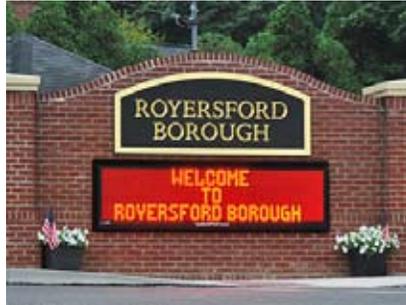




Borough of Royersford

Montgomery County, PA



Comprehensive Plan

January 2017



Consultants:
Urban Research & Development Corporation
Bethlehem, Pennsylvania



This Plan Was Prepared
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This Plan was adopted by the Royersford Borough Council on January 31, 2017.

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INTRODUCTION

What is the Comprehensive Plan?

How Was This Plan Prepared?

This Comprehensive Plan provides an overall set of policies and recommendations for the future development, redevelopment and conservation of Royersford over the next 15 years. This Plan helps to ensure that Royersford retains the qualities that make people want to live, work and enjoy recreational activities within the Borough.

This Plan is not a regulation, but instead provides the basis for suggested changes to the Borough's development regulations.



Borough Hall

This Plan was developed in draft form during monthly meetings of a Steering Committee, with members appointed by Borough Council. First, maps showing existing conditions were prepared, as well as summaries of previous plans and reports. Information was collected on existing conditions, and interviews were held with various groups and officials to understand key issues. An online citizen survey was conducted.

A Vision Statement, Mission Statement and a set of Goals were prepared to provide overall direction for the Plan. A public meeting was then held to discuss the initial set of overall recommendations. Next, the Plan document was prepared.

Public meetings were held by the Borough Planning Commission and Borough Council to obtain public input on the complete Plan, prior to adoption.

Major Benefits of the Comprehensive Plan

The Comprehensive Plan offers many benefits, including the following:

- addressing land uses in coordination with transportation issues, to avoid future traffic problems;
- avoiding conflicts between different types of development, such as avoiding allowing intense business uses adjacent to a residential neighborhood;
- recommending actions and improvements to strengthen the Downtown and to revitalize older blocks;
- considering development policies in a comprehensive and coordinated manner, as opposed to piecemeal review of individual lots; and
- recommending ways to meet recreational needs of residents.

MAJOR FINDINGS: EXISTING CONDITIONS

The Appendices include information about existing conditions and trends in Royersford.

The following are highlights of those findings:

- Royersford has a desirable regional location, with two nearby interchanges of the Route 422 expressway, within a region with substantial employment opportunities and above average incomes. However, increasing congestion along Route 422 will continue to increase commuting times to King of Prussia and other employment centers. Main Street also carries substantial traffic because it connects to one of the limited number of bridges over the Schuylkill River. One goal is to capture some of this pass-by traffic to serve as customers for local businesses.

Map 1



- Royersford in 2014 had an estimated population of 4,785. This was a significant increase from the 2000 population of 4,246, which primarily resulted from new housing along 1st Avenue.
- Royersford has experienced continual decreases in the percentage of housing units that are owner-occupied - from 63 percent in 1970, to 55 percent in 1980, to 52 percent in 2000, to 50 percent in 2010. Nationwide, the owner-occupancy rate has decreased after the Great Recession.
- An inventory of historic buildings in Royersford identified 87 significant buildings, most of which are clustered in the older parts of the Borough between Washington and Chestnut Streets. There currently are no regulations that would prevent demolition of any of these buildings.

- The main natural features within Royersford include flood-prone areas along the Schuylkill Riverfront and scattered areas of steep slopes near the railroad corridor.
- The Royersford Economic Revitalization Plan was updated in 2011. It identified the following assets of Royersford:
 - the Riverfront Park and Trail,
 - the Downtown streetscape improvements,
 - the availability of municipal parking lots in the downtown,
 - the town’s location within a growing region where many residents have above average incomes,
 - the hundreds of new housing units built along First Avenue, and
 - the relatively low crime rate.
- Some of the constraints identified in the Economic Revitalization Plan included:
 - certain underutilized buildings along Main Street that need rehab or replacement,
 - the need for more businesses that would cause through-traffic to stop and do business in Royersford, 3)
 - the limited amount of modern building space within the town for offices and business park uses, and
 - the need for rehabilitation of some of the older housing in the Borough.

THE OVERALL DIRECTION OF THIS PLAN

The following Vision Statement, Mission Statement and Goals provide overall direction for this Comprehensive Plan.

Vision Statement

Royersford is committed to:

- a character that is pedestrian-friendly and bicycle-friendly,
- highly livable neighborhoods,
- a healthy environment,
- a strong and stable economy, including a vibrant downtown, and
- citizens who are inspired to be valuable partners in creative problem solving.



Mission Statement

Our community is dedicated to offering a healthy environment with diverse economic opportunities, an environment that is conducive to bicycling and walking, clean and safe streets, convenient public transit options, and a respect for our rich heritage.

Royersford promotes economic vitality through well-planned growth, in a manner that maintains a high quality of life for residents.

We will offer expanded opportunities through public engagement, volunteerism, innovation and community collaboration.

Major Goals and Objectives

The following are the major goals of this Plan, along with objectives. The main body of this Plan provide strategies in boldface to carry out these goals and objectives.

Historic Preservation Plan

Goal Emphasize historic preservation, sensitive building rehabilitation, and suitable adaptive reuses of older buildings.

Objective: Use demolition controls for the most important buildings, incentives and public education to protect historic buildings and areas.

Land Use and Housing Plan

Goal Provide for compatible transitions between different land uses and different intensities of development, to protect residential areas.

Objective: Promote compatible mixes of land uses, in a way that reduces dependence upon motor vehicles for everyday needs and encourages people to live closer to their work.

Goal Maintain an attractive and walkable historic "small town" character throughout Royersford.

Objective: Seek that new development have similar scale and setbacks to existing older development.

Goal Provide for a range of housing types to meet varied needs.

Objective: Encourage a higher level of homeownership, while also meeting the needs of older persons and persons with disabilities.

Objective: Make sure that the existing housing stock is properly maintained, through assertive code enforcement and linking property-owners to available resources.

Natural Features Plan

Goal Protect and enhance important natural features, particularly including the Schuylkill River corridor.

Objective: Improve the quality of stormwater runoff by managing it at its source, allowing it to soak into the ground, and slowing it down.

Objective: Encourage increased energy conservation and use of renewable energy.

Objective: Promote street tree plantings and the establishment of a tree canopy over most parking lots and open areas in the Borough.

Community Facilities and Services Plan

Goal Provide high quality community and municipal facilities and services in the most cost-efficient manner.

Objective: Seek additional grants to fund community needs.

Objective: Make sure facilities are adequate for public services.

Transportation Plan

Goal Manage streets to improve traffic safety, promote use of public transit, provide for pedestrian and bicycle travel, and moderate traffic speeds while also providing room for trees and greenery.

Objective: Make Royersford more bicycle and pedestrian-friendly and seek safe connections to stores, schools, parks and trails within Royersford and neighboring municipalities.

Objective: Promote expanded use, availability and frequency of service of public transit.

Revitalization and Capital Improvements Plan

Goal Promote business development, in order to increase employment opportunities and tax revenues, and while fostering entrepreneurship.

Objective: Continue to strengthen Downtown Royersford as a town center with a mix of office, retail, service, civic, arts, cultural, entertainment and residential uses.

Putting This Plan Into Action

Goal:Continually work to put this Plan into action - through a program of intergovernmental cooperation and updated planning, and many short-term actions within a long-range perspective.

Objective: Promote substantial citizen input, including making sure residents are well-informed about community issues and have plentiful opportunities to provide their opinions on Borough matters.

Objective: Coordinate transportation, development and infrastructure across municipal borders, and seek out opportunities for additional shared municipal services.

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EXECUTIVE SUMMARY

The following are highlights of major recommendations in this Plan.

Preserve Important Historic Buildings and Areas

- Establish zoning provisions to require pre-approval of the demolition of important historic buildings, but without regulating routine changes to buildings.



Plan for Future Land Uses and Housing

- Maintain the character and livability of existing residential areas, while avoiding excessive densities and parking problems.
- Make sure that new development is compatible with older neighborhoods, including maintaining similar setbacks, planting street trees, promoting front porches and placing most parking to the side or rear of buildings.
- Carefully manage industrial uses to protect adjacent residential neighborhoods, while attracting new employers.

Strengthen the Downtown

- Promote active street-front uses along Main Street. Promote upper story office and residential uses. Direct new parking to the rear of lots, on-street spaces and eventually a parking structure.
- Strengthen the Downtown, with additional special events, marketing, attraction of new businesses, and well-managed parking.

Improve Sustainability

- Carry out a full set of efforts to improve sustainability, including promoting renewable energy (including solar energy, such as over vehicle parking), seeking additional carpool parking areas in the surrounding region, providing incentives for green buildings, improving the quality of stormwater runoff, promoting groundwater recharge, improving the Schuylkill River corridor as a scenic and recreational asset, and emphasizing tree planting.

Provide Quality Community Facilities and Services

- Continue to make needed improvements to Borough Parks and complete the Riverfront Trail.
- Seek funding to add recorded security cameras in key areas.

