Study Intersections (continued)

Int No.	Intersection	Service Area	Control Type	Recommended Improvement
25	Black Rock Road (S.R. 0113) and Dreibelbis Road/2 nd Avenue (S.R. 4015)	2	Stop Sign	Install roundabout.
26	Trappe Road (S.R. 0113) and Mennonite Road	2	Signal	Improvements proposed by others.
27	Trappe Road (S.R. 0113) and Hopwood Road	2	Signal	Traffic signal timing/phasing modifications.
28	Trappe Road (S.R. 0113) and Borough Line Road	2	Stop Sign	No improvements recommended or required.
29	2 nd Avenue (S.R. 4015) and Old State Road	2	Stop Sign	No improvements recommended or required.
30	Old State Road and Yaeger Road	2	Stop Sign	No improvements recommended or required as signal is clearly not warranted.
31	Old State Road and Mennonite Road	2	Stop Sign	No improvements recommended or required.
32	Old State Road and Bechtel Road	2	Stop Sign	Install traffic signal, install southbound left-turn lane.
33	Lewis Road (S.R. 4048) and Fruit Farm Road	2	Stop Sign	Install traffic signal. ¹
34	Lewis Road (S.R. 4048) and Vaughn Road/Orchard Court	2	Stop Sign	No improvements recommended or required.
35	2 nd Avenue (S.R. 4015) and Vaughn Road	2	Stop Sign	No improvements recommended or required.
36	Township Line Road (S.R. 4014) and Rittenhouse Road	2	Signal	Traffic signal timing/phasing modifications.
37	Township Line Road (S.R. 4014) and Linfield-Trappe Road (S.R. 4017)	2	Signal	Install additional northbound through lane and southbound right-turn lane.
38	Ridge Pike (S.R. 4031) and Township Line Road (S.R. 4014)	2	Signal	Traffic signal timing/phasing modifications.
39	Ridge Pike (S.R. 4031) and Kline Road	2	Stop Sign	Install traffic signal. ¹
40	Ridge Pike (S.R. 4031) and Pennapacker Road	2	Stop Sign	No improvements recommended or required.

¹ Completion of an all day traffic count and detailed signal warrant analysis must be completed in order to confirm that a traffic signal is warranted according to PennDOT criteria.

2028 Future Development Traffic Levels of Service

The future development traffic volumes presented in Figure 10 were subject to the previously described capacity/level-of-service analysis procedures to determine future 2028 development levels of service, and the detailed analyses are provided in **Appendix G**. The 2028 future development conditions are illustrated in **Figure 11**, and indicate that the following 23 study intersections will not satisfy the preferred level-of-service criteria and will require further improvements beyond the previously identified future pass-through improvements:

- **Transportation Service Area One**

- Egypt Road (S.R. 4002) and Route 422 WB on/off ramps
- Egypt Road (S.R. 4002) and Cider Mill Road/New Mill Road
- Black Rock Road (S.R. 4003) and Longford Road
- Black Rock Road (S.R. 4003) and Hollow Road/Troutman Road
- Collegeville Road (S.R. 0029) and Black Rock Road (S.R. 4003)
- Collegeville Road (S.R. 0029) and Route 422 EB on/off ramps
- Collegeville Road (S.R. 0029) and Route 422 WB on/off ramps
- Collegeville Road (S.R. 0029) and Arcola Road
- Collegeville Road (S.R. 0029) and Hopwood Road
- Collegeville Road (S.R. 0029) and Perkiomen Boulevard
- Trappe Road (S.R. 0113) and Black Rock Road (S.R. 4003)

- **Transportation Service Area Two**

- Trappe Road (S.R. 0113) and Hopwood Road
- Second Avenue (S.R. 4015) and Old State Road
- Old State Road and Yeager Road
- Old State Road and Mennonite Road
- Old State Road and Bechtel Road
- Lewis Road (S.R. 4048) and Fruit Farm Road
- Lewis Road (S.R. 4048) and Vaughn Road/Orchard Court
- Second Avenue (S.R. 4015) and Vaughn Road
- Township Line Road (S.R. 4014) and Rittenhouse Road
- Township Line Road (S.R. 4014) and Linfield-Trappe Road (S.R. 4017)
- Ridge Pike (S.R. 4031) and Township Line Road (S.R. 4014)
- Ridge Pike (S.R. 4031) and Kline Road

2028 Future Development Improvement Program

Improvements will be required at 23 of the existing study intersections to accommodate development-generated traffic within the transportation service areas of the established preferred levels of service. The additional improvements required to accommodate development traffic are illustrated in **Figure 12**. These improvements are also summarized in more detail in **Table 9** for

Table 9 - Development Conditions Improvements Program for Study Intersections (continued)

Int No.	Intersection	Service Area	Control Type	Recommended Improvement
1	Bridge Street (S.R. 0029) and Jacobs Street/Walnut Street	1	Signal	No improvements recommended or required.
2	Collegeville Road (S.R. 0029) and Egypt Road (S.R. 4002)	1	Signal	No improvements recommended or required.
3	Egypt Road (S.R. 4002) and Hollow Road	1	Signal	No improvements recommended or required.
4	Egypt Road (S.R. 4002) and Longford Road	1	Signal	No improvements recommended or required.
5	Egypt Road (S.R. 4002) and Greentree Road	1	Signal	No improvements recommended or required.
6	Egypt Road (S.R. 4002) and Brower Avenue	1	Signal	No improvements recommended or required.
7	Egypt Road (S.R. 4002) and Station Avenue	1	Signal	No improvements recommended or required.
8	Egypt Road (S.R. 4002) and Mill Road	1	Signal	No improvements recommended or required.
9	Egypt Road (S.R. 4002) and Route 422 EB on/off ramps	1	Signal	No improvements recommended or required.
10	Egypt Road (S.R. 4002) and Route 422 WB on/off ramps	1	Signal	Traffic signal timing/phasing modifications, install additional westbound right-turn lane.
11	Egypt Road (S.R. 4002) Cider Mill Road/New Mill Road	1	Signal	Traffic signal timing/phasing modifications, install additional southbound left-turn lane.
12	Black Rock Road (S.R. 4003) and Ashenfelter Road	1	Stop Sign	No improvements recommended or required.
13	Black Rock Road (S.R. 4003) and Greentree Road/Upper Indian Head Road	1	Signal	No improvements recommended or required.
14	Cider Mill Road and Greentree Road/Upper Indian Head Road	1	Signal	No improvements recommended or required.
15	Black Rock Road (S.R. 4003) and Longford Road	1	Signal	Traffic signal timing/phasing modifications.
16	Black Rock Road (S.R. 4003) and Hollow Road/Troutman Road	1	Signal	Traffic signal timing/phasing modifications, install additional westbound through lane.
17	Arcola Road and Troutman Road	1	Signal	No improvements recommended or required.
18	Collegeville Road (S.R. 0029) and Black Rock Road (S.R. 4003)	1	Signal	Traffic signal timing/phasing modifications, install additional eastbound through lane, northbound and westbound right-turn lanes.
19	Collegeville Road (S.R. 0029) and Route 422 EB on/off ramps	1	Signal	Traffic signal timing/phasing modifications.
20	Collegeville Road (S.R. 0029) and Route 422 WB on/off ramps	1	Signal	Traffic signal timing/phasing modifications, install additional northbound left-turn lane.
21	Collegeville Road (S.R. 0029) and Arcola Road	1	Signal	Traffic signal timing/phasing modifications, install westbound right-turn lane.
22	Collegeville Road (S.R. 0029) and Hopwood Road	1	Signal	Install northbound left-turn lane
23	Collegeville Road (S.R. 0029) and Perkiomen Boulevard	1	Signal	Traffic signal timing/phasing modifications, install southbound left-turn lane.
24	Black Rock Road (S.R. 4003) and Trappe Road (S.R. 0113)	1	Signal	Traffic signal timing/phasing modifications, install eastbound and westbound right-turn lanes.

Table 9 - Development Conditions Improvements Program for Study Intersections (continued)

Int No.	Intersection	Service Area	Control Type	Recommended Improvement
25	Black Rock Road (S.R. 0113) and Dreibelbis Road/2 nd Avenue (S.R. 4015)	2	Roundabout	No improvements recommended or required.
26	Trappe Road (S.R. 0113) and Mennonite Road	2	Signal	No improvements recommended or required.
27	Trappe Road (S.R. 0113) and Hopwood Road	2	Signal	Traffic signal timing/phasing modifications, install eastbound and westbound left-turn lanes.
28	Trappe Road (S.R. 0113) and Borough Line Road	2	Stop Sign	No improvements recommended or required.
29	2 nd Avenue (S.R. 4015) and Old State Road	2	Stop Sign	Install traffic signal ¹ , install southbound right-turn lane.
30	Old State Road and Yaeger Road	2	Stop Sign	Install traffic signal. ¹
31	Old State Road and Mennonite Road	2	Stop Sign	Install traffic signal. ¹
32	Old State Road and Bechtel Road	2	Signal	Install northbound right-turn lane.
33	Lewis Road (S.R. 4048) and Fruit Farm Road	2	Signal	Traffic signal timing/phasing modifications, install westbound right-turn lane.
34	Lewis Road (S.R. 4048) and Vaughn Road/Orchard Court	2	Stop Sign	Install Roundabout.
35	2 nd Avenue (S.R. 4015) and Vaughn Road	2	Stop Sign	Install traffic signal. ¹
36	Township Line Road (S.R. 4014) and Rittenhouse Road	2	Signal	Traffic signal timing/phasing modifications, install additional northbound through lane.
37	Township Line Road (S.R. 4014) and Linfield-Trappe Road (S.R. 4017)	2	Signal	Install additional southbound through lane and westbound right turn lane.
38	Ridge Pike (S.R. 4031) and Township Line Road (S.R. 4014)	2	Signal	Traffic signal timing/phasing modifications, install additional westbound left-turn lane, and northbound right-turn lane.
39	Ridge Pike (S.R. 4031) and Kline Road	2	Signal	Traffic signal timing/phasing modifications, install additional westbound through lane, and eastbound right-turn lane.
40	Ridge Pike (S.R. 4031) and Pennapacker Road	2	Stop Sign	No improvements recommended or required.

¹ Completion of an all day traffic count and detailed signal warrant analysis must be completed in order to confirm that a traffic signal is warranted according to PennDOT criteria.

each study intersection, respectively in Transportation Service Area One and Transportation Service Area Two.

Transportation Capital Improvements Plan

This section summarizes Upper Providence Township's *Transportation Capital Improvements Plan*, resulting from the *Roadway Sufficiency Analysis*. In accordance with Act 209, the following public notification requirements were met:

1. Public notice of a public hearing on the *Transportation Capital Improvements Plan* was published two successive weeks, between seven and thirty days from the date of the hearing.
2. The *Transportation Capital Improvements Plan* was available for public inspection at the Township building at least ten working days prior to the hearing.
3. The public hearing was held on the *Transportation Capital Improvements Plan* to receive comments on _____.

Following the public hearing, the *Transportation Capital Improvements Plan* was adopted by the Township Board of Supervisors by resolution, along with the *Roadway Sufficiency Analysis*, on _____.

The *Transportation Capital Improvements Plan* consists of three sections, which are described below, and includes the *Existing Transportation Capital Improvements Program*, *Future Pass-Through Transportation Capital Improvements Program*, and *Future Development Transportation Capital Improvements Program*.

Existing Transportation Capital Improvements Program

The Existing Transportation Capital Improvement Program is summarized in **Table 10** for Transportation Service Areas One and Two, respectively, and details the improvements necessary to achieve the preferred levels of service under existing 2018 conditions. Table 10 also provides cost allocations for the improvements, indicating the portions of the total cost for which the Township, County, and PennDOT are responsible. **The total cost of the Existing Transportation Capital Improvements Program is approximately \$387,300 for Transportation Service Area One and approximately \$10,000 for Transportation Service Area Two.** The anticipated completion year for each of the improvements is also included in Table 10.

Future Pass-Through Transportation Capital Improvements Program

The Future Pass-Through Transportation Capital Improvements Program is summarized in **Table 11** for Transportation Service Areas One and Two, respectively, and details the additional

**Table 10. Existing Transportation Capital Improvement Program
Transportation Service Area One**

Int. No.	Intersection or Corridor	Improvements Required	Total Project Cost	Allocated Funding			Construction Completion
				PennDOT Costs	Other Costs	Township Costs	
7	Egypt Road (S.R. 4002) and Station Avenue	Restripe northbound approach, traffic signal timing/phasing modifications.	\$27,700	\$6,925	\$0	\$20,775	2028
13	Black Rock Road (S.R. 4003) and Greentree Road	Traffic signal timing/phasing modifications.	\$5,000	\$1,250	\$0	\$3,750	2028
16	Black Rock Road (S.R. 4003) and Hollow Road/Troutman Road	Install traffic signal.	\$349,600	\$87,400	\$0	\$262,200	2028
21	Collegeville Road (S.R. 0029) and Arcola Road	Traffic signal timing/phasing modifications.	\$5,000	\$1,250	\$0	\$3,750	2028
			\$387,300	\$96,825	\$0	\$290,475	

Transportation Service Area Two

Int. No.	Intersection or Corridor	Improvements Required	Total Project Cost	Allocated Funding			Construction Completion
				PennDOT Costs	Other Costs	Township Costs	
26	Trappe Road (S.R. 0113) and Mennonite Road	Traffic signal timing/phasing modifications.	\$5,000	\$1,250	\$0	\$3,750	2028
37	Township Line Road (S.R. 4014) and Linfield Trappe Road (S.R. 4017)	Traffic signal timing/phasing modifications.	\$5,000	\$2,500	\$0	\$2,500	2028 *
			\$10,000	\$3,750	\$0	\$6,250	

* Identified as a Top Priority Improvement.

**Table 11. Pass-Through Transportation Capital Improvement Program
Transportation Service Area One**

Int. No.	Intersection or Corridor	Improvements Required	Total Project Cost	Allocated Funding			Construction Completion
				PennDOT Costs	Other Costs	Township Costs	
2	Collegeville Road (S.R. 0029) and Egypt Road (S.R. 4002)	Install northbound right-turn lane.	\$217,475	\$108,738	\$0	\$108,737	2028
5	Egypt Road (S.R. 4002) and Greentree Road	Install traffic signal.	\$310,800	\$77,700	\$0	\$233,100	2028
9	Egypt Road (S.R. 4002) and Route 422 EB On/Off Ramps	Traffic signal timing/phasing modifications.	\$5,000	\$2,500	\$0	\$2,500	2028
10	Egypt Road (S.R. 4002) and Route 422 WB On/Off Ramps	Traffic signal timing/phasing modifications.	\$5,000	\$2,500	\$0	\$2,500	2028
11	Egypt Road (S.R. 4002) and Cider Mill Road/New Mill Road	Traffic signal timing/phasing modifications, install southbound left-turn lane.	\$720,700	\$180,175	\$0	\$540,525	2028
15	Black Rock Road (S.R. 4003) and Longford Road	Install traffic signal.	\$233,100	\$77,700	\$0	\$155,400	2028
18	Collegeville Road (S.R. 0029) and Black Rock Road (S.R. 4003)	Traffic signal timing/phasing modifications, install additional westbound through lane.	\$1,342,850	\$671,425	\$0	\$671,425	2028
20	Collegeville Road (S.R. 0029) and Route 422 WB On/Off Ramps	Traffic signal timing/phasing modifications.	\$5,000	\$2,500	\$0	\$2,500	2028
21	Collegeville Road (S.R. 0029) and Arcola Road	Traffic signal timing/phasing modifications, install additional northbound through lane, additional southbound left-turn lane, and additional eastbound left turn lane.	\$1,221,150	\$305,288	\$0	\$915,862	2028
22	Collegeville Road (S.R. 0029) and Hopwood Road	Install traffic signal, additional northbound and southbound through lanes	\$4,188,350	\$1,396,117	\$0	\$2,792,233	2028 *
23	Collegeville Road (S.R. 0029) and Perkiomen Boulevard	Traffic signal timing/phasing modifications.	\$5,000	\$1,667	\$0	\$3,333	2028
24	Trappe Road (S.R. 0113) and Black Rock Road (S.R. 4003)	Traffic signal timing/phasing modifications, install northbound and southbound left-turn lanes.	\$618,025	\$154,506	\$0	\$463,519	2028
			\$8,872,450	\$2,980,816	\$0	\$5,891,634	

* Identified as a Top Priority Improvement.

**Table 11. Pass-Through Transportation Capital Improvement Program
Transportation Service Area Two**

Int. No.	Intersection or Corridor	Improvements Required	Total Project Cost	Allocated Funding			Construction Completion
				PennDOT Costs	Other Costs	Township Costs	
25	Black Rock Road (S.R. 0113) and 2nd Avenue (S.R. 4015)/Dreibelbis Road	Install Roundabout.	\$2,371,500	\$1,185,750	\$0	\$1,185,750	2028 *
27	Trappe Road (S.R. 0113) and Hopwood Road	Traffic signal timing/phasing modifications.	\$5,000	\$1,250	\$0	\$3,750	2028
32	Old State Road and Bechtel Road	Install traffic signal, install southbound left-turn lane.	\$796,700	\$0	\$0	\$796,700	2028
33	Lewis Road (S.R. 4048) and Fruit Farm Road	Install traffic signal.	\$373,500	\$93,375	\$0	\$280,125	2028
36	Township Line Road (S.R. 4014) and Rittenhouse Road	Traffic signal timing/phasing modifications.	\$5,000	\$1,667	\$0	\$3,333	2028
37	Township Line Road (S.R. 4014) and Linfield Trappe Road (S.R. 4017)	Install additional northbound through lane, install southbound right-turn lane.	\$1,316,650	\$658,325	\$0	\$658,325	2028 *
38	Ridge Pike (S.R. 4031) and Township Line Road (S.R. 4014)	Traffic signal timing/phasing modifications.	\$5,000	\$2,500	\$0	\$2,500	2028
39	Ridge Pike (S.R. 4031) and Kline Road	Install Traffic Signal	\$317,800	\$105,933	\$0	\$211,867	2028
			\$5,191,150	\$2,048,800	\$0	\$3,142,350	

* Identified as a Top Priority Improvement.

improvements necessary to achieve the preferred levels of service under future 2028 pass-through conditions. Table 11 also provides cost allocations for the improvements, indicating the portions of the total cost for which the Township, County, and PennDOT are responsible. **The total cost of the Future Pass-through Transportation Capital Improvements Program is approximately \$8,872,450 for Transportation Service Area One, and approximately \$5,191,150 for Transportation Service Area Two.** The anticipated completion year for each of the improvements is also included in Table 11.