Improve Transportation and Carefully Manage Parking

- Manage parking so that the most convenient spaces are available for high turnover by customers.
- Over the long-run, seek to re-establish commuter rail service to Royersford.
- Make the Royersford area safer and more convenient for bicyclists and pedestrians, in cooperation with adjacent municipalities.

HISTORIC PRESERVATION PLAN

GOAL Emphasize historic preservation, sensitive building rehabilitation, and suitable adaptive reuses of older buildings.

Objective: Use demolition controls for the most important buildings, incentives and public education to protect historic buildings and areas.

Historic preservation is critical to preserve the attractiveness and character of Royersford. Royersford's historic character attracts businesses, customers, and residents. The craftsmanship of historic buildings cannot be replicated today. Historic preservation also provides links to the area's rich heritage. Furthermore, historic rehabilitation reduces consumption of energy and resources and provides higher levels of employment, compared to spending the same dollars for new construction.



Strategy H.1. – Enact zoning provisions to require pre-approval of demolition of important historic buildings.

Many buildings contribute to the historic streetscape along a block, even if the building is not significant by itself. For example, a pattern of front porches and a lack of front yard parking is a critical aspect of many older blocks. There currently are no regulations to prevent the demolition of historic buildings in Royersford.

Zoning provisions should be adopted to protect the most important buildings with historic architecture. These provisions would require Borough Council approval prior to any partial or complete demolition, or the removal of a porch or historic architectural features visible from a public street. A set of ordinance standards should guide Council's decision on whether to propose a demolition. For example, a demolition could be approved if a building owner proves the building cannot be reused in a cost-effective manner, or if the building demolition needs to occur to allow a new project that will provide substantial public benefits (such as a street safety improvement).

This type of provision would be less burdensome than the typical local "historic district" regulations that are used in some other municipalities. In comparison, the provisions proposed in Royersford would not regulate routine replacements of doors, windows and roofing materials.

The Appendices includes a listing and map of older buildings in the Borough. That listing should be the starting point for deciding which buildings are worthy of demolition controls. A volunteer committee of interested persons could be asked to narrow down that list to result in a list of the most important buildings. For example, even though building may be

old, it may be in poor condition or may have been substantially altered so that it should not be targeted for demolition controls.

Strategy H.2. – Offer zoning incentives for rehabilitation of important older buildings.

The Borough could consider additional zoning incentives for selected important historic buildings. For example, certain uses could be allowed within selected historic buildings that would otherwise not be allowed within that zoning district. As a condition, the exterior of the building would need to be rehabilitated in a historically sensitive manner. The Zoning Hearing Board could also be given authority to modify selected zoning requirements by special exception where it is shown to be needed to allow for a reasonable use of an important historic building.

Zoning and subdivision regulations should be further updated to maintain the historic character of various areas of the City. For example, new front yard parking should be avoided in older areas, and most parking should be placed to the rear of buildings.

Strategy H.3. – Use public education to promote interest in historic rehabilitation.

There should be an emphasis on public education to increase appreciation of Royersford's historic buildings, and to provide information about proper rehabilitation methods. Many prospective home buyers in the region may be unaware that Royersford has a wealth of large historic homes. Realtors and the Spring-Ford Area Historical Society may assist in these efforts. The Borough should form a partnership with the Spring-Ford Area Historical Society to provide information to the public about the proper ways to repair, maintain and update older buildings without harming historic features.

Additional historic preservation information and links to informational resources should be added on the Borough website. For example, links can be provided to the free online National Park Service preservation reports on various building features and issues. Workshops could also be offered to property owners about proper methods of historic rehabilitation.

A standardized historic building plaque should be designed for Royersford. Most communities use a bronze-style plaque of about 10 inches by 7 inches, which can be customized with the date of the building. Owners of older buildings should then be encouraged to order and pay for one of these plaques, and mount it next to their front door. The goal is to spur greater interest in historic rehabilitation.

Strategy H.4. – Promote financing options for historic rehabilitation.

If a state-certified Historic District would be established, federal tax credits for historic rehabilitation would be available. However, the current federal tax credits are only available for investment properties, and not for owner-occupied homes.

It would be desirable to seek funds to establish a revolving low-interest loan fund to rehabilitate historic buildings. This type of program would be particularly useful to de-convert houses from multiple apartments to one family homes. A revolving loan fund could potentially be established with state grants and/or with the voluntary involvement of local financial institutions.

LAND USE AND HOUSING PLAN

This section addresses future land use and housing policies, including recommendations for new development and redevelopment. This section is intended to provide the basis for recommended revisions to development regulations of the Borough to carry out the Plan.

GOAL Provide for compatible transitions between different land uses and different intensities of development, to make sure that the livability of residential areas are prioritized.

Objective: Promote compatible mixes of land uses, in a way that reduces dependence upon motor vehicles for everyday needs and encourages people to live closer to their work.

GOAL Maintain an attractive and walkable historic "small town" character throughout Royersford.

Objective: Seek that new development have a similar scale and setbacks to existing older development.

GOAL Provide for a range of housing types to meet varied needs.

Objective: Encourage a higher level of homeownership, while also meeting the needs of older persons and persons with disabilities.

Objective: Make sure that the existing housing stock is properly maintained, through assertive code enforcement and linking property-owners to available resources.

This Land Use and Housing Plan also is designed to: a) encourage reuse of vacant and under-utilized buildings, b) directing higher density housing to areas near the central business district, c) utilize a "Main Street Program" to revitalize the downtown, while working to preserve historic buildings along Main Street, d) encourage adaptive reuse of mill-style industrial buildings, into residential, retail and office uses, and e) avoid heavy truck traffic on residential streets.

The 2016 Citizen Survey results are included as an Appendix. When Borough residents were asked which types of housing was most needed in the Borough, the results were:

- 1) single family detached houses,
- 2) townhouses,
- 3) side-by-side twin houses,
- 4) apartments above businesses,
- 5) nursing or personal care homes, and
- 6) apartment buildings.

Strategy L.1. – Base land use policies upon the Future Land Use Plan Map, and update development regulations to carry it out.

The following sections describe the policies of the various land use categories, as shown on the Future Land Use Plan Map (Map 2). In most cases, these categories are intended to correspond to existing or proposed zoning districts. The Borough’s Zoning Ordinance includes various zoning districts that allow different types and intensities of development within each geographic area.

Low Density Residential – These areas are the lowest density residential areas. These areas should continue to mainly provide for single family detached houses, at an average of 3 to 4 homes per acre.



Medium Low Density Residential – These areas are mainly intended to include a mix of single family detached and side-by-side twin homes, at an average of 4 to 5 homes per acre.



Medium Density Residential – These areas include most of the older residential areas of Royersford. These areas are intended to provide a mix of housing types at 8 to 12 homes per acre. New buildings should be required to be placed a maximum of 20 feet from the street right-of-way or to match the majority of existing buildings on a mostly developed block. The existing pattern of streets and alleys should be required to be continued or extended. In most cases, garages or parking pads should be accessed from a rear alley.

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Borough of Royersford

SOURCE:
Base information provided by
Montgomery County.



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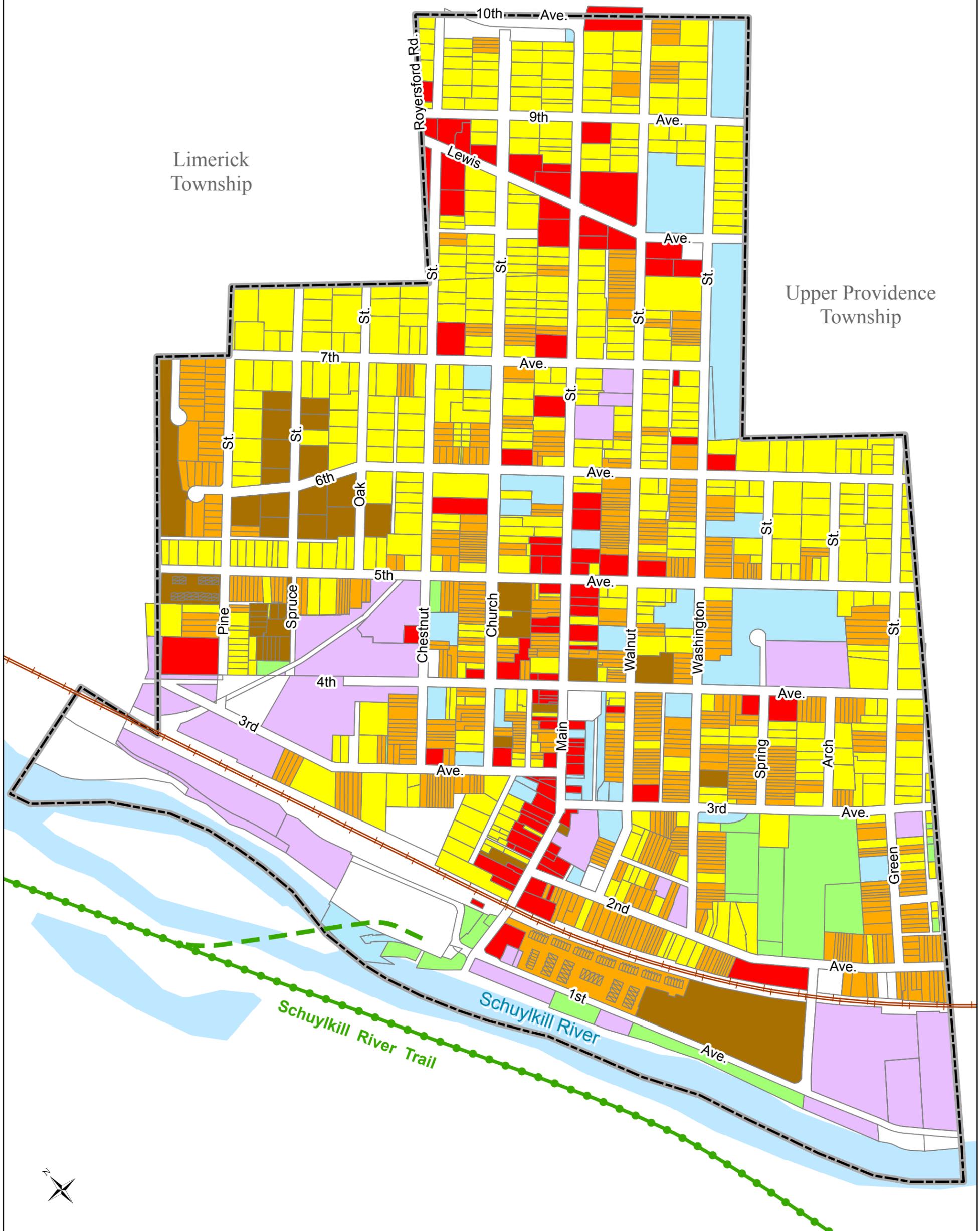
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Limerick Township