Future Development Transportation Capital Improvements Program

The Future Development Transportation Capital Improvements Program is summarized in **Table 12** for Transportation Service Areas One and Two, respectively, and details the improvements necessary to achieve the preferred levels of service under future 2028 development traffic conditions. Table 12 also provides cost allocations for the improvements, indicating the portions of the total cost for which the County, PennDOT, and future development are responsible. **The total cost of the Future Development Transportation Capital Improvement Program is approximately \$7,090,750 for Transportation Service Area One and approximately \$11,080,725 for Transportation Service Area Two.** The anticipated completion year for each of the improvements is also included in Table 12.

Improvements Summary

The total costs of the Upper Providence Township *Transportation Capital Improvements Plan*, which includes existing, pass-through, and development improvements for both Transportation Service Areas One and Two are summarized in **Table 13**. As indicated, the total cost of the *Transportation Capital Improvements Plan* for the entire Township is approximately **\$32,632,375**, of which **\$9,330,709** is allocated to the Township (approximately 29 percent), **\$11,246,793** to PennDOT (approximately 34 percent), and **\$12,054,873** to future development (approximately 37 percent).

Impact Fee

The impact fee calculations for development improvements are summarized in **Table 14** for the transportation service areas. It should be noted that, according to the impact fee law, an applicant may physically construct improvements identified in the Transportation Capital Improvements Plan as being development warranted, in lieu of paying the impact fee to the Township, upon agreement by the Township.

**Table 12. Development Transportation Capital Improvement Program
Transportation Service Area One**

Int. No.	Intersection or Corridor	Improvements Required	Total Project Cost	Allocated Funding			Construction Completion
				PennDOT Costs	County Costs	Developer Costs	
10	Egypt Road (S.R. 4002) and Route 422 WB On/Off Ramps	Traffic signal timing/phasing modifications, install additional westbound right-turn lane.	\$391,100	\$195,550	\$0	\$195,550	2028
11	Egypt Road (S.R. 4002) and Cider Mill Road/New Mill Road	Traffic signal timing/phasing modifications, install additional southbound left-turn lane.	\$1,290,250	\$322,563	\$0	\$967,687	2028
15	Black Rock Road (S.R. 4013) and Longford Road	Traffic signal timing/phasing modifications.	\$5,000	\$1,667	\$0	\$3,333	2028
16	Black Rock Road (S.R. 4013) and Hollow Road/Troutman Road	Traffic signal timing/phasing modifications, install additional westbound through lane.	\$1,154,000	\$288,500	\$0	\$865,500	2028
18	Collegeville Road (S.R. 0029) and Black Rock Road (S.R. 4013)	Traffic signal timing/phasing modifications, install additional eastbound through lane, northbound and westbound right-turn lanes.	\$1,239,250	\$619,625	\$0	\$619,625	2028
19	Collegeville Road (S.R. 0029) and Route 422 EB On/Off Ramps	Traffic signal timing/phasing modifications.	\$5,000	\$2,500	\$0	\$2,500	2028
20	Collegeville Road (S.R. 0029) and Route 422 WB On/Off Ramps	Traffic signal timing/phasing modifications, install additional northbound left-turn lane.	\$686,750	\$343,375	\$0	\$343,375	2028
21	Collegeville Road (S.R. 0029) and Arcola Road	Traffic signal timing/phasing modifications, install westbound right-turn lane.	\$519,500	\$129,875	\$0	\$389,625	2028
22	Collegeville Road (S.R. 0029) and Hopwood Road	Install northbound left-turn lane.	\$639,800	\$213,267	\$0	\$426,533	2028 *
23	Collegeville Road (S.R. 0029) and Perkiomen Boulevard	Traffic signal timing/phasing modifications, install southbound left-turn lane.	\$761,300	\$253,767	\$0	\$507,533	2028
24	Trappe Road (S.R. 0113) and Black Rock Road (S.R. 4003)	Traffic signal timing/phasing modifications, install eastbound and westbound right-turn lanes.	\$398,800	\$99,700	\$0	\$299,100	2028
			\$7,090,750	\$2,470,389	\$0	\$4,620,361	

* Identified as a Top Priority Improvement.

Table 12. Development Transportation Capital Improvement Program

Transportation Service Area Two

Int. No.	Intersection or Corridor	Improvements Required	Total Project Cost	Allocated Funding			Construction Completion
				PennDOT Costs	County Costs	Developer Costs	
27	Trappe Road (S.R. 0113) and Hopwood Road	Traffic signal timing/phasing modifications, install eastbound and westbound left-turn lanes.	\$801,100	\$200,275	\$0	\$600,825	2028
29	Old State Road and 2nd Avenue (S.R. 4015)	Install traffic signal, install southbound right-turn lane.	\$398,100	\$132,700	\$0	\$265,400	2028
30	Old State Road and Yaeger Road	Install traffic signal.	\$357,500	\$0	\$0	\$357,500	2028
31	Old State Road and Mennonite Road	Install traffic signal.	\$357,500	\$0	\$0	\$357,500	2028
32	Old State Road and Bechtel Road	Install northbound right-turn lane.	\$144,225	\$0	\$0	\$144,225	2028
33	Lewis Road (S.R. 4048) and Fruit Farm Road	Traffic signal timing/phasing modifications, install westbound right-turn lane.	\$182,450	\$45,613	\$0	\$136,837	2028
34	Lewis Road (S.R. 4048) and Vaughn Road	Install Roundabout.	\$2,958,900	\$739,725	\$0	\$2,219,175	2028 *
35	2nd Avenue (S.R. 4015) and Vaughn Road	Install Traffic Signal	\$233,100	\$77,700	\$0	\$155,400	2028
36	Township Line Road (S.R. 4014) and Rittenhouse Road	Traffic signal timing/phasing modifications, install additional northbound through lane.	\$1,275,700	\$425,233	\$0	\$850,467	2028
37	Township Line Road (S.R. 4014) and Linfield Trappe Road (S.R. 4017)	Install additional southbound through lane and westbound right-turn lane.	\$1,470,900	\$735,450	\$0	\$735,450	2028 *
38	Ridge Pike (S.R. 4031) and Township Line Road (S.R. 4014)	Traffic signal timing/phasing modifications, install additional westbound left-turn lane and northbound right-turn lane.	\$1,934,600	\$967,300	\$0	\$967,300	2028
39	Ridge Pike (S.R. 4031) and Kline Road	Traffic signal timing/phasing modifications, install additional westbound through lane and eastbound right-turn lane.	\$966,650	\$322,217	\$0	\$644,433	2028
			\$11,080,725	\$3,646,213	\$0	\$7,434,512	

* Identified as a Top Priority Improvement.

Table 13. Transportation Capital Improvement Plan Summary

Transportation Service Area One

	Cost Allocations				
	PennDOT	County	Township	Development	Total
Existing Program	\$96,825	\$0	\$290,475	\$0	\$387,300
Pass-Through Program	\$2,980,816	\$0	\$5,891,634	\$0	\$8,872,450
Development Program	\$2,470,389	\$0	\$0	\$4,620,361	\$7,090,750
	\$5,548,030	\$0	\$6,182,109	\$4,620,361	\$16,350,500
Share of Total	34%	0%	38%	28%	

Transportation Service Area Two

	Cost Allocations				
	PennDOT	County	Township	Development	Total
Existing Program	\$3,750	\$0	\$6,250	\$0	\$10,000
Pass-Through Program	\$2,048,800	\$0	\$3,142,350	\$0	\$5,191,150
Development Program	\$3,646,213	\$0	\$0	\$7,434,512	\$11,080,725
	\$5,698,763	\$0	\$3,148,600	\$7,434,512	\$16,281,875
Share of Total	35%	0%	19%	46%	

Combined Study Intersections/Roadways

	Cost Allocations				
	PennDOT	County	Township	Development	Total
Existing Program	\$100,575	\$0	\$296,725	\$0	\$397,300
Pass-Through Program	\$5,029,616	\$0	\$9,033,984	\$0	\$14,063,600
Development Program	\$6,116,602	\$0	\$0	\$12,054,873	\$18,171,475
	\$11,246,793	\$0	\$9,330,709	\$12,054,873	\$32,632,375
Share of Total	34%	0%	29%	37%	

Table 14. Transportation Impact Fee

Transportation Service Area	Development Capital Improvement Costs ⁽¹⁾	Development Trips	Impact Fee ^{(2), (3)}
One	\$4,633,490	2,369 trips	\$1,955.88
Two	\$7,448,892	2,693 trips	\$2,766.02

- (1) Inclusive of the prorated share of costs incurred for the completion of the *Roadway Sufficiency Analysis* that is attributable to development (\$13,129 as allocated by the cost of development-warranted improvements for Transportation Service Area One and \$14,380 as allocated by the cost of development-warranted improvements for Transportation Service Area Two).
- (2) To be assessed on a per weekday afternoon peak hour trip basis.
- (3) Development capital improvement costs divided by new development trips.

MAP FIGURE PROVIDED FROM
UPPER PROVIDENCE TOWNSHIP
LAND USE ASSUMPTION REPORT

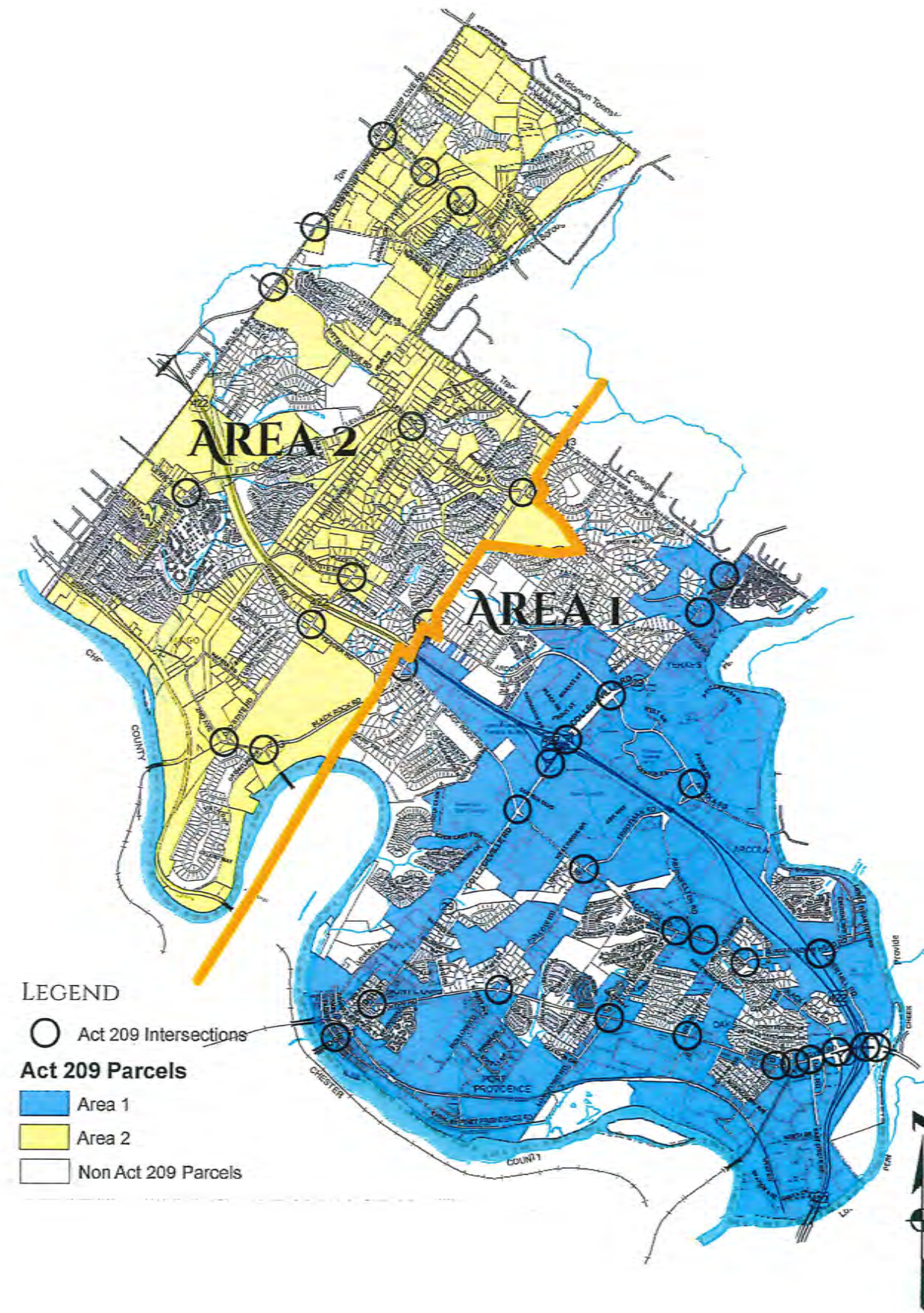


Figure 1
Transportation Service Area
UPPER PROVIDENCE TOWNSHIP ROADWAY SUFFICIENCY ANALYSIS
UPPER PROVIDENCE TOWNSHIP, MONTGOMERY COUNTY, PA

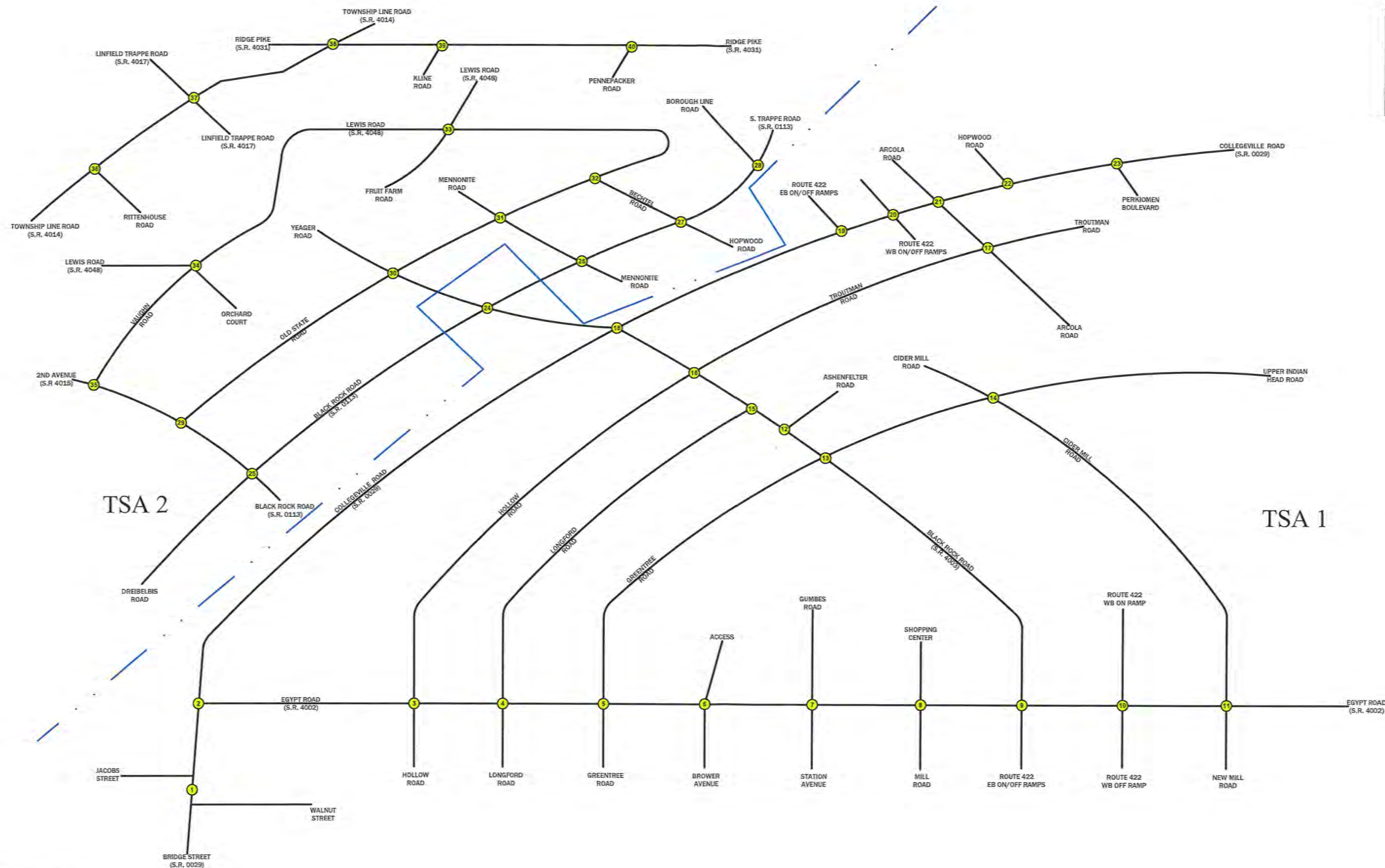


Figure 2
Study Area Intersections
UPPER PROVIDENCE TOWNSHIP ROADWAY SUFFICIENCY ANALYSIS
UPPER PROVIDENCE TOWNSHIP, MONTGOMERY COUNTY, PA