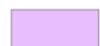
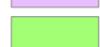
Upper Providence Township



Borough of Royersford

SOURCE:
Base information and land use provided by
Montgomery County.

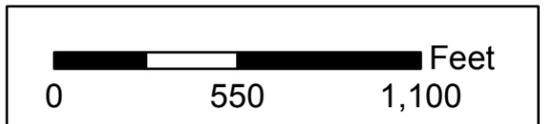
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|  Single Family Detached |  Industrial |
|  Single Family Attached |  Recreation |
|  Multi-Family |  Vacant |
|  Institutional/Public-Semi Public | |
|  Commercial | |

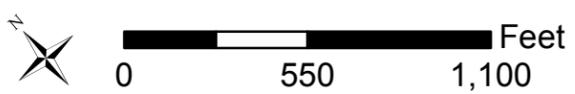
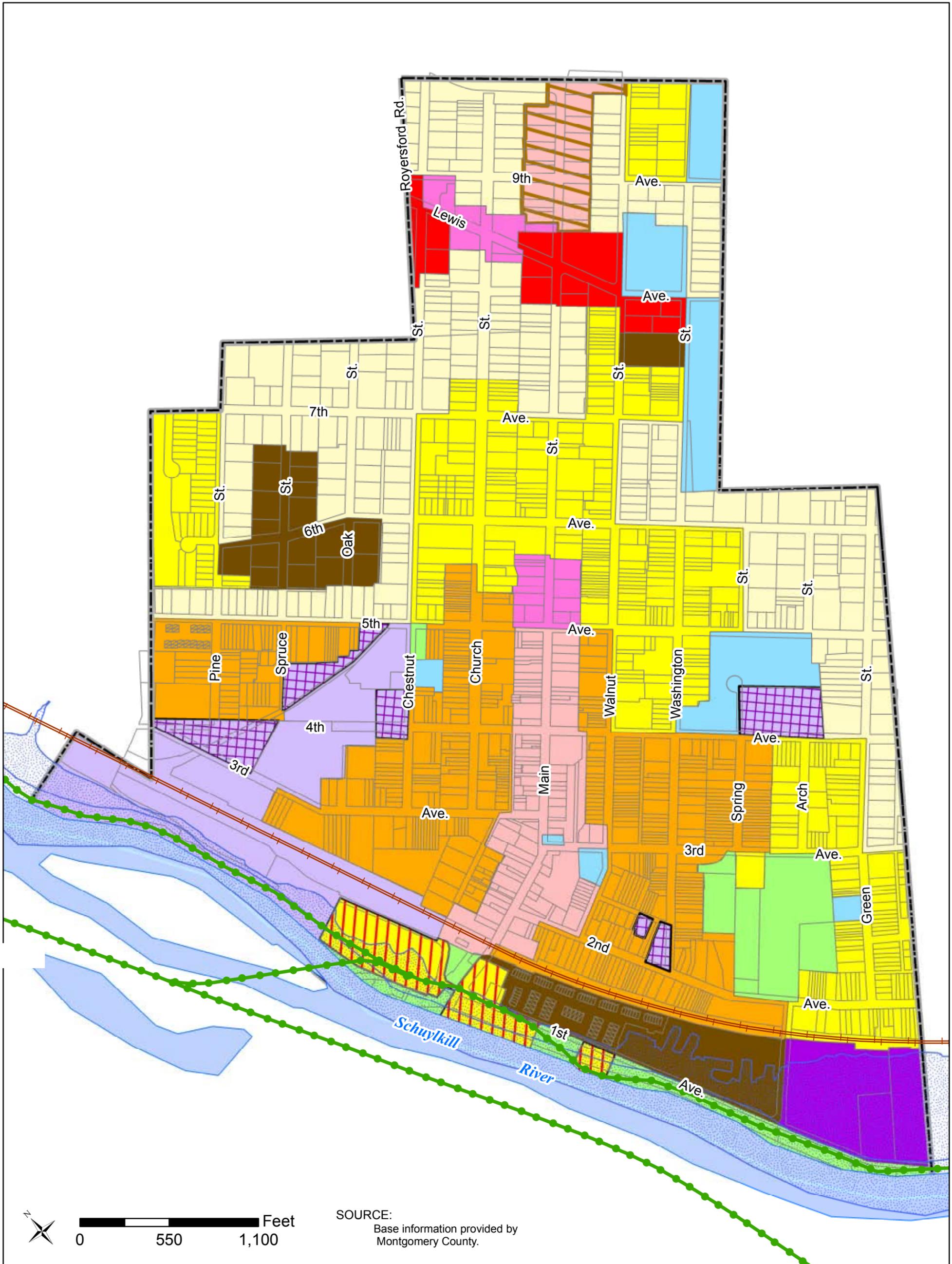
GENERALIZED EXISTING LAND USE

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SOURCE:
Base information provided by
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Borough of Royersford

Low Density Residential	Neighborhood Business	Public Recreation
Medium Low Density Residential	Highway Business	Schools and "Other Major Community Facilities"
Medium Density Residential	Light Industrial/Commercial	Recreation Trail
High Density Residential	Limited Light Industrial/Commercial	100 Year Flood Plain
Residential - Office	Business/Upper Story Residential	
Central Business	General Industrial	

FUTURE LAND USE PLAN

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High Density Residential

This category mainly applies to larger townhouse and apartment developments, at a density of up to 15 units per acre. A higher density should be allowed for apartment developments that are limited to older persons (such as age 55 or older, or age 62 and older, as well as persons with physical disabilities).

Residential-Office

These areas along Main Street between 9th and 10th Avenues are intended to mainly provide for single family detached houses and offices.

Central Business (Downtown)

This category includes the Downtown, generally along Main Street from the railroad east to 5th Avenue. These areas should continue to provide for a mix of residential, retail, restaurant, service, office, public and institutional uses. New taverns that primarily sell alcohol and that will be open after midnight should need zoning approval from Borough Council, and should be carefully controlled near residential areas. New gas stations, auto repair, auto sales uses, car washes and drive-through restaurants should not be allowed in these areas, in order to emphasize a pedestrian orientation.

A set of expanded design standards would be valuable to address new construction and changes to existing buildings. For example, the Borough could list a variety of architectural elements that may be used to provide architectural interest along the facade of a major new building and require that a builder include at least two of those elements.

Buildings in the Downtown should be required to be placed very close to the street. Within the Downtown, new surface parking lots should not be permitted immediately along Main Street, and any new vehicle access should be required to be from an alley or side street, so that they do not interfere with pedestrians on sidewalks along Main Street. Any new parking in the Downtown should be placed to the rear of buildings.

The Downtown is further discussed in sections that follow.

The current requirements for off-street parking in the Town Center should be reviewed. Many similar communities do not require any off-street parking in their Downtown, particularly in areas that are accessible to municipal parking lots and decks. When off-street parking is required, it should be allowed to be placed on another lot that is within a reasonable walking distance.

In the event that a parking area is located along Main Street, it should be separated by the sidewalk by plant buffering or architectural walls. However, these buffers should be designed to still allow sight lines into parking areas from the street, for security purposes, as illustrated on the following page.



Example: Safety in Parking Areas

Neighborhood Business

The goal is to allow selected types of commercial uses that are likely to be compatible with the nearby homes. These areas are intended to provide for less intensive commercial uses, such as offices, day care centers, funeral homes (without a crematorium), banks, dance studios, personal service businesses, and bed and breakfast inns. Medium density housing should also continue to be allowed.

Highway Business

These areas are intended to provide for almost all types of commercial uses, including auto sales, gas stations, restaurants with drive-through service and car washes.