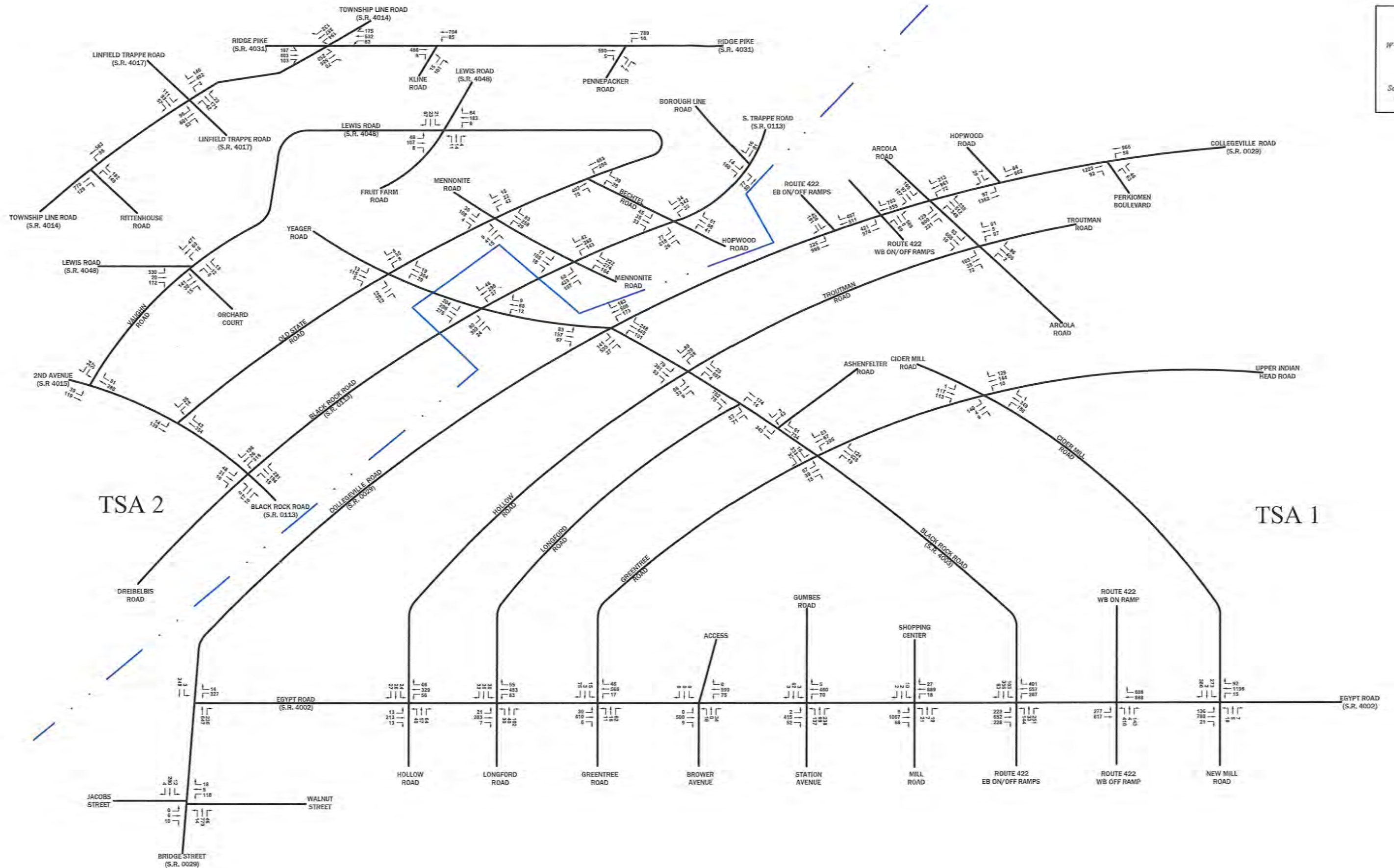


Figure 3

2018 Existing Weekday Afternoon Peak Hour Traffic Volumes

UPPER PROVIDENCE TOWNSHIP ROADWAY SUFFICIENCY ANALYSIS

UPPER PROVIDENCE TOWNSHIP, MONTGOMERY COUNTY, PA

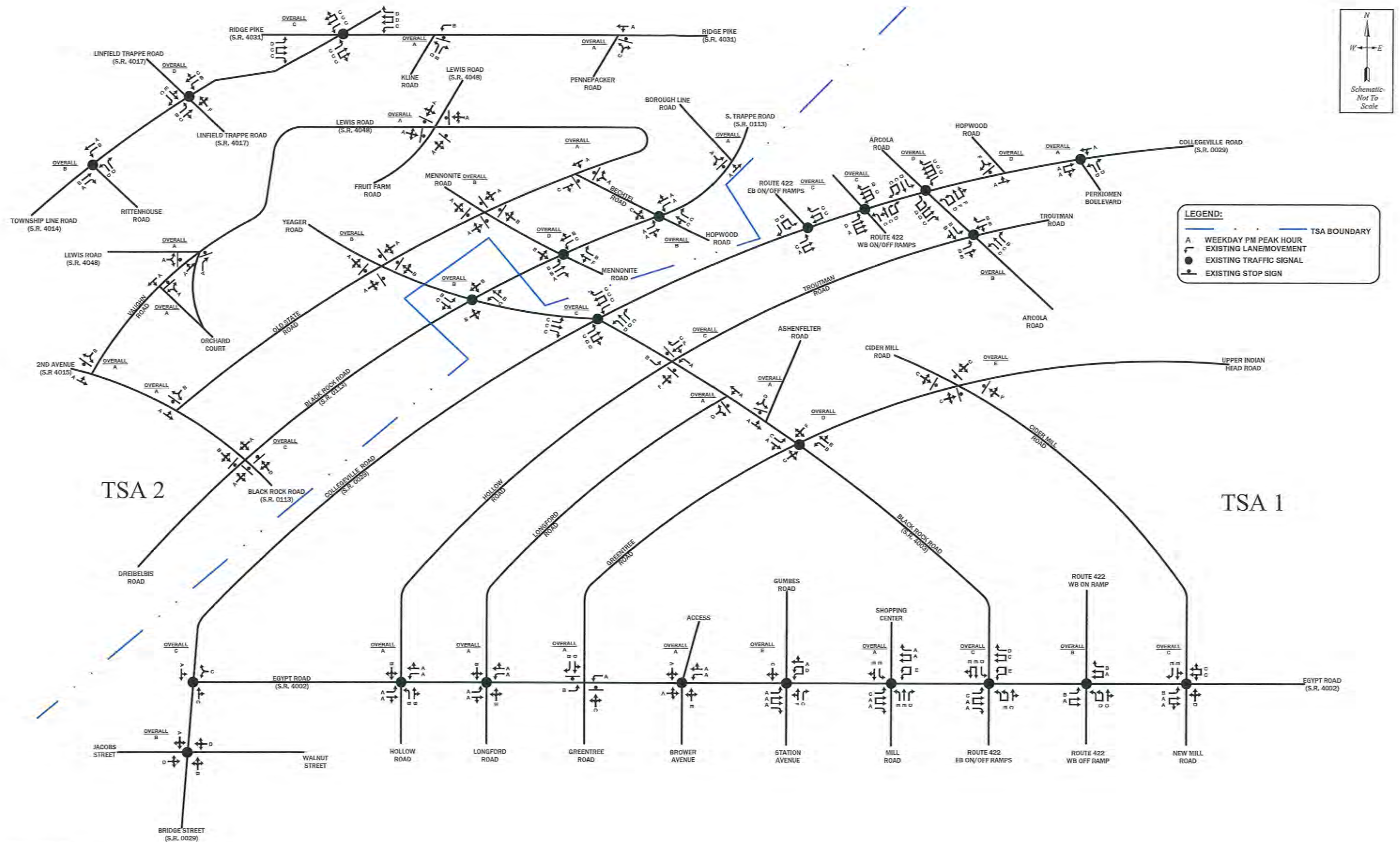


Figure 4
 2018 Existing Weekday Afternoon Peak Hour Levels of Service
UPPER PROVIDENCE TOWNSHIP ROADWAY SUFFICIENCY ANALYSIS
 UPPER PROVIDENCE TOWNSHIP, MONTGOMERY COUNTY, PA

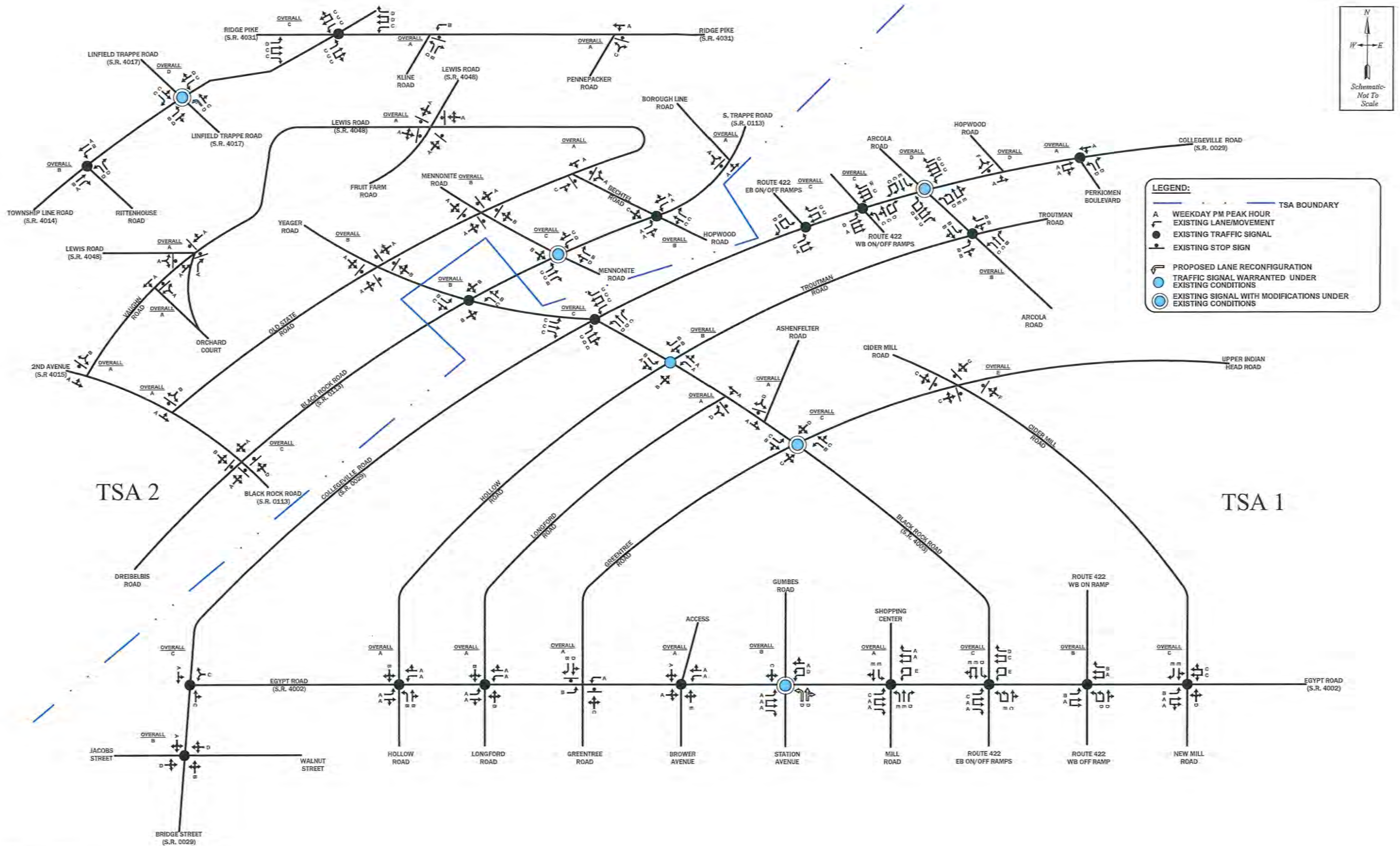


Figure 5

2018 Existing Weekday Afternoon Peak Hour Levels of Service with Improvements

UPPER PROVIDENCE TOWNSHIP ROADWAY SUFFICIENCY ANALYSIS

UPPER PROVIDENCE TOWNSHIP, MONTGOMERY COUNTY, PA

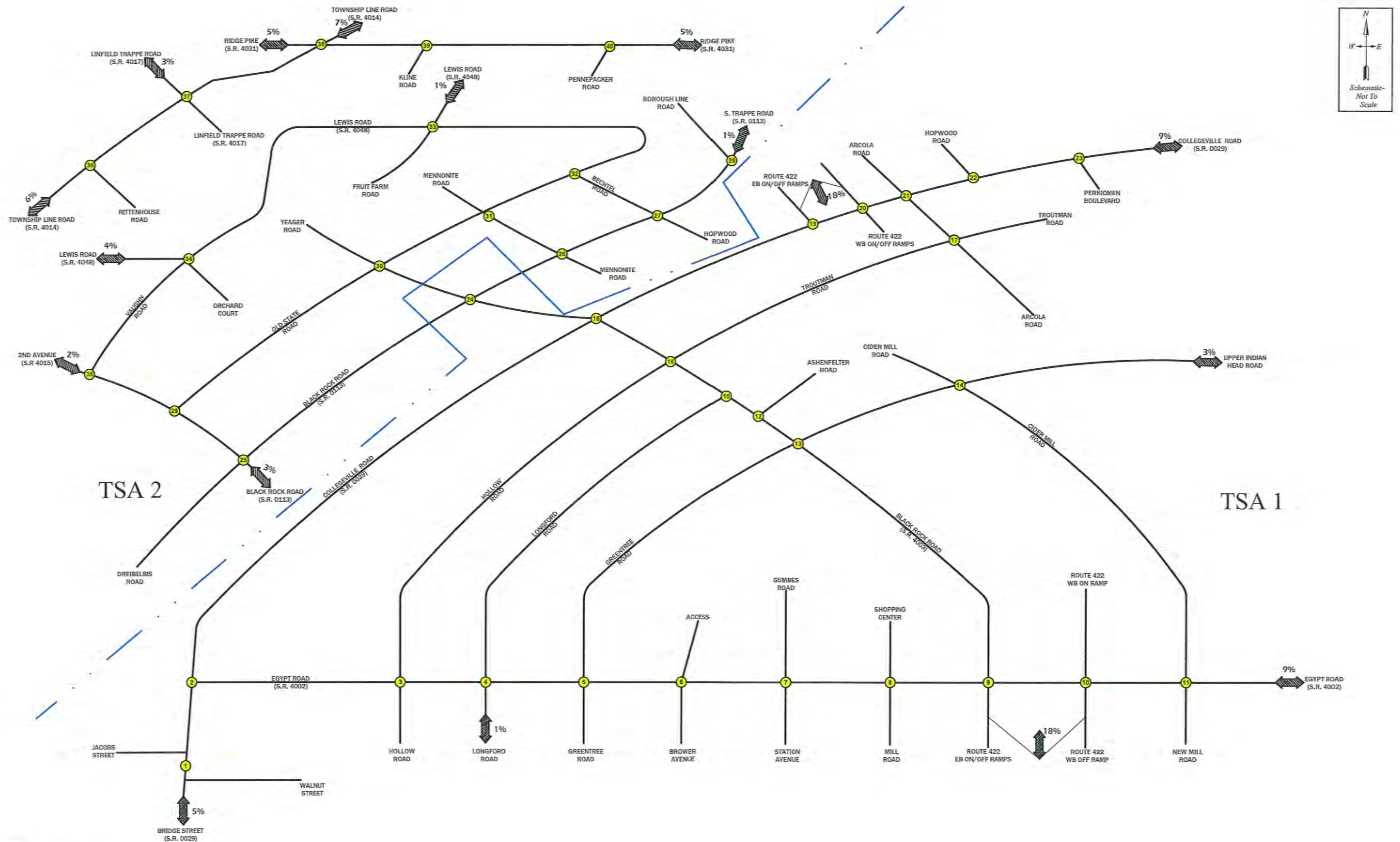


Figure 6
Trip Distribution
UPPER PROVIDENCE TOWNSHIP ROADWAY SUFFICIENCY ANALYSIS
UPPER PROVIDENCE TOWNSHIP, MONTGOMERY COUNTY, PA

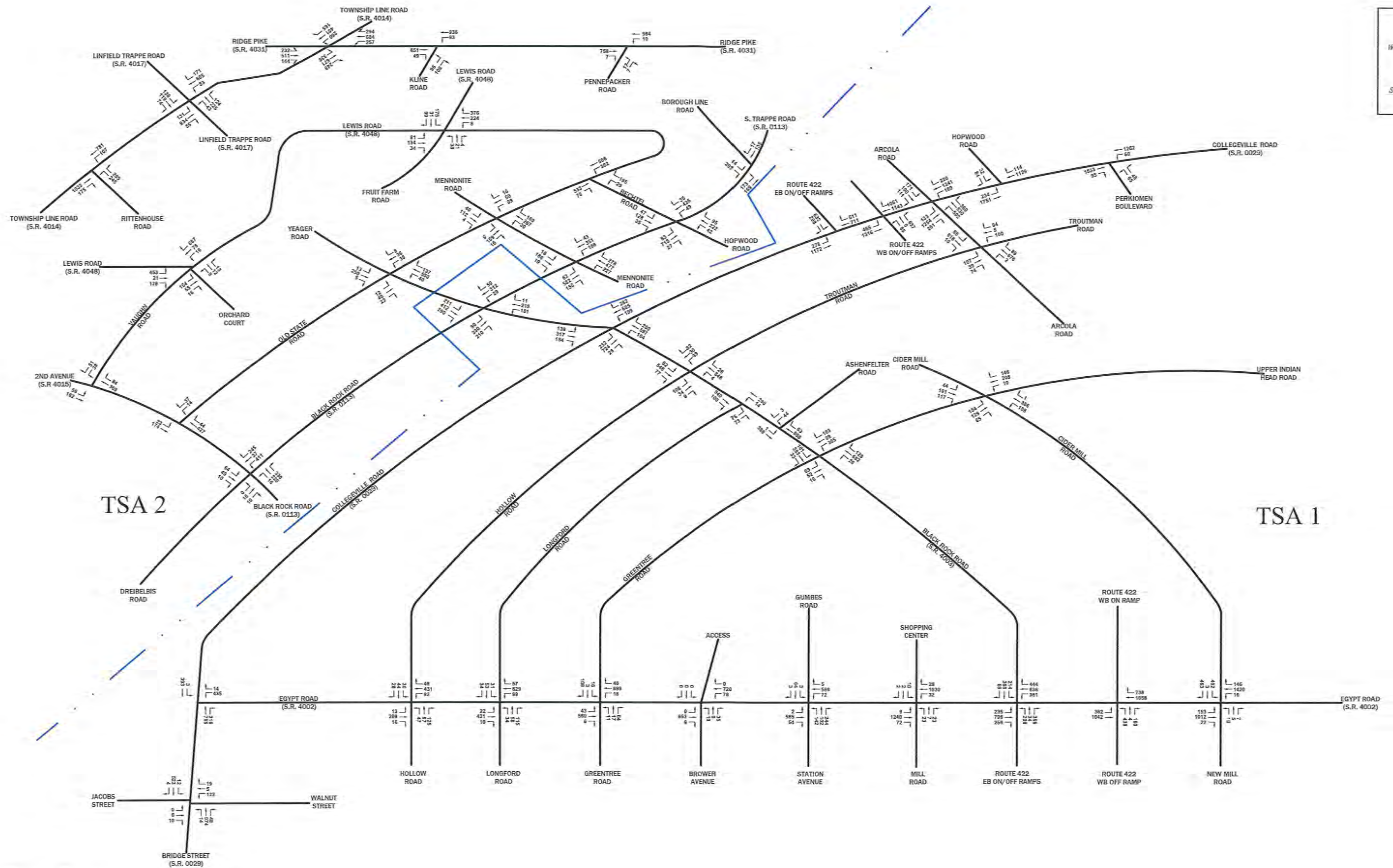


Figure 7

2028 Future Weekday Afternoon Pass Through Peak Hour Traffic Volumes

UPPER PROVIDENCE TOWNSHIP ROADWAY SUFFICIENCY ANALYSIS

UPPER PROVIDENCE TOWNSHIP, MONTGOMERY COUNTY, PA

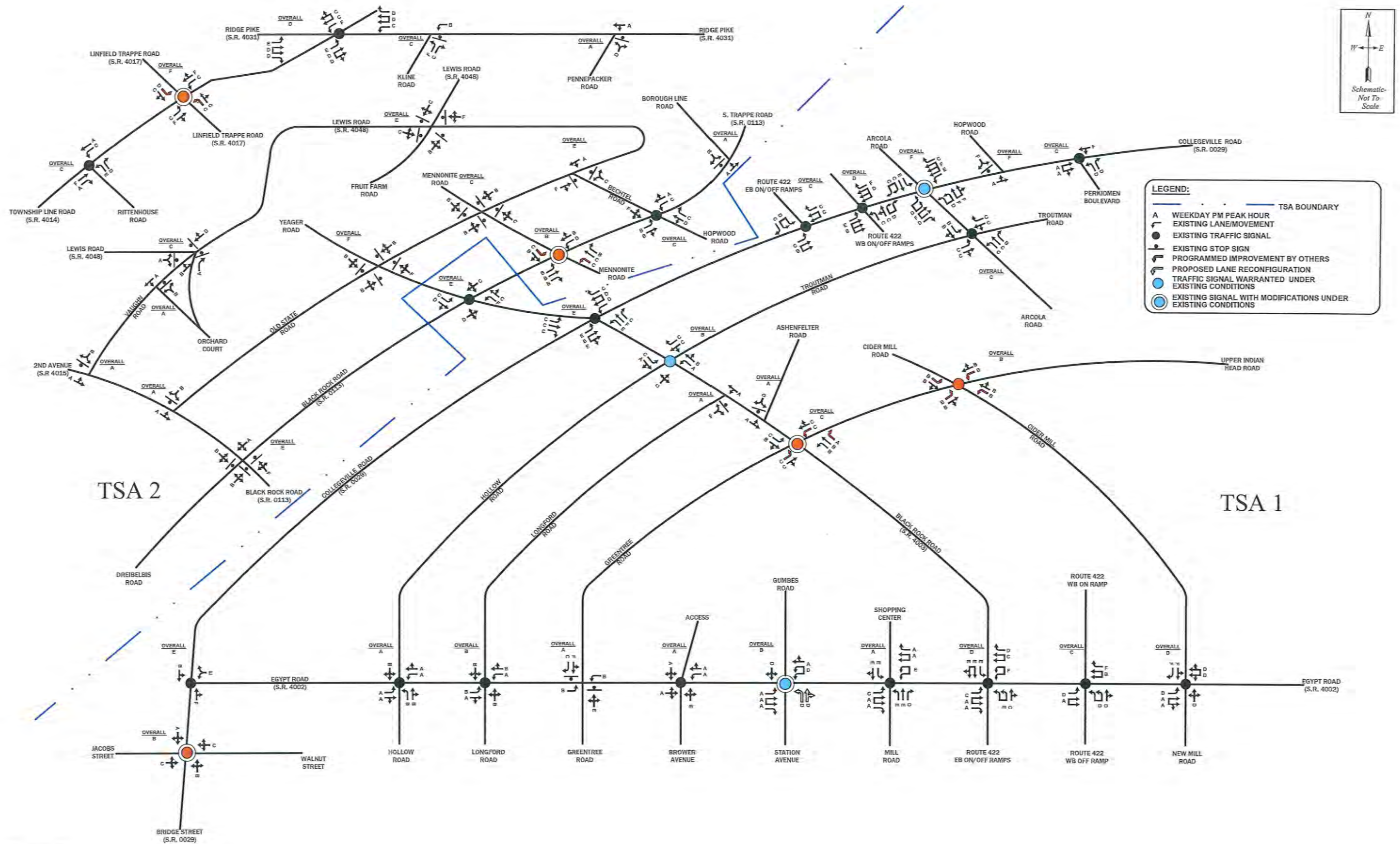


Figure 8

2028 Future Pass Through Weekday Afternoon Peak Hour Levels of Service

UPPER PROVIDENCE TOWNSHIP ROADWAY SUFFICIENCY ANALYSIS

UPPER PROVIDENCE TOWNSHIP, MONTGOMERY COUNTY, PA

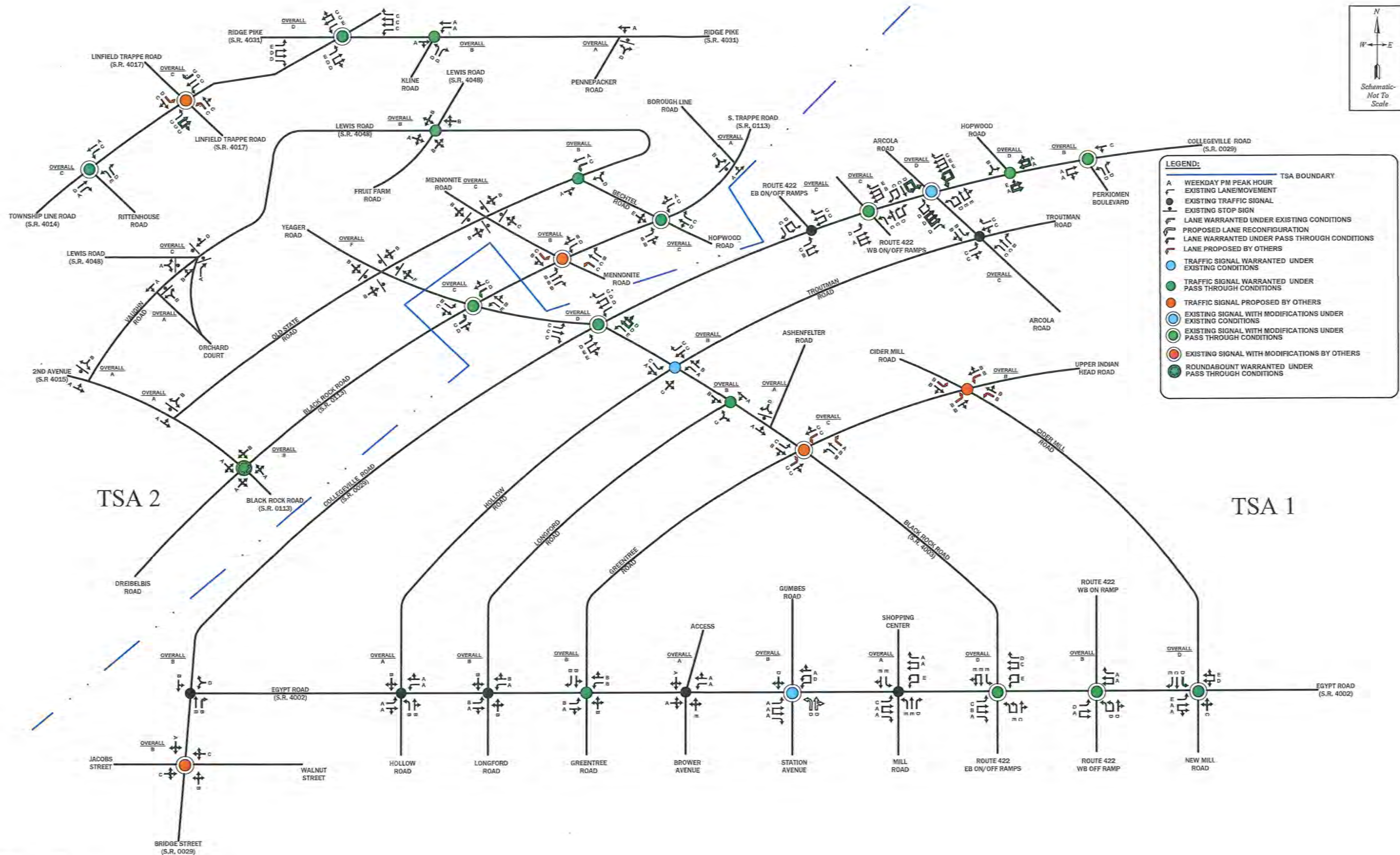


Figure 9
 2028 Future Pass Through Weekday Afternoon Peak Hour Levels of Service with Improvements
UPPER PROVIDENCE TOWNSHIP ROADWAY SUFFICIENCY ANALYSIS
 UPPER PROVIDENCE TOWNSHIP, MONTGOMERY COUNTY, PA

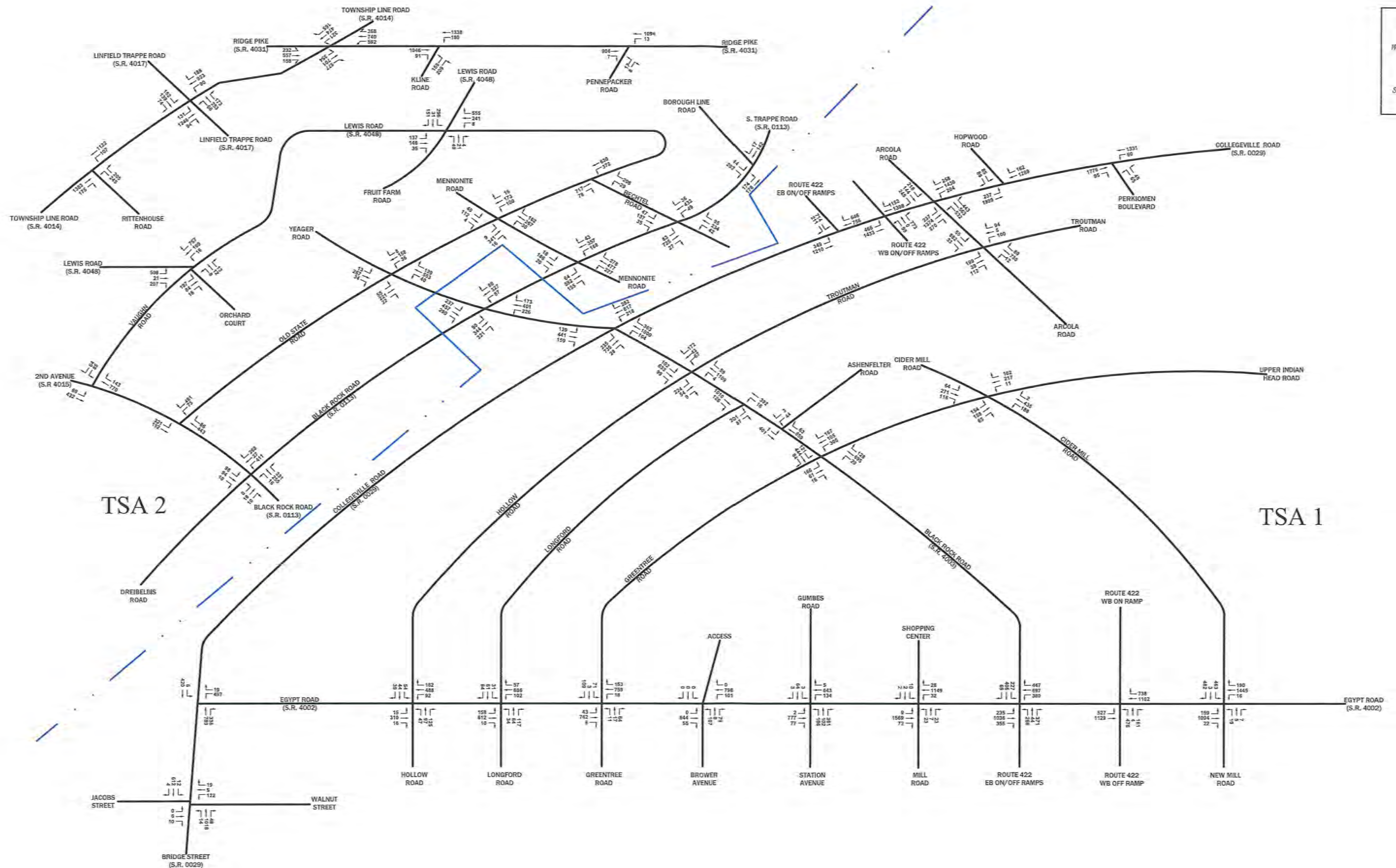


Figure 10
 2028 Future Weekday Afternoon Development Peak Hour Traffic Volumes
UPPER PROVIDENCE TOWNSHIP ROADWAY SUFFICIENCY ANALYSIS
 UPPER PROVIDENCE TOWNSHIP, MONTGOMERY COUNTY, PA