Light Industrial/Commercial

This category is proposed to include the Royersford Industrial Park and various adjacent and scattered industrial uses. Offices, certain commercial uses and a set of light industrial uses should be allowed by right. However, the most intensive types of industrial uses or uses that would generate substantial truck traffic should need zoning approval from the Zoning Hearing Board (as a special exception use) or Borough Council (as a conditional use).

Owners of older industrial buildings should continue to be offered alternatives for various types of adaptive reuse, such as for commercial uses. At the same time, the legal rights of non-conforming uses to continue needs to be respected.

Business/Upper Story Residential – This category is intended to provide for a range of light industrial and commercial uses, while also allowing an option for upper story residential uses, as long as they would be compatible with first floor business uses.

Limited Light Industrial/Commercial

This category would be similar to the Light Industrial/Commercial. However, it should be more limited in the types of industrial uses that are allowed because of the proximity of these areas to numbers of existing homes.

General Industrial

These areas southwest of the railroad and southeast of Arch Street are intended to allow for a wide range of industrial uses. At least one area of the Borough needs to provide opportunities for various types of heavy industrial uses and adult uses to comply with Federal and State law.

Floodplain

The Future Land Use Plan Map shows the approximate extent of the 100-year floodplain. These areas include the Schuylkill Riverfront.

Within the main “floodway” channel, new buildings and other obstructions to floodwaters should be prohibited. The outer parts of the floodplain that are expected to experience more shallow and less frequent flooding are named the “flood fringe.” In the flood fringe, new buildings typically must be elevated above the flood level and development must not result in increased flood levels. The flood fringe may be suitable for vehicle parking, but the floodway should be maintained in thick natural vegetation and trees.

There are few buildings within the 100-year floodplain. Alterations to those buildings need to comply with a series of federally-mandated floodplain regulations. In an adaptive reuse project, these regulations may spur portions of a lower level to be used for parking or open storage.

Public Recreation and Recreation Trail

The recreation areas are existing public parks, which are described in the Community Facilities and Services section. Also, portions of the public school properties provide recreation. The intent is to complete the Riverfront Trail along the Royersford side of the Schuylkill River, and to link it to the main Schuylkill River Trail in Spring City. Eventually, an unused railroad trestle across the river should be improved to be part of a looped trail system.

Major Community Facilities

This category mainly includes the Borough Hall, the Public Works complex, the new Fire Station location, and schools.

Strategy L.2. – In the Downtown, emphasize a mix of retail businesses, restaurants, service businesses, offices and upper story apartments.

There is a need to improve the appearance and economic vitality and pedestrian and bicycle accessibility the Downtown and areas around it. While substantial streetscape improvements and tree plantings have been completed, there is a need to attract additional retail business and restaurants to the Downtown, to promote upper story apartments, and to improve the condition of certain buildings.

The largest underused sites involve buildings of the former Lebo furniture store. It would be desirable to have the site redeveloped with first floor businesses and upper story apartments. Ideally, new construction would include architectural features that respect



Variation in New Construction Example

the older architecture along Main Street. The sketch below shows how a larger building can be made to appear to be a connected set of smaller buildings, and how awnings, traditional-window sizes and cornices can add character to new construction.

The photos above and below illustrate the type of mixed commercial-residential building that might be encouraged in this area. Those photos are of a successful mixed commercial-residential development named Birkdale Village in Huntersville, North Carolina.



Strategy L.3. – Establish a Main Street Revitalization Program in the Downtown.

Royersford should establish a Main Street Revitalization Program. This should emphasize attracting new retail, service and restaurant businesses to the Downtown. A Main Street Manager should be hired for an initial period of time. It is envisioned that this staff-person may be shared with one or more other municipalities, which may make the position eligible for a State grant to cover up to 50 percent of the costs.

Downtown revitalization requires a full range of continued activities: holding special events to attract customers, organizing joint promotions and coordinated advertising, maintaining an attractive and historic character (such as through design and financing of building facade improvements), linking building owners and businesses to available resources (such as financing and workshops in business skills), managing available parking to serve the needs of various types of users, and providing a safe and clean environment. It also is valuable to have a contiguous set of retail businesses that encourage shoppers to visit more than one business at a time.

Active uses (such as retail stores and restaurants) should be sought on ground levels along main streets, including in any new parking deck. Upper stories should be renovated or built for apartments or offices. Where narrow existing buildings make it difficult to meet code requirements for upper story uses, two adjacent buildings should be merged or renovated together, with a common fire-safe stairwell and/or elevator. It is possible for two adjacent buildings in different ownership to share an emergency access stairwell, if there are proper controls to permanently guarantee access.

The results of the 2016 Citizen Survey are included in the Appendices. One question asked persons to choose which types of businesses they would like to see attracted to Downtown Royersford.

The top choices were:

- 1) restaurants,
- 2) farmers market,
- 3) entertainment uses,
- 4) bar or brewpub,
- 5) types of retail uses,
- 6) gifts and antique retail stores, and
- 7) clothing stores.

The Survey also asked persons to select the most needed improvements in the Downtown.

The top responses were:

- 1) Rehabilitation of older buildings,
- 2) Demolition of buildings in poor condition,
- 3) Additional parking,
- 4) Development of vacant lots,
- 5) Improvements to traffic flow,
- 6) Additional street trees, and
- 7) Bicycling improvements.

The Survey asked which three initiatives would cause you to do more business downtown.

The top responses were:

- 1) activities, festivals and special events,
- 2) a wider range of commercial businesses,
- 3) more convenient parking,
- 4) longer hours for businesses,
- 5) improved traffic flow, and
- 6) better pedestrian and bicycle access.

Opportunities should be offered for Live-Work Units in business areas, in which persons live and work in the same space, without the restrictions of a home occupation. Live-Work Units can be particularly useful for artists and for offices.

For many years, Royersford has been completing streetscape improvements on various Downtown blocks. These improvements involve brick pavers, street trees and older styles of street lights. These improvements should be further extended as funding allows.

The goal is to make the Downtown an even more active place to live, work, shop and enjoy entertainment. The following recommendations should be considered.

There should be a continuously active set of storefronts along key blocks, to offer a pedestrian shopping and entertainment experience. As an interim measure, vacant storefronts should be filled with art exhibits, seasonal display, advertisements for special events and temporary “pop-up” retail stores.

A priority should be placed in filling retail space vacancies on the blocks of Main Street between Second and Fifth Avenues. The remaining open lots fronting on Main Street should be encouraged to be developed with commercial buildings that will attract customers to the downtown. This includes a site on the north side of Main Street, between the river and the railroad tracks at Main Street and Second Avenue, and a site at the southwestern corner of 4th Avenue and Main Street. Any parking should be placed at the back of the lot, or possibly under the building in the case of 4th Avenue and Main Street. Any residential uses should be on upper stories.

An emphasis should be placed upon seeking additional high quality upper story housing in the Downtown.

Extended business hours during special events or a “First Fridays” of the month can lay the ground work for later hours on a more regular basis.

Sculptures, murals and other public art can enliven Downtown spaces and encourage customers to walk along the length of the Downtown. Highly modern designs should be placed in the less historic blocks. Some public art may be on loan for temporary display in Royersford, and then rotated with new art to create greater public interest. The photo to the right shows a public sculpture that can capture the interests of pedestrians.



Heritage-based tourism involves attracting visitors to the area to enjoy the area's historic and scenic character and recreational assets, and to appreciate the stories of lives from the past. The intent is to link together the extensive historic, artistic and cultural attractions and trails within the area and to promote additional tourism.

New restaurants often need a liquor license to be successful. However, the number of available licenses in the Borough is limited. The Borough can assist prospective restaurant owners in obtaining an "Economic Development" liquor license, under State regulations. This type of license should mainly be available along portions of Main Street in the Central Business Area. The Borough Council would be requested to hold a hearing and approve an application before it could be approved by the State.

To promote economic development, the Borough should review its regulations and approval processes to see if any aspects can be streamlined to avoid unnecessary costs and delays.

Tax increment financing (TIF) can also be used to providing financing for infrastructure or public parking that is needed to support desirable types of new development. Under TIF, new real estate tax revenues from a new development are allowed to be used to pay for street improvements, sidewalks, public recreation areas and public parking facilities that are needed to support a new development. Typically, a bond is issued to pay for those public improvements, and then the new real estate tax revenues are diverted to make the bond payments until the bond is paid off. After the bond is paid off, the new real estate taxes flow in a normal fashion to the jurisdictions.

The Borough can also offer real estate tax abatements within targeted geographic areas. These tax abatements could be structured to seek to make new housing or new business development more cost-effective. These abatements reduce the real estate taxes that would otherwise apply to new construction and improvements. The increases in real estate taxes are typically phased in over a ten year period. For example, in the first year, a property owner is often only required to pay 10 percent of the increase in real estate taxes that would result from the project. This percentage usually increases 10 percent per year, until the full real estate taxes must be paid after ten years.

A set of three state laws (which include “LERTA”) authorize these tax abatements for various types of development. These abatements could be directed towards new construction, improvements to existing buildings, and/or the conversion of a deteriorated business property into new uses. These tax abatements are most effective when the School District and the County also agree to offer similar real estate tax benefits.

Local entrepreneurs should be linked to advice that is available at Small Business Centers at the University of Pennsylvania and Temple University. There also should be business retention efforts. This involves regularly contacting area businesses to find out if there are factors that the Borough could control that would help them succeed and/or expand within Royersford, as opposed to moving to another municipality.