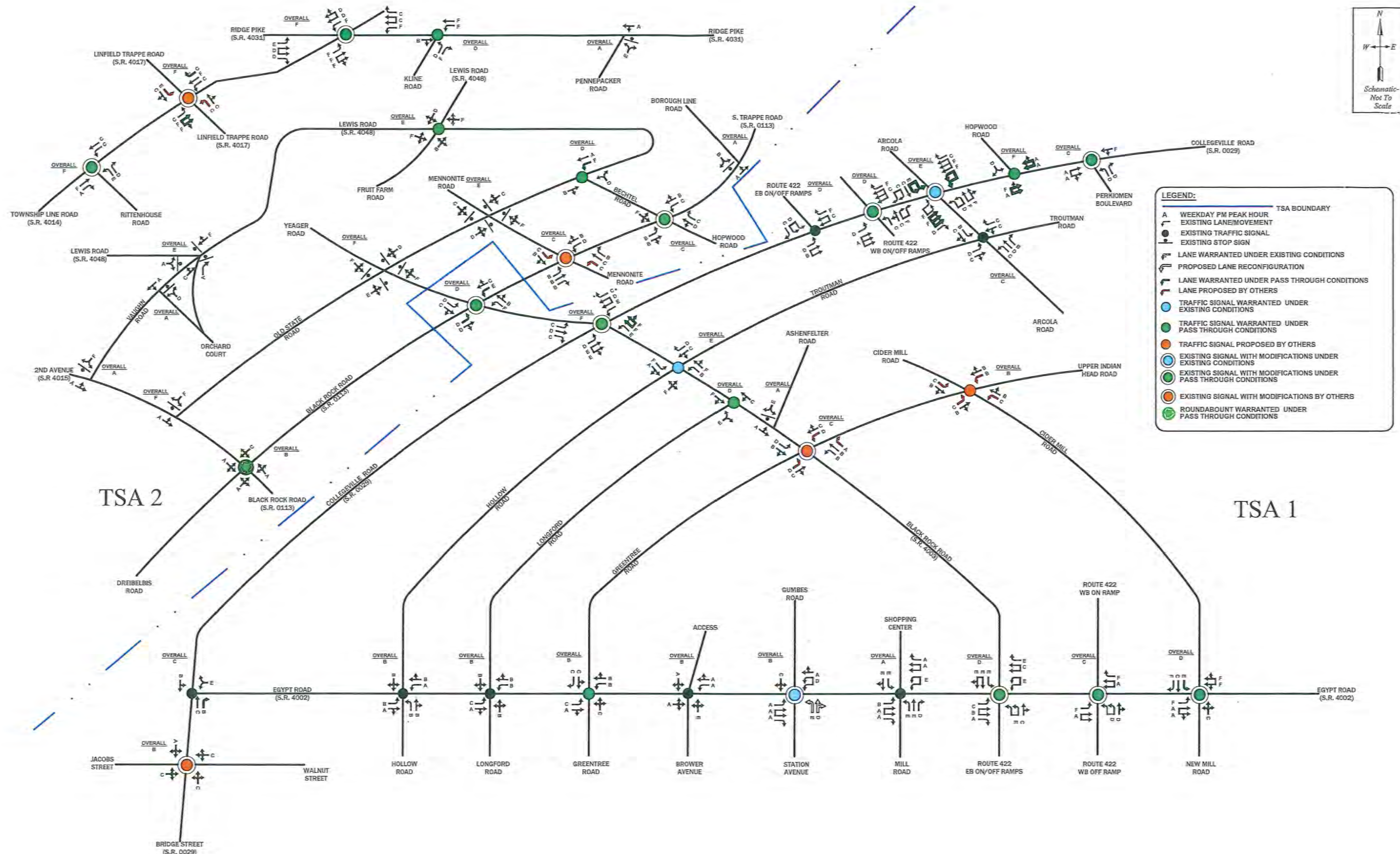


Figure 11

2028 Future Development Weekday Afternoon Peak Hour Levels of Service

UPPER PROVIDENCE TOWNSHIP ROADWAY SUFFICIENCY ANALYSIS

UPPER PROVIDENCE TOWNSHIP, MONTGOMERY COUNTY, PA

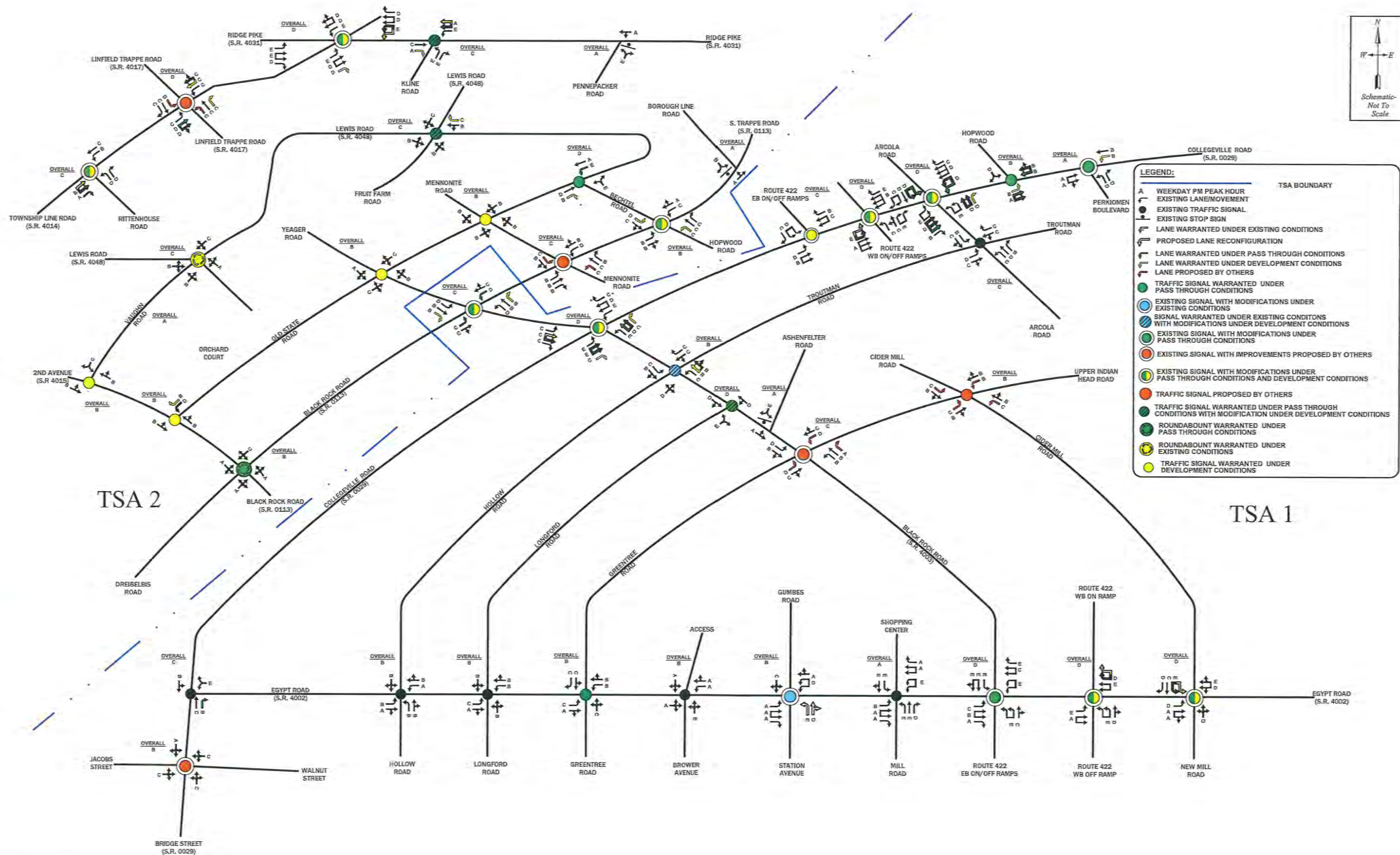


Figure 12

2028 Future Development Weekday Afternoon Peak Hour Levels of Service with Improvements

UPPER PROVIDENCE TOWNSHIP ROADWAY SUFFICIENCY ANALYSIS

UPPER PROVIDENCE TOWNSHIP, MONTGOMERY COUNTY, PA

UPPER PROVIDENCE TOWNSHIP
MONTGOMERY COUNTY, PA

ORDINANCE NO. 578

AN ORDINANCE ADDING A NEW ARTICLE TO CHAPTER 154,
BEING ARTICLE IX, SECTION 154-59 OF THE UPPER
PROVIDENCE TOWNSHIP CODE, ENTITLED "ACT 209 TRAFFIC
IMPACT FEES" TO ESTABLISH CRITERIA FOR THE
COLLECTION OF HIGHWAY/TRAFFIC CAPITAL
IMPROVEMENT ASSESSMENTS IN ACCORDANCE WITH ACT
209 OF 1990, ALSO KNOWN AS TRAFFIC IMPACT FEES;
CREATING TWO SERVICE AREAS WITHIN THE TOWNSHIP
WHERE TRAFFIC IMPACT FEES ARE APPLICABLE; SETTING THE
PER TRIP FEE AT \$1,955.88 PER PEAK HOUR TRIP IN AREA ONE
AND \$2,766.02 PER PEAK HOUR TRIP IN AREA TWO; INCLUDING
SAVINGS AND REPEALER CLAUSES; LEAVING THE REMAINDER
OF THE SUBDIVISION AND LAND DEVELOPMENT ORDINANCE IN
FULL FORCE AND EFFECT; EFFECTIVE FIVE DAYS AFTER
ADOPTION

WHEREAS, Act 209 of 1990 (53 P.S. §10501-A, *et. seq.*), together with all amendments thereto (collectively "Act 209"), authorizes qualifying municipalities to establish an impact fee for transportation capital improvements (the "Transportation Impact Fee") and establishes a procedure for the adoption of a Transportation Impact Fee;

WHEREAS, pursuant to Act 209, Upper Providence Township ("Township") by the affirmative vote of the Board of Supervisors (the "Board") authorized the creation, imposition and collection of impact fees to fund transportation capital improvements;

WHEREAS, Upper Providence Township has experienced considerable growth in development in recent years causing congestion on its roads;

WHEREAS, land use assumptions indicate that such development will continue and will place ever-increasing demands on the Township to provide transportation improvements which cannot be supported solely by the Township's general funds;

WHEREAS, in accordance with the requirements of Act 209, the Board created a Traffic Impact Fee Advisory Committee (the "Committee") for the purposes of developing land use assumptions, preparing a roadway sufficiency analysis study and making recommendations to the Board as to the development of roadway improvements, capital improvements and impact fees;

WHEREAS, the Committee caused Grace Planning Associates to prepare a Land Use Assumptions Report (the "LUAR") dated July 3, 2018, which was approved by the Committee on September 17, 2018 and adopted by the Board of Supervisors on September 17, 2018;

WHEREAS, the Committee has caused McMahon Traffic Engineers to prepare a Roadway Sufficiency Analysis dated February, 2019 (the "Roadway Sufficiency Analysis"). The Roadway Sufficiency Analysis was approved by the Committee on May 6, 2019 and adopted by the Board of Supervisors on May 6, 2019;

WHEREAS, the Committee has caused McMahon Traffic Engineers to prepare a Transportation Capital Improvements Plan dated February, 2019 (the "Capital Improvements Plan," collectively with the Roadway Sufficiency Analysis, the "Analysis and Plan"). The Transportation Capital Improvements Plan was approved by the Committee on May 6, 2019 and adopted by the Board of Supervisors on May 6, 2019;

WHEREAS, the amount of the Transportation Impact Fee to be imposed shall be determined by the cost of additional transportation improvements needed to meet the minimum safety and capacity standards established by the Analysis and Plan for those public facilities as identified by the Analysis and Plan; and

WHEREAS, the Board hereby finds and declares that a Transportation Impact Fee imposed upon residential and non-residential development, in order to assist in the financing of specified transportation capital improvements in the designated service area as identified in the Analysis and Plan, the demand for which is attributable to new development and new subdivision, is in the best interests of the Township and its residents, is equitable and does not impose an unfair burden on such development.

NOW, THEREFORE, IT IS HEREBY ORDAINED AND ENACTED by the Board of Supervisors of Upper Providence Township as follows:

SECTION I. Code Amendment. The Upper Providence Township Code, Part II, Chapter 154, Subdivision and Land Development, is hereby amended by the creation of a new Article IX, Section 154-59, entitled "Act 209 Traffic Impact Fees" and the text of which is as follows:

§59-1. Title. This Article shall be known as the Upper Providence Township Transportation Impact Fee Ordinance.

§59-2. Purpose. The purpose of this Article is to establish a Transportation Impact Fee to insure that the cost of needed capital improvements be applied to new developments in a manner that will allocate equitably the cost of those improvements among property owners such that the transportation system of the Township is available and adequate to support new growth and development. To

advance this objective, there is hereby created a Transportation Impact Fee payable to the Township at the time of building permit(s) issuance.

§59-3. Findings and Conclusions. The Board, pursuant to Act 209, hereby finds and declares:

1. The conditions and standards for determination and imposition of a Transportation Impact Fee set forth herein are those set forth in Act 209 and consist of:

- a. The recitals set forth above;
- b. The analysis, advice and recommendations of the Committee;
- c. The Land Use Assumptions Report as prepared by the Committee and approved by the Board on the above date;
- d. The Roadway Sufficiency Analysis as prepared by the Committee and approved by the Board on the above date;
- e. The Transportation Capital Improvement Plan as prepared by the Committee and approved by the Board on the above date; and
- f. Such other conditions and standards as the Board may by resolution from time to time identify as being relevant, material and necessary to the imposition of a Transportation Impact Fee and consistent with the provisions of Act 209 and any amendments thereto.

2. The amount of the per-peak-hour-trip transportation impact fees shall be set forth in Section 59-13, "Calculation of Per-Peak-Hour-Trip Fee for the Transportation Service Area" of this Article.

3. The time, method and procedure for payment of Transportation Impact Fees shall be as set forth in Section 59-15, "Administration of Transportation Impact Fees" of this Article.

4. The procedure for credits against Transportation Impact Fees shall be as set forth in Section 59-17, "Credit" of this Article.

5. The procedure for refunds of transportation impact fees shall be set forth in Section 59-18, "Refunds" of this Article.

§59-4. Definitions. The terms and definitions as set forth in 53 P.S. §10502-A, "Definitions" of Act 209 are hereby adopted, referenced and incorporated as if more fully set forth herein.

§59-5. Enactment and Imposition of Transportation Impact Fees. There is hereby enacted a Transportation Impact Fee to be imposed upon new subdivision and new development, as defined in the Act, for the purpose of funding off-site public transportation improvements as authorized by Act 209 and as described in the Roadway Sufficiency Analysis approved by the Board and the Capital Improvements Plan approved by the Board. The Transportation Impact Fees shall apply to all subdivisions or new developments (as such term is defined under 53 P.S. § 10502-A) within the transportation service area as hereinafter defined and identified (the "Transportation Service Area") and shall be due and payable to the Township at the time of issuance of a building permit(s), such payment being a condition precedent to the issuance and validity of such building permit(s).

§59-6. Uses. Transportation Impact Fees collected pursuant to this Article may be expended for those costs incurred for improvements identified in the Analysis and Plan which are attributable to subdivision or new development, including the acquisition of land and rights-of-way, engineering, legal and planning costs and all other costs which are directly related to road improvements within the Transportation Service Area, including debt service, and further including such proportionate amount of the preparation of the Roadway Sufficiency Analysis as is permitted pursuant to Act 209.

§59-7. Incorporation and Adoption of Supporting Documentation. The following documents, approved by the Board, are hereby incorporated by reference in full in the ordinance, as if attached hereto:

1. The Land Use Assumptions Report as approved by Resolution No. 2018-67;
2. The Roadway Sufficiency Analysis as approved by Resolution No. 2019-22;
3. The Transportation Capital Improvements Plan as approved by Resolution 2019-22; and
4. Transportation Service Areas Map as prepared by McMahon Associates, Inc. attached as Exhibit "A" to the Transportation Capital Improvements Plan, and incorporated by reference in full herein, as if attached hereto.

§59-8. Special Transportation Studies. Where intended to assist in the determination of the appropriate amount of the Transportation Impact Fee, the Township may require an Applicant to prepare a special transportation study (the "Special Transportation Studies") to determine the traffic generation and circulation patterns in new non-residential developments or subdivisions; provided however, that no studies may be required when the proposed development will not require a deviation from the Land Use Assumptions resulting in increased density, intensity or trip generation. The special transportation study shall be prepared by a qualified traffic or transportation engineer in accord with generally accepted transportation planning and engineering standards and shall be submitted prior to the imposition of a Transportation Impact Fee and shall be

considered in determination of same. The Applicant shall be responsible for all costs associated with the Special Transportation Studies.

Where a new nonresidential development is proposed which deviates from the land use assumptions resulting in increased density, intensity or trip generation, the developer shall be required to prepare a special transportation study in order to assist the Township in determining traffic generation or circulation and to serve as the basis for the determination of the amount of the transportation impact fee for such development or subdivision. Such transportation studies shall conform with the requirements of the Township's Subdivision and Land Development Ordinance. Any such studies shall be submitted prior to the imposition of the impact fee and shall be considered in the determination of the fee.

§59-9. Uniform Applicability of Transportation Impact Fees. This Article shall be uniformly applicable to all subdivision and new developments that occur within the Transportation Service Area.

§59-10. Imposition and Payment of Transportation Impact Fee as Condition to Issuance of Building Permit. No building permit shall be issued for a subdivision or new development within the Transportation Service Area, until such time as the Applicant thereof has paid to the Township the Transportation Impact Fee imposed by and calculated pursuant to this Article.

§59-11. Method of Calculation.

1. The Transportation Impact Fee shall be based upon the total costs of road improvements or portions thereof included in the Analysis and Plan within a given Transportation Service Area that are attributable to and necessitated by subdivision and/or new development within the Transportation Service Area, as calculated in accordance with the Act and herewith, divided by the number of anticipated peak hour trips generated by all subdivision and/or new development consistent with a) the Land Use Assumptions, as approved, and b) calculated in accordance with the *Trip Generation Manual* published by the Institute of Transportation Engineers, 10th or subsequent editions, as amended, which is hereby approved by the Township, to equal the per-trip cost for transportation improvements within the Transportation Service Area.

2. The Transportation Impact Fee for a specific subdivision or new development within the Transportation Service Area for road improvements shall be determined as of the date of preliminary subdivision or new development approval by multiplying the per trip cost established for the Transportation Service Area by the estimated number of peak-hour trips to be generated by the subdivision or new development using the 10th Edition of later of the *Trip Generation Manual* published by the Institute of Transportation Engineers.

3. If the subdivision or new development contains a mix of uses, the Applicant must separately calculate the Transportation Impact Fee due for each type of use.

4. The Board may authorize or require the preparation of a special transportation study in order to determine the traffic generation or circulation for a new non-residential development to assist in the determination of the amount of the transportation fee for such subdivision or new development.

§59-12. Establishment of Transportation Service Areas.

1. Transportation Service Areas are established as shown on the map, entitled "Transportation Service Areas", as included in the Analysis and Plan and as further attached hereto as Exhibit "A" and incorporated fully herein by reference. As shown therein, this ordinance recognizes a Service Area One and Service Area Two.

2. Additional Transportation Service Areas may be designated by the Board from time to time consistent with the procedures set forth herein and in Act 209 and when designated in consideration of the following additional factors:

- a. The Township Comprehensive Plan;
- b. Any standards for adequate public facilities incorporated the Capital Improvements Program;
- c. The projected build-out and timing of development areas; and
- d. Such other factors as the Board deems relevant.

3. Transportation Impact Fees collected from development and subdivision in the Transportation Service Area shall be used exclusively to fund transportation improvements projects scheduled for that Transportation Service Area.