It would be desirable to promote the establishment of a business incubator for start-up businesses, that offers shared services, such as a shared conference room, shared copier and shared receptionist.

The Borough is establishing a matching grant program to assist with improving the appearances of downtown building facades and signs.

The Borough is emphasizing code enforcement to improve the conditions of older buildings. An ordinance was adopted that requires regular inspections of rental housing.

Strategy L.4. - On the Royersford Industrial Park tract and adjacent areas, promote businesses and redevelopment that is compatible with adjacent housing.

The Royersford Industrial Park is a former steel plant complex that includes portions of buildings that are underused or are in need to investment. There also are some more modern industrial buildings in the vicinity.

Redevelopment should be planned to generate substantial tax revenue and jobs. The tract could be suitable for offices, research and development facilities, a hotel, flex space buildings, light industrial uses, fitness centers, building contractor headquarters, retail sales, wholesale sales, commercial recreation uses and banks.

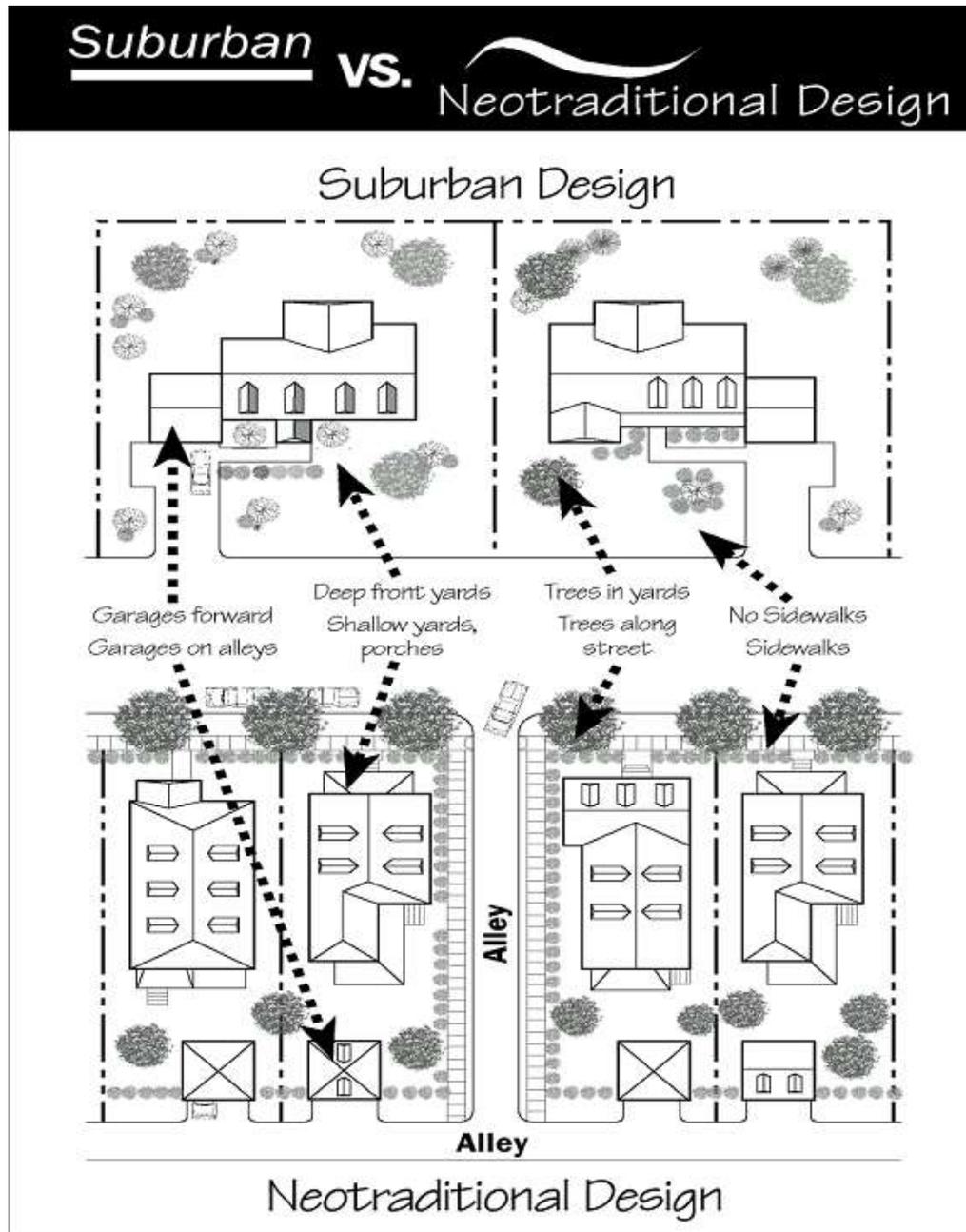
Development of the tract should be required to include extensive landscaping to buffer trucking, storage and industrial activities from adjacent homes. Care is needed to avoid uses that would generate late night noise, substantial tractor-truck traffic or health hazards. There are many light industrial uses that would be expected to cause only limited adverse effects, such as food and beverage processing uses.

If the site has environmental contamination, it might not be cost-effective for a developer to clean up the land to a sufficient standard that would meet the strict federal environmental requirements that apply for new residential redevelopment. However, the Borough should be open to consider requests for rezoning of edges of the site to allow residential development, if the applicant proves there will be a sufficient level of environmental remediation.

Strategy L.5. – Continue the best features of older blocks into new and infill development.

Royersford should strongly emphasize “traditional neighborhood development” with a pedestrian orientation. This involves extending the best features of the older areas into new construction, and making sure that redevelopment of lots within the downtown and older neighborhoods occurs in a way that fits within the “urban fabric.” This concept is illustrated on the sketch below. Traditional neighborhood development primarily involves the following:

- Buildings should be placed relatively close to the street. New homes should be encouraged to include front porches, to encourage interaction among neighbors. On a corner lot, a side porch can have the same effect. If residents spend time on their front porch, they can help oversee the neighborhood and report suspicious activity to the police.
- There should be an orientation to pedestrians, with an ability to walk or bicycle to stores, schools and parks. Where vehicle access can be provided from rear alleys, lots can be relatively narrow, to reduce construction costs. Sidewalks should be required along both sides of all streets. Overly wide streets and intersections should be avoided to discourage speeding and to make it easier for pedestrians to cross the street.



- Off-street parking and any garage doors should be located to the rear or side of buildings, so that the front yard can be landscaped and/or used for a front porch or pedestrian area.
- An existing alley should be used for access to parking, and be improved as needed. Where an alley does not exist, a new alley should be constructed or extended. This design avoids conflicts between sidewalks and vehicles backing into the street or turning into driveways, and allows the entire curbside to be available for on-street parking. Otherwise, a new driveway may replace existing on-street parking, which may reduce the total number of available parking spaces.

- If rear access to garages is not practical, then garages should enter onto the side of homes whenever possible, particularly on corner lots. If a front-entrance garage is unavoidable, it should be designed so that it is not an overly prominent part of the street. For example, a one lane driveway can pass along the side of a house and then widen to enter a two-car garage that is setback from the front of the house.
- If it is not possible to build new twins and townhouses without driveways and garage doors entering directly from the front, then larger lot widths should be required. This standard is needed to make sure that there is green space in the majority of the front yards and room for some on-street parking spaces.
- Street trees should be planted to eventually provide a canopy of shade over streets. Studies show that mature street trees can increase the value of homes up to 10 to 15 percent. New street lights should be required to meet a design standard with a limited height that is similar to older styles of street lights.

In older business areas of Royersford, parking should not be located in the area between the street and the building.

Strategy L.6. – Promote housing rehabilitation and code enforcement.

Additional outside funding should be sought for rehabilitation of housing units, particularly for housing that is owned by seniors and persons of limited income.

The Montgomery County Department of Housing and Community Development is the lead organization for housing programs. The Department contracts with other organizations that provides counseling to prospective homebuyers. Funding programs are available to provide assistance to moderate income households in paying for the initial closing costs of a home purchase. These programs should be publicized within the Borough. Many households could afford the monthly costs of a mortgage, taxes and insurance if they bought a home, but they cannot save sufficient up-front dollars to pay real estate transfer taxes and other settlement costs.

The Borough should also cooperate with local non-profits, such as Habitat for Humanity of Montgomery County, so that they can help moderate income households purchase quality housing. Habitat for Humanity emphasizes the use of volunteer labor and requires prospective homebuyers to complete hundreds of hours of “sweat equity.”

Some non-profit housing organizations have also offered lease-to-purchase homes. In this case, a portion of the initial lease payments are credited to be used towards closing costs. After a household has earned a higher credit rating and showed stability in income, that household then can be eligible for a mortgage to purchase the home they have been leasing.

Developers can also be encouraged to apply for federal low income tax credits for new construction and rehabilitation projects. However, the competition for those tax credits is intense.

Another aspect of protecting residential neighborhoods involves controlling nearby uses that could potentially cause major nuisances. The Borough should work with the Liquor

Control Board to establish and enforce “Conditional Licensing Agreements” on any new establishments with liquor licenses. These types of agreements can assist in reducing impacts, such as by establishing limited late night hours. Limits on hours of operation should also be placed on outdoor areas, which are more likely to result in noise carrying longer distances. If outdoor café areas are within a public right-of-way, the Borough has additional authority to control outdoor hours in those areas.