§59-13. Calculation of Per-Peak-Hour-Trip Fee for the Transportation Service Area. The amount of the per-peak-hour-trip fee for the transportation service area shall be \$1,955.88 for Service Area One and \$2,766.02 for Service Area Two, unless revised or amended in accordance with the provisions hereof and the Act, calculated in accordance with the Act as follows:

1. Total costs of road improvements in each Transportation Service Area included in the approved Analysis and Plan attributable to and necessitated by new development and subdivision within the Transportation Service Area, including 50% of the estimated costs of improvement to highways, roads and streets qualifying as a state highway or portion of the rural highway system as provided under State Highway Law.

2. Total costs attributable to each Service Area.

§59-14. Non-Binding Transportation Impact Fee Estimates. Prior to making an application for a building permit, an Applicant may request a non-binding impact fee estimate from the Township. Unless the Applicant specifies a lesser use or development, any such estimate shall be based upon the maximum development potential of the site pursuant to existing zoning regulations.

§59-15. Administration of Traffic Impact Fees.

1. **Collection.** Transportation Impact Fees due pursuant to this Article shall be collected by the Township in the manner or manners prescribed herein prior to the issuance of a building permit.

2. **Establishment of Fund.** Upon the receipt of any Transportation Impact Fees, the Township shall be responsible for the separate and proper accounting of such fees. All such fees shall be deposited into interest-bearing accounts in a bank authorized to receive deposits of the Township's funds. Interest earned by each account shall be credited to that account and shall be used solely for the purposes specified for funds of such account.

a. Notwithstanding any other provision of this Article, and in compliance with Act 209, the Township may expend Transportation Impact Fees paid by an Applicant for projects not contained in the Analysis and Plan, or may provide credit against Transportation Impact Fees for the value of any construction not contained in the Analysis and Plan, which are performed at the Applicant's expense if all of the following criteria are met:

i. The Applicant has not provided written consent to use its collected Transportation Impact Fees or the provision of such credit against its Transportation Impact Fees for specific, alternative transportation projects which are not included in the Analysis and Plan.

ii. The alternative transportation projects, whether highway or multimodal, have as their purpose the reduction of traffic congestion or the removal of vehicle trips from the roadway network; and

iii. The Township amends its Analysis and Plan to provide replacement of the collected Transportation Impact Fees transferred to alternative transportation projects from sources other than impact fees or developer contributions within three (3) years of completion of the alternative projects to which the transferred Transportation Impact Fees were applied or for which credit was provided.

3. Establishment and Maintenance of Accounts. The Township shall establish appropriate trust fund accounts and shall maintain records whereby Transportation Impact Fees collected can be segregated for each Transportation Service Area.

4. Maintenance of Records. The Township shall be responsible for the separate and proper accounting of any Transportation Impact Fees received pursuant to this Article. The Township shall maintain and keep adequate financial records for each account which shall show the source and disbursement of all revenues, which shall account for all monies received, and which shall ensure the disbursement of funds from each account shall be used solely and exclusively for the provision of projects specified in the Analysis and Plan for the Transportation Service Area.

§59-16. Time, Method and Procedure for Payment. The Transportation Impact Fee for a specific subdivision or new development shall be paid prior to the issuance of the building permit for the development. The Transportation Impact Fee shall be paid to the Township in cash, bank cashier's check, certified check or electronic fund transfer approved by the Township and shall be administered by the Township in accordance with the provisions of this Article.

§59-17. Credit. Any Applicant who shall perform off-site improvements, at its own expense and with the consent and agreement of the Board, shall be eligible for a credit from a Transportation Impact Fee otherwise due in the amount for the actual cost of such off-site improvements as approved by the Township Engineer. Such credit shall not exceed the amount of the Transportation Impact Fee that would have been charged if a credit was not due. The Board, at its sole discretion, may direct the Township to provide the Applicant:

1. A credit against the Transportation Impact Fee otherwise due in the amount of the fair market value of any land dedicated by the Applicant to the Township for future right-of-way, realignment or widening of any existing roadways. The fair market value of the land dedicated by the Applicant shall be determined as of the date of the submission of the subdivision or new development application to the Township.

2. A credit against the Transportation Impact Fee otherwise due for the value of construction of road improvements contained in the Analysis and Plan which are performed at the Applicant's expense. The amount of such credit for any transportation capital improvements constructed shall be the amount allocated in the Analysis and Plan, including contingency factors, for such work.

3. Any Applicant who shall perform, at his own expense, and with the consent and agreement of the Board, off-site improvements, as herein defined, shall be eligible for a credit from the Transportation Impact Fee otherwise due in the amount of the actual cost of such off-site improvements as approved by the Township Engineer, only if all of the following criteria are met:

a. The Applicant shall enter into an agreement (the "Improvement Agreement") with the Township prior to the issuance of a building permit. The Improvement Agreement shall establish the estimated cost of the off-site improvements, the schedule for initiation and completion of the off-site improvements, a requirement that the off-site improvements be completed to Township and Pennsylvania Department of Transportation standards and design criteria and other such terms and conditions as deemed necessary by the Board;

b. The Township shall review the Improvement Agreement, verify costs and time schedules, determine if the improvement is contained in the Analysis and Plan, and determine the amount of the applicable credit for such improvement to be applied against the otherwise due Transportation Impact Fee; and

c. Applicant shall be required to supply financial security sufficient, in the judgment of the Township, to cover the cost of any such improvement installed by the Applicant for which the credit is sought.

4. In no instance shall any credit authorized by the Board pursuant to this Article exceed the amount of the Transportation Impact Fee actually due.

§59-18. Refunds. Transportation Impact Fees collected pursuant to this Article shall be refunded, together with earned accrued interest thereon from the date of payment, to the payer of the impact fees under any of the following circumstances:

1. In the event the Township terminates or completes the Analysis and Plan for a Transportation Service Area and there remains at the time of termination or completion undisbursed funds in the account(s) established for that purpose, the respective payors shall be entitled to a share of the fund balance in the same portion as the payor's Transportation Impact Fee payment plus interest earned bears to the total Transportation Impact Fees collected plus interest. Any allocations of a refund shall be determined by generally accepted accounting practices. The Township shall provide written notice by certified mail to those persons who previously paid the Transportation Impact Fees which remain undisbursed. Such notice shall advise of that person's proportionate share of the fund balance that is available for refund to such person. Such notice shall be provided to the last known address provided by the payor of the Transportation Impact Fee to the Township. In the event any of the funds remain unclaimed

following one (1) year after notice, the Township shall be authorized to transfer any funds remaining to any other fund in the Township without further obligation to refund such funds. It shall be the responsibility of the payor to provide the Township at all times with a current address for such notice.

2. In the event the Township fails to commence construction of any Transportation Service Area road improvements (the "Transportation Capital Improvement") within three (3) years of the scheduled construction date set forth in the Analysis and Plan, any person who paid any Transportation Impact Fees pursuant to that Analysis and Plan shall, upon written request to the Township, receive a refund of that portion of the Transportation Impact Fee attributable to the contribution for the un-commenced Transportation Capital Improvement, plus interest accumulated thereon from the date of payment. However, no refund shall be payable or paid with respect to any project actually commenced prior to the receipt of such refund request, and the failure of a payor to make such written request prior to the commencement of such project shall be deemed a waiver of any right to such refund.

3. In the event that, upon completion of any road improvements project, the actual expenditures for the project is less than ninety-five (95%) percent of the costs budgeted for such project, the Township shall refund the pro rata difference between the budgeted costs and the actual expenditures, including interest accumulated thereon from the date of payment, to the person(s) who paid the Transportation Impact Fees for such improvements.

4. If the new subdivision or new development for which the Transportation Impact Fees were paid is not commenced prior to the expiration of the building permits issued for the project within the time limits established by the applicable building codes within the Township, the Transportation Impact Fees paid with accumulated interest shall be refunded to the payor. Further, if the building permit as issued for the project is altered and the alteration results in a decrease in the amount of the Transportation Impact Fee due in accordance with the calculations set forth under Section 59-11, "Method of Calculation of Transportation Impact Fees", the difference between such amount and the amount actually paid shall be refunded. The payor, at its option, may roll over the transportation impact fees attributable to an expired building permit to cover fees incurred by a new permit.

§59-19. Additional and Supplemental Requirement. The Transportation Impact Fee is additional and supplemental to, and not in substitution of, any other requirements by the Township on the subdivision or development of land or the issuance of building permits. Nothing herein contained shall be deemed to alter or affect the Township's existing ordinances and regulations regarding on-site improvements. In no event shall a property owner be obligated to pay for Transportation Capital Improvements in an amount in excess of the amount calculated pursuant to this Article, provided however, that a property owner may be required to pay,

pursuant to Township ordinances, regulations or policies, for other public facilities as an addition to the Transportation Impact Fee as provided herein.

§59-20. Retroactive Application. Notwithstanding anything to the contrary contained herein, Transportation Impact Fees may be imposed on those projects involving subdivisions, new developments or planned residential developments for which an application has been filed on or after the first publication of notice of the Township's intent to adopt this Ordinance; provided, however, that such retroactivity does not exceed eighteen (18) months after the adoption of the resolution that created the Committee in connection herewith.

§59-21. Repealer. All Ordinances or parts of Ordinances inconsistent herewith or in conflict with any of the specific terms enacted hereby, to the extent of said inconsistencies or conflicts, are hereby specifically repealed.

§59-22. Revisions. The Upper Providence Township Board of Supervisors does hereby reserve the right, from time to time, to adopt amendments to this ordinance.

§59-23. Severability. In the event that any section, sentence, clause, phrase or word of this Ordinance shall be declared illegal, invalid or unconstitutional by any Court of competent jurisdiction, such declaration shall not prevent, preclude or otherwise foreclose enforcement of any of the remaining portions of this Ordinance.

§59-24. Effective Date. This amendment shall become effective five (5) days after the date of adoption.

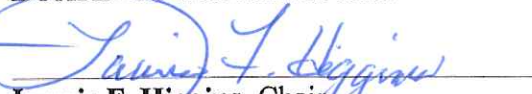
§59-25. Failure to Enforce Not A Waiver. The failure of Upper Providence Township to enforce any provision of this Ordinance shall not constitute a waiver by the Township of its rights of future enforcement hereunder.

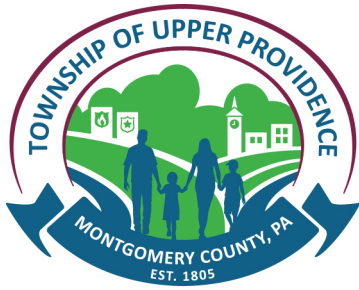
ENACTED AND ORDAINED this 17th day of June, 2019.

Attest:


Timothy J. Tieperman,
Township Secretary

**UPPER PROVIDENCE TOWNSHIP
BOARD OF SUPERVISORS**


Laurie F. Higgins, Chair



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Board of Supervisors

Laurie Higgins, Chair
Helene Calci, Vice Chair
Philip Barker
John Pearson
Albert Vagnozzi

Township Manager/Secretary

Timothy J. Tieperman

Township Solicitor

Joseph E. Bresnan, Esq.

June 18, 2019

Montgomery County Law Library
PO Box 311
Norristown, PA 19404

Re: Ordinance #577 – Limitations on Campaign Contributions
Ordinance #578 – Act 209 Traffic Impact Fees

Dear Librarian:

Enclosed please find copies of the following Upper Providence Township Ordinances which were enacted by the Board of Supervisors on June 17, 2019.

Ordinance #577 – Limitations on Campaign Contributions
Ordinance #578 – Act 209 Traffic Impact Fees

If you require anything further, feel free to contact me.

Sincerely,

/s/ Cheryll A. Schinski

Cheryll A. Schinski
Executive Assistant/Paralegal

/cas
Enclosure

Land Use Assumptions Report

Township of Upper Providence
Montgomery County Pennsylvania

Adopted: September 17, 2018
Resolution #2018-67

Land Use Assumptions Report

Township of Upper Providence Montgomery County Pennsylvania

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UPPER PROVIDENCE TOWNSHIP, MONTGOMERY COUNTY, PA

RESOLUTION NUMBER 2018-67

**A RESOLUTION OF THE UPPER PROVIDENCE TOWNSHIP BOARD OF SUPERVISORS APPROVING THE
LAND USE ASSUMPTIONS REPORT SUBMITTED BY THE IMPACT FEE ADVISORY COMMITTEE**

WHEREAS, by previously adopted resolution, the Township Board of Supervisors indicated its intention to adopt traffic impact fees as provided in the Pennsylvania Municipalities Planning Code, and

WHEREAS, in furtherance thereof, the Board of Supervisors created an Impact Fee Advisory Committee and appointed nine members to the committee, and

WHEREAS, a required step in the ultimate adoption of impact fees is the adoption of a plan that sets forth a series of land use assumptions for the as yet undeveloped land in the Township, in accordance with section 504-A of the Pennsylvania Municipalities Planning Code, and

WHEREAS, the Impact Fee Advisory Committee presided over a duly advertised public hearing on September 17, 2018, at 6:00 pm at the Oaks Fire House, and

WHEREAS, at that hearing, the Board accepted as presented a draft land use assumptions report, and, there being no public comment and the Board all being in agreement, the draft was adopted as the Land Use Assumptions Report recommended to the Supervisors by the Committee, and

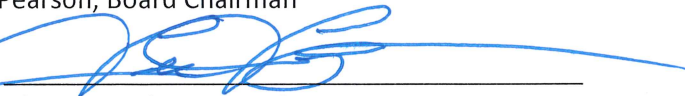
WHEREAS, the Board of Supervisors reviewed the recommended plan and accepts the recommendation of the Committee that the plan be adopted as a step in the process of ultimately adopting a traffic impact fee ordinance,

NOE THEREFORE, it is hereby RESOLVED that the Board of Supervisors adopts the recommended Land Use Assumptions Report dated July 3, 2018, as presented by the Impact Fee Advisory Committee.

So Resolved this 17th day of September, 2018.



John F. Pearson, Board Chairman

Attest: 

Timothy J. Tieperman, Secretary

M P C A r t i c l e V ~ A

S e c t i o n 5 0 3 ~ A (c) (1) t h r o u g h (3)

(c) (1) As a prerequisite to the development of the transportation capital improvements plan, the advisory committee shall develop land use assumptions for the determination of future growth and development within the designated area or areas as described by the municipal resolution and recommend its findings to the governing body. Prior to the issuance and presentation of a written report to the municipality on the recommendations for proposed land use assumptions which to base the development of the transportation capital improvements plan the advisory committee shall conduct a public hearing, following the providing of proper notice in accordance with Section 107, for the consideration of the land use assumption proposal. Following receipt of the advisory committee report, which shall include findings of the public hearing, the governing body of the municipality shall be resolution approve, disapprove or modify the land uses assumptions recommended by the advisory committee.

(2) The land use assumptions report shall:

(i) Describe the exiting land uses within the designated areas or areas and the highways, road, or streets incorporated therein.

(ii) To the extent possible, reflect projected changes in land uses, densities of residential development, intensities of non-residential development and population growth rates which may affect the level of traffic with the designated areas of areas over a period of at least the next five years.

These projections shall be based on an analysis of population growth rates during the prior five-year period, current zoning regulations, approved subdivision and land developments, and the future land use plan contained in the adopted municipal comprehensive plan. It may also refer to all professionally produced studies and reports pertaining to the municipality regarding such items as demographics, parks and recreation, economic development and any other study deemed appropriate by the municipality.

(3) If the municipality is located in a county which has created a county planning agency, the advisory committee shall forward a copy of their proposed land use assumptions to the county planning agency for its comments at least 30 days prior to the public hearing. At the same time, the advisory committee shall also forward copies of the propose assumptions to all contiguous municipalities and to the local school district for their review and comments.

A c k n o w l e d g e m e n t s

Prepared for the Township of Upper Providence in Montgomery County Pennsylvania, this Land Use Assumptions Report was prepared by the Act 209 Study Committee, a subcommittee of the Township's Planning Commission, comprised of the following members:

Jim Bladel, Resident and Local Business Representative
Chris Caggiano, Planning Commission member and development professional
Sarah Glenn, Planning Commission Member
Don Gracia, Local Business Representative
Joseph Haney, Resident
Robert Heist, Planning Commission Chair and Development Professional
C. Lee Milligan, Resident and Development Professional (ret.)
Paul Newlin, Resident and Development Professional
Chuck Stoll, Planning Commission Member
Tom Wright, Planning Commission Member

Ken O'Brien, P.E., of McMahon Associates administered the study and committee meetings, by the appointment by the Board of Supervisors for entirety of the Act 209 Study. The Land Use Assumptions Report and maps contained herein was prepared by Geoffrey Grace, AICP of Grace Planning Associates.

I n t r o d u c t i o n

The purpose of this report is to establish the projected future land use in both a ten-year window and long-term development within the Township of Upper Providence. The information presented in this Land Use Assumptions report is the first required step the development of a Traffic Impact Fee Ordinance under the Commonwealth of Pennsylvania's Act 209.

This report will describe in detail a build-out analysis for Upper Providence evaluating and examining the current land uses, future development and potential redevelopment of those areas included within the Act 209 Study Area (see Map 1, page 12). In addition, it will outline short and long-term growth projections. Combined, the growth projections and build-out analysis will form the basis of the Traffic Capital Improvement Plan and the final Act 209 Study conclusions.

Following the final compilation of this report, the Act 209 Study Committee will present the report in a public meeting for recommendation to the Township's Board of Supervisors. Once the Study Committee finds sufficient detail and information and recommends approval of the report to the Board of Supervisors a public meeting will be held. Upon adoption of the Land Use Assumptions Report the committee will undertake study and analysis of the existing level of infrastructure and compare that data to the preferred levels of service within the Township. This sufficiency analysis shall be prepared for any highway, road, intersection or street within the Township that projected future development may generate the need for improvement.