As additional business activity is attracted to Downtown Royersford, parking shortages are likely to arise. The goal will be to make sure that the most conveniently located on-street parking spaces are available for high turnover rates by customers. Persons parking for longer periods (including employees of local businesses and residents) should be encouraged to park on side streets or lots that are not in prime locations along Main Street. Eventually, this policy may require the establishment of time limits (such as a 3 hour time limit) on parking along the blocks of Main Street with the most business activity during certain hours of the day. It also may be eventually necessary to establish time limits during the day on the spaces closest to Main Street in the Borough’s main municipal lot.

Strategy L.7. - Manage Downtown parking so that the most convenient spaces are available for high-turnover by customers.

As parking demand increases in the future, consideration should be given to establishing maximum time periods for parking on the prime parking spaces along Main Street in the Downtown. For instance, this could include a maximum parking limit of three hours between 9 AM and 6 PM during weekdays and Saturdays.

The Borough should look for opportunities to expand the amount of off-street parking in the Downtown, such as if a deteriorated building would need to be removed. The main public parking lot could be extended onto a vacant lot next to the old Humane Fire Company building. As demand increases for parking in the future, consideration should be given to adding a second level to the main public parking lot south of Main Street. Because of the existing slopes, it should be feasible to add a second level of parking without needing to construct ramps between the two levels.

The perception of a parking problem could be mitigated with better signage to parking areas and more publicity about available parking.

NATURAL FEATURES PLAN

GOAL Protect and enhance important natural features and the urban tree canopy, with an emphasis on energy conservation.

Objective: Improve the quality of stormwater runoff by managing it at its source, allowing it to soak into the ground, and slowing it down.

Objective: Encourage increased energy conservation and use of renewable energy sources (such as solar energy).

Objective: Promote street tree plantings and the establishment of a tree canopy over most parking lots and open areas in the Borough.

Strategy N.1. – Carry out a full set of sustainability initiatives, in cooperation with area businesses, residents and other entities.

Sustainability needs to be promoted through many actions that will conserve energy, address global climate change and reduce the consumption of natural resources. To address climate change, it is essential to reduce greenhouse gas emissions (such as Carbon Dioxide and Methane).

The use of more fuel-efficient or electric vehicles can have the greatest effect in reducing greenhouse gas emissions. Energy efficiency can also be accomplished through more efficient indoor and outdoor lighting (such as LED or solar-power lights), as well as increased insulation and more efficient HVAC systems. Residents and businesses should be encouraged to upgrade to more energy-efficient appliances, lighting, heating and air conditioning systems. Any available State or Federal funding assistance or incentives should be publicized.

Sustainability also involves promotion of walking and bicycling and use of public transit as alternatives to many types of vehicle trips. Sustainability involves greater use of renewable energy (such as solar, wind and geothermal). It involves increased use of recycling and reducing the amount of waste that is generated, as well as promoting composting. Trees are critical to convert Carbon Dioxide into Oxygen.

Efforts should be considered to encourage use of more energy efficient lighting and appliances, promote green practices in new development (which could include some zoning incentives), encourage purchase by the Borough of more fuel efficient vehicles, provide information to residents, businesses and non-profits, and hold energy conservation workshops.

There are several additional actions that could be undertaken at the local level to promote sustainability, including:

- Additional bicycle racks should be installed, which can also be required as part of larger new developments. Residential developments should also be encouraged to provide secure bicycle lockers. Particularly where parking meters are replaced by payment kiosks, a piece of metal can be welded onto the old parking meter post to convert it into a bicycle parking post.



Typical bike sharing station

- The Borough could cooperate with a vendor to provide a bicycle sharing / rental business in the Downtown near the Schuylkill River Trail. Most stations are placed within the public right-of-way, unless a landowner wishes to volunteer use of their space.
- There should be efforts to promote a greater amount of composting by residents and businesses. This can involve informing residents of sources of affordable composting barrels, as well as providing educational information about the proper ways to compost in order to avoid odors and vectors. Restaurants should also participate in efforts to collect their food waste for composting or other purposes. To promote composting of yard waste, the Borough should periodically consider opening its yard waste facility to the public and reviewing the hours the facility is open to the public, to target the hours of the year and week when there is the highest demand.
- Solar-powered outdoor lights can be valuable in parks, particularly if they avoid the need for expensive or unattractive electrical wiring.

- The Borough should consider the addition of solar panels over the roofs of additional parking structures and other Borough buildings. Solar canopies can also be encouraged to be placed over parking lots, which helps to keep vehicles cool on hot summer days. Buildings should also be encouraged to install light colored roofs, which in the aggregate can reduce the overall heat in the town on hot summer days.



An example of solar panels installed over a parking area

- The Borough should make sure that development regulations do not unnecessarily interfere with the installation of solar panels on roof tops and over parking. For example, solar panels could be allowed to extend five feet above the height limit on the top of existing flat-roofed buildings. That additional height is often needed to allow panels to be angled for maximum solar exposure. Solar canopies attached to buildings should be allowed to extend into building setbacks. Minimum setbacks should be relaxed as needed to allow solar canopies over parking areas.
- The Borough could work with car share services to offer a highly visible and convenient location for the parking of their vehicles. This convenience will encourage the use of car sharing services, which will reduce the need for each household to maintain multiple vehicles of their own. Car share services also effectively promote use of public transportation, because a household can access a vehicle occasionally when public transit is not convenient.
- The Borough should make sure that the Zoning Ordinance does not require excessive amounts of parking, which will help to reduce the amount of paved areas. It may be appropriate to reduce parking requirements for new dwellings located near the Downtown, where residents are more likely to walk and use public transit and where there are public parking options.
- Carpooling is one of the most energy efficient methods of commuting. Carpool matching services of the Delaware Valley Regional Planning Commission should be promoted. If a person participates in that carpool or vanpool service, they may be eligible for an emergency ride home, if needed in the future. Employers could offer preferential or reduced price parking for carpoolers, or could subsidize vanpooling from a transit station. Owners of shopping centers in the region with large parking lots should be encouraged to allow use of part of their parking lots for carpooling and for park and ride services for bus riders. In many cases, those drivers will then patronize businesses in the shopping center before or after work, because it will be convenient.
- The Borough should consider offering development regulation incentives for buildings that meet LEED certified standards or for the installation of green vegetated roofs. This type of incentive could include allowing an increased

maximum building or impervious coverage if a green roof is installed. In general, a municipality in Pennsylvania cannot add additional requirements to the statewide Construction Codes, but can provide incentives.

Strategy N.2. – Carefully manage stormwater and other water resources.

The Federal MS4 Program is intended to address water quality problems that result from stormwater runoff. In response, the Borough has conducted a public education program and completed regular street-sweeping to vacuum up pollutants. MS4 also requires pollution prevention measures in municipal public works operations, such as during vehicle maintenance, washing and fueling, as well as in the storage of road salt and other materials.

The MS4 program is now establishing more expensive requirements upon urban and suburban municipalities to reduce pollution and sedimentation.

The following methods could be useful to minimize stormwater runoff and to improve water quality:

- Methods can be used to promote infiltration into the ground, such as using porous pavement wherever practical. Porous pavement can involve types of asphalt, concrete or paving blocks. Where materials are regulated, the Borough should establish a set of specifications for pervious sidewalks and parking that can receive quick permits. Some communities have installed “green alleys” that are built with pervious materials and that are designed to avoid the need for expanded storm sewer systems.
- Methods using vegetation to absorb and slow runoff and filter out pollutants and sediment, such as rain gardens that are low-lying areas with plantings above a sand or gravel infiltration bed.
- Methods to capture and reuse runoff, particularly to water plants, such as by using cisterns or water barrels.
- Methods to reduce the amount of stormwater runoff that enters storm sewers, such as installing vegetated green roofs on top of buildings, and disconnecting downspouts from storm sewers and directing the water instead over vegetated areas.

Tree trenches (as seen in the photo to the right) are used in many cities. They involve vegetated areas with shade trees and low-level vegetation that are installed between the curb and the street or between aisles of parking spaces. Runoff is directed into these trenches, which are designed with sub-surface materials that promote infiltration. These trenches can also work with tree grates where pedestrian crossings



are needed or where there is a limited width available.

Vegetated curb extensions can be installed where pavement width can be reduced along segments of a street. These curb extensions can be placed where no parking areas already exist, such as near intersections. They can be combined with bulb-out curbs to reduce the width of street that must be crossed by pedestrians.

Streetscape improvements should also be designed with stormwater management in mind. Pervious brick pavers are now available. Also, brick pavers can be installed without the use of mortar, which reduces runoff and also allows easier removal and reinstallation when underground utilities need repair. Where the main pedestrian pathway is constructed of concrete, un-mortared pavers can be used between the main sidewalk and the curb, and between the main sidewalk and a building.

Strategy N.3. – Minimize the disturbance of steeply sloped lands.

It is important to minimize alteration of steeply sloped lands in order to avoid steep driveways that are difficult to use in snow and ice, to avoid stormwater problems and to minimize soil erosion. Provisions should be added to the Zoning Ordinance to limit their disturbance, particularly where there are concentrations of steeply sloped lands.

Strategy N.4. – Carefully manage flood-prone areas.

The 100-Year Floodplain is the area expected to be flooded during the worst storm in a 100-year period. More recently, it has been said to have a one percent chance of being flooded each year. However, throughout the region, the frequency and severity of severe storms have been increasing.

The Floodplain is comprised of the Floodway (which is the main flood channel) and the Flood-fringe (which typically has more shallow floodwaters).

Wetlands are required to be identified as part of development plans for individual sites. A minimum setback (such as 20 feet) should be required between delineated wetlands and new buildings or parking areas.

Strategy N.5. – Improve the Schuylkill River corridor as a scenic and recreational asset.

It is essential to have trees and thick vegetation along waterways to filter pollutants from runoff, minimize erosion, maintain habitats for aquatic life, and protect water quality. A minimum setback should be established from the top of the primary bank of the river for buildings, paving and outdoor business storage. If existing vegetation is removed from along the river, it should be required to be replaced with new vegetation that serves the same or better ecological purpose. Also, if development occurs along the river, the Borough could require the planting of “stream trees” in the same way that street trees are required. Funds can be sought through the County Conservation District or the State TreeVitalize Program for additional plantings along the river.

Strategy N.6. – Emphasize street tree plantings and parking lot plantings.

Royersford should seek to have most streets, parking lots, the riverfront and most parts of parks covered by a tree canopy. Trees improve air quality, add natural beauty, reduce air conditioning costs, and increase property values. Royersford should consider seeking designation as a “TreeCity USA.” That would involve having a Shade Tree Commission, having a modern ordinance to address the planting and maintenance of street trees, celebrating Arbor Day, and spending at least \$2 per resident per year on tree programs.

The Borough could offer to pay to plant a new street tree if the adjacent property owner pays the Borough’s cost to buy the tree. This policy would be designed to have trees planted where they will receive proper care, and would make public funds go further.

With proper selection of species and proper installation, conflicts between trees and sidewalks and utility lines can be avoided. The more open area that is provided around tree trunks, the less chance there is that the tree roots will damage sidewalks. Un-mortared porous pavers that resemble brick or tree grates should be used near street trees, where a hard surface is needed. These pavers allow more air and water to reach the tree roots, which reduces the likelihood that the tree roots grow in a manner that heaves the sidewalk. If a tree root heaves these pavers, the pavers can be easily removed, the root can be trimmed, and then the pavers can be laid back into place. Vegetated areas around trees should not be allowed to be paved.

Damage to sidewalks could be reduced by using “Structural Soils” around street trees and under adjacent sidewalks. This is a mix that include stones and soil that allows air and water to be more accessible to trees, and results in spaces for roots to expand without uprooting sidewalks. It is more expensive than regular soil, and therefore is mainly useful in constrained urban locations. There are also root barrier systems that are designed to inhibit street tree roots from growing under a sidewalk. Alternatively, where an adjacent concrete sidewalk is being installed adjacent to the street, a concrete lip can be installed.

Where there is insufficient room for a street tree within the public right-of-way, street trees should be encouraged to be planted with the trunks immediately outside the right-of-way, where feasible.

Canopy tree plantings should be encouraged throughout the Borough, especially over parking lots. If the public parking lot south of Main Street would have additional tree plantings, it may be more suitable to use part of the lot for summer special events.

COMMUNITY FACILITIES AND SERVICES PLAN

GOAL Provide high quality community and municipal facilities and services in the most cost-efficient manner.

Objective: Seek additional grants to fund community needs.

Objective: Make sure facilities are adequate for public services.



A summary of existing conditions is included in the Appendices of this Plan.

Strategy C.1. – Seek funding to carry out needed parks and recreation projects over various years, including completion of the Riverfront Trail.

There are four existing borough-owned parks in Royersford:

1. Victory Park, which is the main community park that serves the entire Borough,
2. Chestnut Street Park, a neighborhood park and tot lot at N. 5th Avenue and Chestnut Street,
3. Foundry Park, a passive open space and gateway park along Main Street between N. 1st Avenue and the Railroad.
4. Royersford Riverfront Park and Trail which contains a trail, parking and open space along the riverfront trail adjacent to 1st Avenue south between Main Street and Arch Street. Future plans are to extend the trail along the riverfront to both the north and south.

There also are recreation facilities at Royersford Elementary School and around the 9th Grade school building and the Senior High School near the Borough border. Their locations are shown on the Existing Land Uses Map.

In 2016, a Citizen Survey was conducted. One of the questions asked about the preferences for various recreation facilities. Persons responding were asked to check off the two improvements that should be emphasized. The following percentages of persons felt that these improvements should be emphasized:

Recreation trails, including completion of the riverfront trail	65%
Improvements to existing recreation facilities	40%
Dog park	31%
Children’s water spray area	25%
New small park with a children’s playground	13%
Skateboard park	6%
Basketball courts	5%
Volleyball courts	2%
No new facilities are needed	5%

Ideally, a recreation trail would be extended along the length of the Schuylkill River in Royersford. Cooperation will be needed with private property-owners, which may require flexibility in the route. Where a property-owner does not wish to sell land for a trail, a trail easement can be used. A large section of the trail has been completed south of Main Street along First Avenue.

The main Schuylkill River trail extends through Spring City along the south side of the river and extends from Philadelphia to Valley Forge to Pottstown to Reading, and is intended to be extended to Hamburg. The Royersford Riverfront Trail serves as an important connection to the main trail. Limerick and Upper Providence Township each have plans to construct additional segments of their riverfront trails, which will eventually connect to the Royersford segment.

A former 800 feet long railroad trestle bridge crosses the river northwest of the Main Street bridge. Eventually, this bridge should be improved as a pedestrian and bicycle bridge to form a “loop,” and to provide an alternative for persons who do not wish to travel along Main Street traffic. The improvement of this bridge would probably require financial and maintenance involvement by Chester and/or Montgomery Counties.

The 2006 Royersford Riverfront Trail Master Plan included plans and sketches of the proposed trail along the length of the riverfront. As part of this Plan, Foundry Park was developed near the Main Street bridge.

The Borough improved sidewalks and added a mural to make Arch Street a more pedestrian-friendly connection between Victory Park and the Riverfront Trail.

Victory Park offers opportunities for additional improvements. It is intended to be used for a summer playground program. Installing a children’s water spray facility would provide a way for children to cool off on summer days. A spray facility is much more cost-effective to build and operate than a swimming pool, and is usually motion-activated. An example of a spray facility is shown to the right.



Victory Park would benefit from tree branch trimming. The upper parking lot needs improved wheelchair-accessible pathways from the ADA parking space and to the restroom building. The maintenance building will need a new roof, and repaving will be advisable in the future of the driveway off of 2nd Avenue.



A dog park should be considered to meet public requests. It should be located where there are few homes nearby. One potential location would be at the south end of First Avenue on Borough-owned land next to the Wastewater Treatment Plant. That location will soon be accessible by an extension of the Riverfront Trail. Typically, a dog park includes two

fenced areas – one for larger dogs and one for smaller dogs. A clear set of rules need to be prominently posted.

There has been discussion about whether an additional small neighborhood park should be developed south of Main Street and east of 5th Avenue. That type of park is not considered to be a high priority because the neighborhood is served by the facilities at the Royersford Elementary School and recreation land around the other public schools.

The intent is to seek various funding sources to assist in completing these projects, including State Department of Conservation and Natural Resources funding and County funding.

Opportunities should also be explored to improve opportunities for kayaks, canoes and small boats along the Schuylkill River banks. There is currently a launch for kayaks and canoes at the end of Arch Street, which should be better publicized. A sign in a more visible location should direct persons to the launch. There have been discussions about adding a removable slip that could allow the site to be used for small sculling (competitive rowing) boats.

Strategy C.2. – Work with the School District to coordinate plans for growth and recreation.

The Borough should regularly communicate with the Spring-Ford Area School District to make them aware of development proposals that may affect student enrollments. Also, the Borough and the School District should work cooperatively to find the most cost-effective ways of meeting the recreation needs of students and community members.

The Borough and School District should also consider whether a regional recreation program could be re-established with neighboring municipalities. This could involve the provision of some shared recreation programs, and allowing a resident of one municipality to participate in recreation programs of other municipalities. Through shared programs, a much wider range of recreation programs can be offered, in a cost-effective manner that best utilizes the limited number of available volunteers.

In 2016, a Facilities Feasibility Study was completed for the School District. The immediate issues involve possible expansions of fitness and performing arts spaces in the High School. The longer-term issues involve building capacities. The Study projected that the District will experience capacity problems at the elementary school level within ten years. Although the Royersford Elementary School site has little room for expansion, the nearby

Brooke Elementary School site on Lewis Road has substantial land for an expansion, if needed.

Strategy C.3. – Continue to provide high-quality police protection services, and seek funding for additional security cameras.

The Police Department headquarters are located in the Borough Hall on Main Street. The Police Department currently includes seven full-time officers, plus part-time officers.

As the population and business activity in Royersford expands, the public safety needs of the Borough need to be periodically reconsidered. This may include, for instance, adding an additional full-time police officer, as funding allows.

To allow more efficient use of police officer's time, the Borough could encourage citizens to file reports of minor incidents online or over the phone.