Existing Conditions

Community Setting

The Township of Upper Providence, at the confluence of the Perkiomen Creek and Schuylkill River, was founded in 1787. It encompasses approximately 17 square miles of varying topography, creeks, woodlands, and suburban development. The Township is surrounded by three boroughs (Royersford, Trappe, and Collegeville) and three townships (Limerick, Lower Providence, and Perkiomen). The Pottstown Expressway (Route 422) is by far the most significant geographic feature in the Township; that limited access highway divides the Township into northern and southern portions and concentrates development pressure and traffic at the areas near the two interchanges within Upper Providence. The Township is also divided by Route 29, Collegeville Road which, similar to Route 422, serves as a major regional pass through routes for Chester County and Phoenixville. Other roads, such as Black Rock Road, Egypt Road and Trappe Road (Route 113), also serve as major transportation corridors and pass through routes for regional traffic. Currently the Township is only served by two SEPTA bus routes, with one of those routes only traveling the edge of the Township.

Population

The population of Upper Providence doubled in the 40 years between 1950 and 1990, increasing from 4,486 in 1950 to 9,682 in 1990. In the twenty years since 1990, the population has more than doubled again to a population of 21,219. Between 1950 and 1990 the population increased 116%, between 1990 and 2010 the population increased 119%. The following charts shows the population and population change (in number and percentage) for the past four Census tabulations:

1980 Census	1990 Census	2000 Census	2010 Census
9,551	9,682	15,398	21,219
1980-1990:	Population Change: 111 Percentage Change: 1.2%		
1990-2000:		Population Change: 5,716 Percentage Change: 59.04%	
2000-2010:			Population Change: 5,821 Percentage Change: 37.80%

Population Projections

Based on population projections tabulated by the Delaware Valley Regional Planning Commission (DVRPC), the regional planning, transportation, and population data authority, by 2040 Upper Providence Township has continued to have double digit growth from 2010 to 2015,

but from that point will level off at a consistent growth rate between 4.5% and 5% for the next ten years.

2010 Census	Population Projections			
	2015 Projection	2020 Forecast	2025 Forecast	2030 Forecast
21,219	23,460	24,662	25,777	26,951
Percentage Growth: 10.6%				
Percentage Growth: 5.1%				
Percentage Growth: 4.5%				
Percentage Growth: 4.6%				

Land Use

According to the last Comprehensive Plan update, in 2008, single family detached homes dominate the landscape with over 38% of the land area. It takes the total of the next six land uses to total that land area that is single family detached homes. Those uses are, in order, office (8.60%), agricultural (7.59%), vacant (6.57%), home owners association (5.77%), County property (5.48%) and Township or other open space (5.19%). While it is acknowledged that the land use calculations are dated given the age of the Comprehensive Plan, it is not anticipated that these numbers would change significantly. The percentage of vacant land may have dropped somewhat, but the Comprehensive Plan had anticipated most of the development that has occurred in the past ten years; with most of that development as single family development. Of any use listed in the chart from 2008, the County property is significantly less (by about 200 acres) given their sale of the Parkhouse Property; this property would now be considered an institutional use. The top ten land uses according to the 2008 Comprehensive Plan are as follows:

Land Use	Acreage	Percent of Land Area
Single Family Detached	3,877.73	38.41%
Office	867.78	8.60%
Agricultural	766.75	7.59%
Vacant	663.55	6.57%
Home Owners Association	582.14	5.77%
County	552.94	5.48%
Township Open Space	523.84	5.19%
Institutional	426.78	4.23%
Single Family Attached	400.03	3.96%
Utility	253.02	2.51%

Transportation Network

The transportation network within Upper Providence Township serves both local and regional traffic. As classified by PennDOT and Upper Providence Township's Subdivision and Land Development Ordinance, and the Township's adopted Right-of-Way Map road within the township are classified as the following:

Limited Access Highways (minimum right-of-way of 120-feet)

- Route 422

Arterial (minimum right-of-way of 100-feet)

- Route 29/Collegeville Road
- Township Line Road

Collector (minimum right-of-way of 80-feet)

- | | |
|---------------------------|------------------------|
| – Ridge Pike | – Linfield Trappe Road |
| – Rittenhouse Road | – Lewis Road |
| – Vaughn Road | – Second Avenue |
| – Trappe Road (Route 113) | – Black Rock Road |
| – Yeager Road | – Bechtel Road |
| – Hopwood Road | – Arcola Road |
| – Egypt Road | |

Feeder (minimum right-of-way of 60-feet)

- | | |
|------------------------|------------------------|
| – Greenwood Avenue | – Kline Road |
| – Borough Line Road | – Springer-town Road |
| – Mingo Road | – Old State Road |
| – Fruit Farm Road | – Troutman Road |
| – Ashenfelter Road | – Hollow Road |
| – North Mennonite Road | – South Mennonite Road |
| – Greentree Road | – Brower Road |
| – Cider Mill Road | – Port Providence Road |

All other roads in Upper Providence Township are considered Residential roads, with a right-of-way of 50-feet, or Village roads, with a right-of-way of 40-feet.

As of the 2008 Comprehensive Plan and the 2018 Township budget/capital improvement list no major road projects were planned. All road improvement projects listed within the 2018 budget were repaving and repair projects.

Current Subdivision/Land Development Activity

The following plans are recent or current land development applications:

- 239 Grace Street a 5-lot subdivision with conditional tentative approval from the board of Supervisors.
- 615 Egypt Road, a 49-unit townhome community on Egypt Road with preliminary plan approval from the Board of Supervisors

- Catskill Farms (615 Port Providence Road), a four lot subdivision with tentative plan approval from the Board of Supervisors.
- DeVimy Equities, on Collegeville Road north of Arcola Road, is proposing a school and dental office; currently on hold pending necessary zoning relief.
- Michael Kirk/DDHD Holding, a minor subdivision at 425 Mennonite Road; currently waiting for an appearance before the Planning Commission
- Providence Business Park 3 / BWR, a proposed rehabilitation center currently waiting on Conditional Use approval.
- SEI Corporation north campus master plan (5 buildings with a parking garage)
- Spares Lane, a five lot subdivision with a pending application for preliminary plan approval.

The following developments are currently under construction within the Township:

- All Time Storage (Kline Road and Ridge Pike): self-storage facility—phase one complete
- Global Packaging, a 225,000 square foot manufacturing facility on Hollow Road, south of Egypt Road
- Highpointe at Providence (Black Rock Road & Route 29 intersection): 52 attached singles
- Highfield at Providence (Borough Line Road at Valley View Road): 28 single family detached homes
- Morgan Tract (Route 29, south of Black Rock road): 89 single homes and townhouses
- Preserve at Providence (Black Rock Road, west of Route 29): 97 single and carriage homes
- Rouse Chamberlin/Ridgewood Development (Linfield Trappe Road)—Phased townhome development with 235 total units.
- Starbucks at the intersection of Mill and Egypt Roads
- SEI Corporation (Cider Mill Road)-parking garage construction on the south side of Upper Indian Head Road.

Build-out Methodology and Zoning Ordinance Assumptions

Build-out Methodology

The build-out analysis in the next section is based on the following assumptions:

- (1) Each parcel, unless otherwise noted in the build out chart on page 14, will be developed as zoned.
- (2) Development is based on an “efficiency ratio” of 80%; this is a 20% allowance on any given parcel for the development of roads and other infrastructure necessary for new development.
- (3) Properties that were smaller than the minimum lot size permitted in their district were deducted from the build out projection.
- (4) While higher density options may exist for some of the R-1 parcels with available overlay districts and other options available in the zoning ordinance, for the purposes of this study conventional build-out methods were applied.
- (5) For units in the Institutional Overlay District, the density calculation is for the total number of units, not the number of potential beds. The Zoning Ordinance allows for two (2) beds per unit.
- (6) While higher unit output may be attained with the consolidation of adjacent parcels and through shared infrastructure, for the purposes of this study parcel build-out was only calculated on an individual lot basis.
- (7) Given the rate of development within Upper Providence Township over the last twenty years, and the general health of the development economy with the Township, it is assumed for purposes of this report that all of the land with development potential will develop within the ten-year window of this report.

Zoning Ordinance Assumptions

Community and Regional Shopping Center (CRSC) District*

- Square footage of parcel multiplied by 25% building coverage and a 70% efficiency ratio to determine final building area

Interchange Office (IO) District

- Square footage of parcel multiplied by 10% building coverage and a 80% efficiency ratio

Interchange Office, Retail, Service and Recreation (IO-3) District

- Application for development proposal under the Residential Use Group-3 provisions

Institutional Overlay Zoning

- Fifteen (15) units per developable acre with an 80% efficiency ratio.

M-1 Office and Light Industrial District

- Square footage of parcel multiplied by 40% building coverage and a 80% efficiency ratio

M-2 Manufacturing Industrial District

- Square footage of parcel multiplied by 60% building coverage and a 80% efficiency ratio

Neighborhood Convenience Commercial District

- Square footage of parcel multiplied by 20% building coverage and an 80% efficiency ratio (for parcels greater than 3 acres).

PBO Professional Business Office District

- Square footage of parcel multiplied by 25% building coverage and a 80% efficiency ratio

R-1 Residential Agricultural

- Square footage of parcel divided by 43,560 square feet and an 80% efficiency ratio.

R-2 Residential District

- Determine availability of public water and sewer for each parcel identified. If both are available, square footage of parcel will be divided by 15,000 square feet and multiplied an 80% efficiency ratio. If only is available, square footage of parcel will be divided by 30,000 square feet and multiplied by an 80% efficiency ratio. If neither sewer nor water are available, the R-1 calculation will be used.

Village Commercial and Office (VCO) District

- Square footage of parcel multiplied by 20% building coverage and an 80% efficiency ratio (for parcels greater than 3 acres).

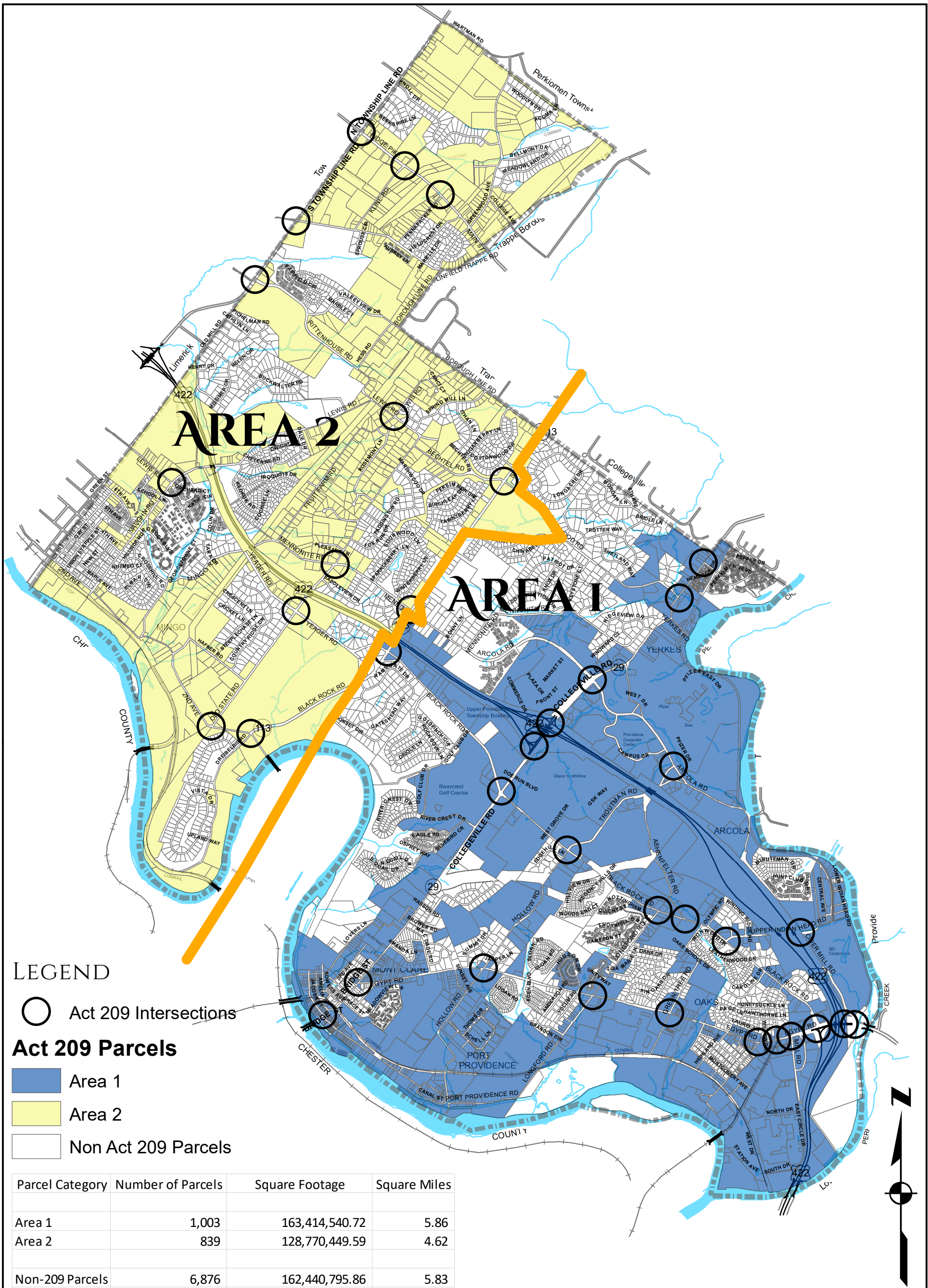
F u t u r e D e v e l o p m e n t P o t e n t i a l

Act 209 Service Area Determination

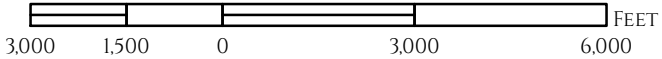
As the initial formulation of the Act 209 Study was discussed at the meetings of the Upper Providence Township Impact Fee Committee, it was determined that with the limitation on service area size at seven (7) square miles and given the geography of Upper Providence Township, two Act 209 Service areas would better serve and include all the potential development within the Township.

Map 1: Act 209 Service Areas on the following page also shows the geographic division of the Township into two Act 209 areas, and the following chart shows the specific area calculations:

Parcel Category	Number of Parcels	Square Footage	Square Miles
Area 1	1,003	163,414,540.72	5.86
Area 2	839	128,770,449.59	4.62
Non-209 Parcels	6,876	162,440,795.86	5.83



MAP 1: ACT 209 SERVICE AREAS



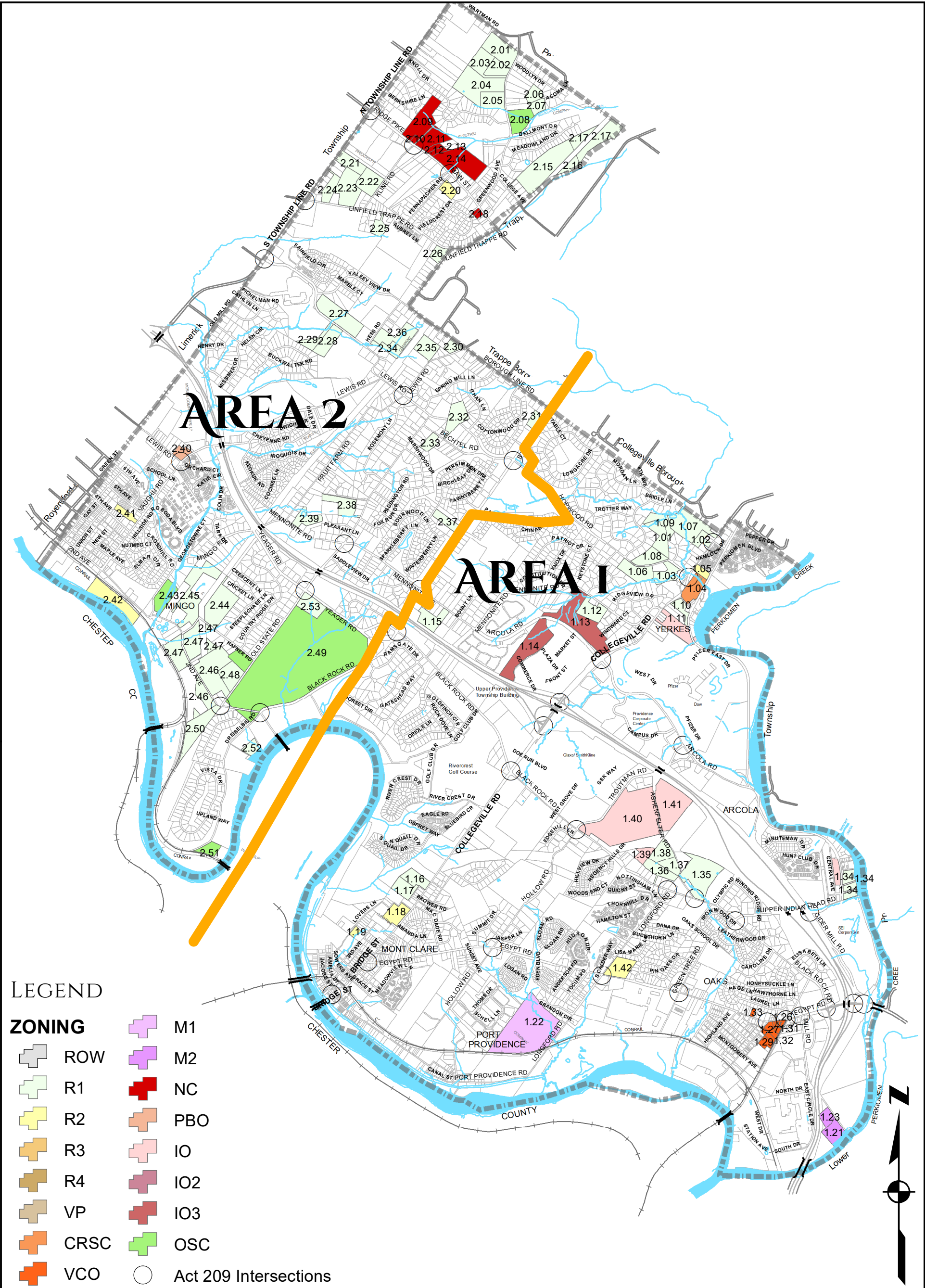
UPPER PROVIDENCE TOWNSHIP
MONTGOMERY COUNTY PENNSYLVANIA
1286 BLACK ROCK ROAD, PO BOX 406, OAKS PENNSYLVANIA 19456

PREPARED BY:
GRACE PLANNING ASSOCIATES
GRACEPLAN.NET | GGRACE.AICP@GMAIL.COM
PO BOX 655, OAKS PENNSYLVANIA 19456 | 484.390.5200

Build-out Analysis Summary

Map 2: Act 209 Service Area Vacant Land by Zoning District shows each service area and the vacant parcels and those parcels that are considered under-developed by their current zoning classification. While compiled and detailed calculations on an individual parcel can be found in **Appendix A: Build-out Calculations** the following chart shows the final tabulation of potential build-out for Upper Providence:

Area 1		Area 2	
Residential Units		Residential Units	
Single Family Detached	334	Single Family Detached	380
Apartment/Multi-Family	585	Institutional	2,495
Non Residential	Square Footage	Non Residential	Square Footage
Commercial/Retail Space	88,938	Commercial/Retail Space	395,552
Office	614,038	Office	33,144
Industrial	1,102,353	Industrial	0
Institutional	16,000		



LEGEND

ZONING

ROW

R1

R2

R3

R4

VP

CRSC

VCO

M1

M2

NC

PBO

IO

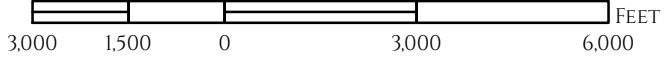
IO2

IO3

OSC

Act 209 Intersections

MAP 2: ACT 209 SERVICE AREAS
BY ZONING DISTRICT



UPPER PROVIDENCE TOWNSHIP
MONTGOMERY COUNTY PENNSYLVANIA
1286 BLACK ROCK ROAD, PO BOX 406, OAKS PENNSYLVANIA 19456

DATE PREPARED: MARCH 9, 2018

PREPARED BY:
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Appendix A: Build-Out Calculation

Parcel Identification Number (see Map 2)	Montgomery County Parcel Number	Zoning District	Parcel Square footage	Potential Development (units)	Potential Development Area (SF)
Area 1					
*1.04	610005671001	CRSC	435,494.65	159	16,000
1.11		IO	519,467.54		41,557
1.39	610000175043	IO	209,823.95		16,786
1.40	610000175007	IO	2,932,651.28		234,612
1.41	610000175034	IO	1,222,373.62		97,790
1.13	610003655012	IO3	1,395,579.17		223,293
*1.14	610001150004	IO3	1,077,207.57	585	15,400
1.22	610003310004	M1	2,569,037.34		822,092
1.21	610003694007	M2	394,911.40		189,557
1.23	610003691001	M2	188,965.02		90,703
1.01	610002566001	R1	459,415.53	8	
1.02	610001198001	R1	187,548.75	3	
1.03	610002587007	R1	362,137.00	7	
1.06	610002593001	R1	496,632.73	9	
1.07	610001204004	R1	892,350.40	16	
1.08	610002593001	R1	390,568.14	7	
1.09	610002565002	R1	298,031.97	5	
1.10	610005704004	R1	192,532.34	4	
1.12	610003658007	R1	446,176.20	8	
1.15	610003634004	R1	418,012.49	8	
1.16	610001111007	R1	336,795.82	6	
1.17	610001108001	R1	331,569.72	6	
1.34	610002638001	R1	333,912.47	6	
1.35	610000259004	R1	1,141,895.54	21	
1.36	610000250004	R1	353,103.66	6	
1.37	610000181001	R1	244,190.04	4	
1.38	610000178004	R1	363,630.45	7	
1.05	610001045001	R2	125,408.88	7	

Parcel Identification Number (see Map 2)	Montgomery County Parcel Number	Zoning District	Parcel Square footage	Potential Development (units)	Potential Development Area (SF)
**1.18	610001084007	R2	370,771.85	7	
1.19	610003320084	R2	68,573.96	4	
1.42	610001357004	R2	456,577.91	24	
1.24	610001498007	VCO	17,042.01		2,727
1.25	610001492004	VCO	11,033.50		1,765
1.26	610001483004	VCO	23,817.32		3,811
1.27	610001501004	VCO	112,647.86		18,024
1.28	610001489007	VCO	10,842.41		1,735
1.29	610000637004	VCO	112,069.98		17,931
1.30	610001486001	VCO	5,380.43		861
1.31	610001495001	VCO	48,128.42		7,701
1.32	610000634007	VCO	85,427.12		13,668
1.33	610001300007	VCO	33,225.92		5,316
Total Area 1:				919	1,821,329
Area 2					
2.09	610004413008	NC	782,900.81		125,264
2.10	610004414007	NC	42,652.40		6,824
2.11	610003457001	NC	433,392.83		69,343
2.12	610003460007	NC	82,720.38		13,235
2.13	610003463004	NC	80,402.47		12,864
2.14	610003454004	NC	978,863.94		156,618
2.18	610003481004	NC	47,710.64		7,634
2.19	610003484109	NC	23,554.71		3,769
***2.49	610001252001	OSC	9,056,832.13	2,495	
****2.51	610001216001	OSC	216,168.60	4	
2.40	610003034001	PBO	165,720.21		33,144
2.01	610002238203	R1	699,670.76	13	
2.02	610002238005	R1	304,763.97	6	
2.03	610002237906	R1	486,977.48	9	
2.04	610002237006	R1	1,078,071.97	20	
2.05	610002236007	R1	419,250.04	8	
2.06	610000015005	R1	222,476.32	4	
2.07	610000013205	R1	199,262.18	4	
2.15	610000901001	R1	1,310,793.12	24	
2.16	610000901001	R1	180,222.66	3	

Parcel Identification Number (see Map 2)	Montgomery County Parcel Number	Zoning District	Parcel Square footage	Potential Development (units)	Potential Development Area (SF)
2.17	610000928001	R1	802,984.79	15	
2.21	610005047004	R1	356,658.01	7	
2.22	610002827001	R1	483,113.91	9	
2.23	610003073016	R1	725,203.75	13	
2.24	610003070001	R1	296,423.18	5	
2.25	610003163016	R1	214,813.68	4	
2.26	610003178001	R1	193,653.79	4	
2.27	610004456001	R1	824,041.47	15	
2.28	610004456001	R1	434,928.67	8	
2.29	610004459043	R1	251,539.74	5	
2.30	610000438509	R1	160,166.45	3	
2.31	610005076308	R1	190,414.32	3	
2.32	610000185006	R1	477,983.31	9	
2.33	610000193007	R1	199,805.77	4	
2.34	610002301806	R1	246,497.80	5	
2.35	610002977022	R1	383,084.78	7	
2.36	610002302004	R1	572,453.22	11	
2.37	610005075606	R1	273,108.76	5	
2.38	610003991007	R1	434,315.61	8	
2.39	610003532007	R1	323,936.19	6	
2.44	610002373104	R1	901,885.63	17	
2.45	610004572605	R1	1,022,052.98	19	
2.46	610004585007	R1	1,459,203.42	27	
2.47	610004666007	R1	1,164,673.76	21	
2.48	610004066004	R1	454,409.80	8	
2.50	610004670003	R1	697,632.67	13	
2.52	610001219007	R1	184,225.25	3	
2.20	610003493001	R2	192,604.26	10	
2.41	610005272004	R2	159,736.52	9	
**2.42	610004555055	R2	794,725.62	15	
Total Area 2:				2,875	428,696

*Subject of Land development proposal

** No sewer or water provided to parcel; property developed under R-1 requirements per R-2 Zoning District

***Parcel is within the Institutional Overlay District

****Build out calculated as an R-1 Parcel due to private ownership in OSC District



The Borough of Phoenixville

CHESTER COUNTY, PENNSYLVANIA

351 Bridge Street, 2nd Floor, Phoenixville, PA 19460
Phone: (610) 933-8801 Fax: (610) 983-0621

August 14, 2018

Geoffrey B. Grace, AICP
Zoning Officer/Director of Planning
Upper Providence Township 1286 Black Rock Road
P. O. Box 406
Oaks, PA 19456

Re: Upper Providence Township Act 209 Land Use Assumptions Report

Dear Mr. Grace:

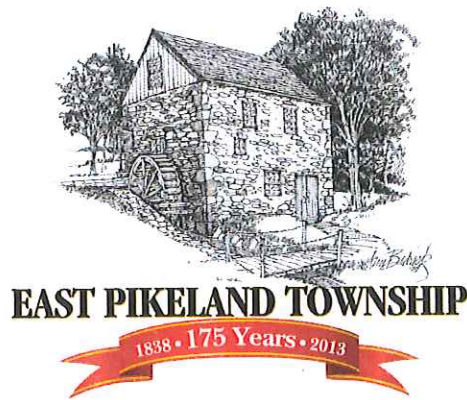
We received a copy of the Draft Upper Providence Township Act 209 Land Use Assumptions Report.

We appreciate the opportunity to review and comment on the Draft Report. With SR 29 and SR 113 serving as major pass through routes through northern Chester County and the Borough of Phoenixville, we hope the proposed impact fees will help mitigate future traffic impacts to the greatest extent possible.

Sincerely,



E. Jean Krack
Borough Manager



August 15, 2018

Geoffrey B. Grace, Zoning Officer
Township of Upper Providence
PO Box 406
Oaks, PA 19456

RE: Act 209 Land Use Assumption Report

Dear Mr. Grace:

The East Pikeland Planning Commission reviewed the proposal for the above referenced project at their August 13, 2018 public meeting and offer the following comments:

The report was very informative. The anticipated population growth, future land use assumptions, and projected expansion of the transportation network are overwhelming in the eyes of a smaller municipality such as East Pikeland. Although the municipal boundary of Upper Providence does not immediately abut lands in our township, we greatly appreciate the opportunity to review the report and we fully support your efforts toward the Act 209 adoption.

Sincerely,



Kisha Tyler
Zoning Officer

Cc: East Pikeland Planning Commission



THE COUNTY OF CHESTER

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Brian N. O'Leary, AICP
Executive Director

PLANNING COMMISSION

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West Chester, PA 19380-0990
(610) 344-6285 Fax (610) 344-6515



August 28, 2018

Geoffrey B. Grace, AICP,
Zoning Officer/Director of Planning
Upper Providence Township
1286 Black Rock Road, P.O. Box 406
Oaks, PA 19456

Re: Act 209 Land Use Assumptions Report
Upper Providence Township, Montgomery County - MA-08-18-15540

Dear Mr. Grace:

The Chester County Planning Commission has reviewed the proposed Act 209 Land Use Assumptions Report as submitted by Upper Providence Township. The referral for review was received by this office on August 6, 2018. This review is requested under the provisions of the Pennsylvania Municipalities Planning Code (MPC). We offer the following comment.

COMMENT:

1. We commend Upper Providence Township for crafting a document that combines extensive data collection with thoughtful analysis and projection. This report contains all the elements required by the Pennsylvania Municipalities Planning Code and should prove to be an effective foundation towards the adoption of a Traffic Impact Fee Ordinance.

RECOMMENDATION: The Chester County Planning Commission supports Township in the creation of the Land Use Assumptions report as an element in the adoption of a Traffic Impact Fee Ordinance.

Thank you for the opportunity to provide input on the Upper Providence Township Land Use Assumptions Report.

Sincerely,

Glenn Bentley
Senior Review Planner

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JODY L. HOLTON, AICP
EXECUTIVE DIRECTOR

August 31, 2018

Mr. Geoffrey Grace, Director of Planning & Zoning
Upper Providence Township
1286 Black Rock Road, PO Box 406
Oaks, Pennsylvania 19456

Re: MCPC # 18-0179-001
Plan Name: Act 209 Land Use Assumptions Report
Situate: Township

Dear Mr. Grace:

We have reviewed the above-referenced land use assumptions report in accordance with Section 504 – A of Act 247, "The Pennsylvania Municipalities Planning Code", as you requested on August 6, 2018. We forward this letter as a report of our review and recommendations.

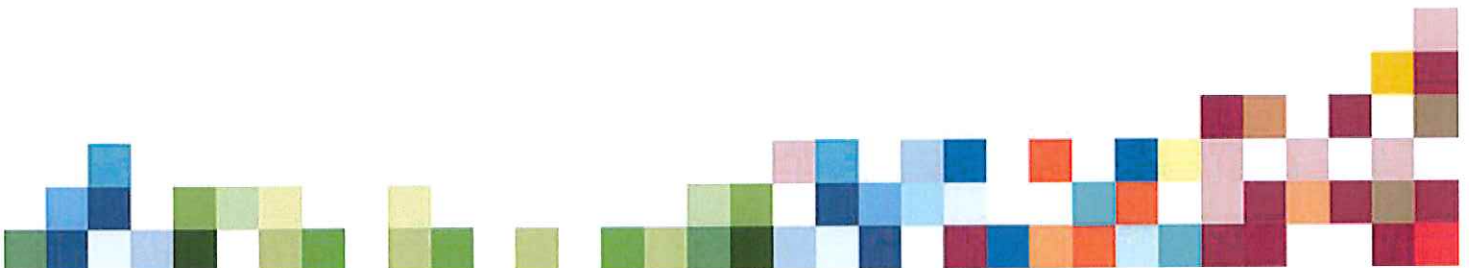
BACKGROUND

Our office has received for review a draft copy of a land use assumptions report for Upper Providence Township. The report, as required by Pennsylvania state statute, shall document and *describe the existing land uses within the designated area or areas within the municipality and the highways, roads or streets incorporated therein*. And, as a result of analysis, projections will be put forth that will *reflect projected changes in land uses, densities of residential development, intensities of nonresidential development and population growth rates which may affect the level of traffic within the designated area or areas*.

This study, as submitted to the County, is the first step in a multi-step process required for the municipality to implement a Traffic Impact Fee Ordinance in accordance with provisions established in the Pennsylvania Municipalities Planning Code under Article V – A, Municipal Capital Improvement.

RECOMMENDATION

The Montgomery County Planning Commission (MCPC) supports the adoption of the land use assumptions report. We feel that the assumptions in the report accurately reflect the best projection of future growth within the municipality. We have, however, in the course of our review identified the following issues which the Township may wish to consider prior to final approval.



REVIEW COMMENTS**A. Report methodology**

In order to properly determine the need and timing of capital improvements to serve future development within the municipality, a *reasonable* estimation of future growth is required. Thus, the report should fully document the methodology used for preparing the growth and land use assumptions. While it appears that the methodology used in this report is accurate, the MCPC recommends that confirmation be made that the following factors are taken into account:

Environmentally constrained lands. Significant areas of environmentally constrained lands, which can impact various parcels by limiting their development potential should be accounted for and subtracted out or deducted from developable lands, where information is available. It is stated in the methodology section that an “efficiency ratio” of 80% is used, with a factor of 20% on any given parcel “for the development of roads and other infrastructure”. This factor could be higher (up to 30%) to account for environmental constraints. Additionally, “other infrastructure” should include stormwater management facilities.

Consistency with Municipal Act 537 Plan. The analysis should be consistent with the township’s Act 537 Plan. We observe that the report does not seem to clearly acknowledge how the analysis is consistent with said plan. Although the report makes mention of the availability of water and sewer being taken into account in the Zoning Ordinance Assumptions section, the report does not fully document water service and sewer service areas, which are important considerations affecting build-out.

B. Time frame of analysis

While the report does mention a “ten-year time frame”, it appears to be unclear what the baseline year is. The report should be amended to clearly state in all applicable sections the base year for development and the projection year.

C. Consistency with Township Comprehensive Plan

As a prerequisite to an Act 209 Study, the Pennsylvania Municipalities Planning Code requires the adoption of a municipal comprehensive plan. We find that the report is generally consistent with the Upper Providence Township Comprehensive Plan Update, adopted in 2010. The build-out analysis appears to be consistent with the Land Use Plan Element of the Plan.

D. Consistency with County Comprehensive Plan

The submitted land use assumptions report is also generally consistent with the Montgomery County Comprehensive Plan, *Montco 2040: A Shared Vision*. Growth is projected to primarily take place in areas of the municipality which are deemed appropriate by the future land use vision laid out in the Plan.

E. Population Projections

Our office notes that the report properly documents population projections, consistent with Delaware Valley Regional Planning Commission (DVRPC) data; but, there does not appear to be any analysis of the correlation between population growth and the number of units to be built or projected in the

build-out for the township. The report should confirm that the growth in population is consistent with the number of units projected to be built during the same time frame.

F. Current Subdivision/Land Development Activity

Under the list of plans that are recent or current land development applications, Residences at Providence Town Center does not seem to be documented. However, it appears to be listed in the build-out calculations found in Appendix A.

CONCLUSION

We wish to reiterate that MCPC generally supports the adoption of this land use assumptions report.

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

Sincerely,

A handwritten signature in black ink that reads "Kevin Chavous". The signature is fluid and cursive, with the first name "Kevin" and last name "Chavous" clearly distinguishable.

Kevin Chavous, ASLA, SITES AP, LEED AP BD+C, LEED AP ID+C, LEED AP ND, LEED AP Homes, CNU-A, AICP CUD
Design Planner
610.278.3731 e mail kchavous@montcopa.org

c: Timothy Tieperman, Township Manager