The Police Chief reports that the security cameras in Victory Park have been helpful, and that additional security cameras would be useful along Main Street and other troublesome areas. These types of recorded digital cameras can be beneficial to spot criminal behavior while it is occurring, to follow a vehicle after a crime, and also to investigate incidents afterwards.

Strategy C.4. – Continue to provide high-quality Fire Protection and Emergency Medical services.

The Royersford Fire Department primarily serves Royersford and a portion of Upper Providence. Their apparatus includes: a 2016 105 feet aerial ladder truck, a 2002 pumper with a 750 gallon tank, a 2012 pumper with a 500 gallon tank, a 2006 utility truck, and a 2006 sport utility vehicle. The Department responded to 261 calls during the first 9 months of 2016.

A new fire station is under construction at Walnut Street and 3rd Avenue for the Royersford Fire Department. The building will have four vehicle bays and include a training room. The Department was formed through the merger of the Friendship and Humane Fire Companies. The Humane Fire Building at Walnut Street and 3rd Avenue is expected to be offered for sale. The desire is that a buyer be sought who will maintain the historic nature of the building.

The Friendship building on Green Street will continue to be used for the Friendship Ambulance Company, in addition to continuing to include the banquet hall. The Friendship Ambulance Company provides emergency medical and paramedic services. The Company has two 2014 ambulances and two 2012 ambulances. The Company serves several surrounding municipalities, in addition to Royersford.

Continued efforts are needed to attract sufficient numbers of trained volunteers. Some municipalities provide incentives for their municipal workers to serve as volunteer firefighters, and provide flexibility for those workers to leave work as needed to respond to emergencies.

Strategy C.5. – Continue to provide quality Public Works services.

The Public Works Department is headquartered in a complex on Chestnut Street near 5th Avenue. The Public Works Department maintains streets, maintains parks, plows snow, and repairs storm sewers. The Department also conducts seasonal collection of leaves and tree limbs, and oversees trash and recycling collections by a private contractor.

The Public Works Department needs to put into effect many pollution prevention measures as part of the federal MS4 storm water requirements. These measures require certain methods for materials storage and vehicle maintenance to protect water quality. The Borough enforces a modern storm water management ordinance.

The Borough has an underground storm sewer system in many areas. As this system ages, there will be a need to make repairs and improvements. Recently problems with a large storm water pipe arose in Victory Park.

The Borough operates a wastewater treatment plant, which is located just south of the Borough border at the end of 1st Avenue. The plant has a treatment capacity of one million gallons per day. However, because of water pollution control limitations, the plant has an effective average monthly flow capacity under its permits of 700,000 gallons per day. The Borough has been working over the past few years to reduce the amount of inflow and infiltration into the system after heavy rains. These efforts have included identifying leaks and requiring that unauthorized connections to sewer lines be removed, such as from drain pipes.

TRANSPORTATION PLAN

GOAL Manage streets to improve traffic safety, promote use of public transit, provide for safe pedestrian and bicycle travel, and moderate traffic speeds, while also providing room for street trees and greenery.

Objective: Make Royersford more bicycle and pedestrian-friendly and seek safe connections to the stores, schools, parks and trails within Royersford and neighboring municipalities.

Objective: Promote expanded use, availability and frequency of service of public transit.

This Plan is intended to allow wider options in mobility, by promoting bicycling, walking and public transit.

Strategy T.1. – Over the long-term, seek to re-establish commuter rail service to Royersford.

Commuter rail service could make Royersford more desirable as a business and residential location, and could reduce traffic congestion along the Route 422 corridor. Rail service also would serve households that do not have access to a car, or that have more drivers than vehicles.

Regular passenger rail service currently stops at Norristown. Light rail service is currently planned by SEPTA to be extended to King of Prussia from Norristown.



One alternative would be to electrify the existing tracks, but the costs would likely be too high. A second alternative would use diesel-powered trains. It is possible that the service could be operated by another railroad that already has rights to use the Norfolk-Southern tracks.

The Montgomery County Comprehensive Plan recommends this passenger rail service extension to Royersford and Pottstown over the long-term. To improve chances for funding, efforts are needed to have the project added to the DVRPC's Long-Range Transportation Plan. However, plans for this service have not actively advanced because of a lack of funding and higher priorities in the SEPTA system.

In 2009, the Montgomery County Planning Commission sponsored the preparation of the Norristown Line Service Extension Study. The Study envisioned use of the historic train station on Main Street in Royersford, which is privately owned. The Study proposed use of a portion of the right-of-way owned by Norfolk-Southern for commuter parking, as well as possible adjacent land that is currently vacant.

The project would face challenges because of the amount of freight rail traffic on the rail lines. Norfolk-Southern owns the tracks and could refuse to cooperate or could constrain the scheduling of passenger rail service. To reduce conflicts, one alternative would be to construct a third set of tracks along portions of the corridor, which make it easier for trains to pass each other.

The Plan proposes one long-range transit improvement in the area - the extension of passenger rail service along the Schuylkill River corridor from Norristown to Pottstown, and possibly to the Reading area. This project has been studied for decades, but has not moved forward because of a lack of funding.

Strategy T.2. – Expand public transit services throughout the area.

The public bus service is not currently as convenient as is needed to reach rail transit stations, human services, and all of the employment centers in the region. The nearest stations of the commuter rail system and Norristown High Speed Line are in Norristown. The typical bus ride between Main Street in Royersford and Norristown is a 70 to 95 minute trip during rush hours. The typical bus ride between Main Street in Royersford and the King of Prussia Mall is a 52 minute trip.

There are often difficulties in addressing "the first mile" and "the last mile" of travel by public transit. This is because many persons need to walk or bicycle at least a mile from their home to a transit stop, and from their transit stop to their job or other destination. These distances can be particularly burdensome in bad weather, or for people with limited mobility. The time to walk to and from a station can also discourage use of public transit, particularly early in the morning. Some Transportation Management Associations help address this issue by providing shuttle-van services from train stations to nearby employers.

Strategy T.3. – Seek additional bus passenger shelters.

A few additional bus shelters are recommended along Main Street, with benches, security lighting and trash receptacles. The shelters should be placed at locations where persons commonly wait for buses, such as each side of the 4th and 10th Avenue intersections. Where the right-of-way is not wide enough, an adjacent property should be asked to provide an easement. If the Borough allows an off-premises advertising sign on a shelter, a private company is typically willing to pay to install and maintain the shelter. Illuminated signs on shelters could be limited to business zoning districts. Only one commercial sign should be allowed per shelter. The intensity of lighting of any sign should be carefully controlled, and electronically changing advertising signs should not be allowed. Accessible sidewalk connections are needed to reach transit stops.



SEPTA has prepared Bus Stop Design Guidelines, which should be considered. The photo to the right shows a new shelter design being used in Philadelphia. Montgomery County Planning Commission is also preparing a set of bus shelter design guidelines that should be considered.

Strategy T.4. – Incorporate “Complete Streets” policies when planning transportation improvements, particularly along Main Street.

Main Street east of the bridge as of 2015 experienced an average daily traffic volume of 18,400 vehicles a day, according to a Delaware Valley Regional Planning Commission count. Additional efforts are needed to reduce speeding and to make it easier for pedestrians and bicyclists to cross the street. There is limited right-of-way to make additional improvements beyond the streetscape improvements that have already been completed.

Traffic law enforcement and police visibility would assist in managing Main Street traffic. This includes enforcement of the signs that direct motorists to stop for pedestrians in crosswalks. Royersford should also support statewide efforts to allow municipal police to use radar for speed enforcement.

The “Complete Streets” concept considers all of the different users of a public right-of-way, as opposed to placing the priority on motor vehicle movements and higher speeds. Complete Streets considers the needs of pedestrians, persons in wheelchairs, bicyclists and public transit users.

As seen on the graphic below, curb extensions can be used to reduce the distance of street that pedestrians must cross at intersections. They can be used along both commercial and residential streets. This type of design also helps to reduce speeding by vehicles that are turning at intersections. These curb extensions can be designed with a curb radius that does not interfere with buses, trucks and emergency vehicles that are turning. Curb extensions would be particularly valuable along wide mostly-residential streets, such as portions of Church Street.

As seen on the sketch to the right, curb extensions can also help to prevent illegal parking near fire hydrants and street corners.

Highly visible pedestrian crosswalks should be used. A high priority must be placed upon curb ramps that meet standards for wheelchairs. Shelters and benches should be provided for transit riders.

“Traffic calming” techniques should also be used to reduce speeding, and to also discourage excessive amounts of through-traffic from traveling along residential streets. In addition to curb extensions, these



Curb Extension Example

methods could include one way streets, additional stop signs, highly visible raised crosswalks, and re-timing of traffic signals.

A municipality can also install well-marked speed tables on local residential streets where speeding occurs. These speed tables are less abrupt than the speed humps of the past.

Strategy T.5. – Make the Royersford Area safer and more convenient for bicyclists and pedestrians.

Vehicle-pedestrian accidents typically cause much less serious injuries at low speeds.

Additional pedestrian crosswalks should be made highly visible and well-illuminated.

Where sidewalks are being replaced, one alternative would be to encourage concrete along the main pedestrian walkway, and then pervious brick pavers or grass between the curb and the main walkway. The concrete walkway works well for snow shoveling and is safer for wheelchairs and persons wearing high heels.

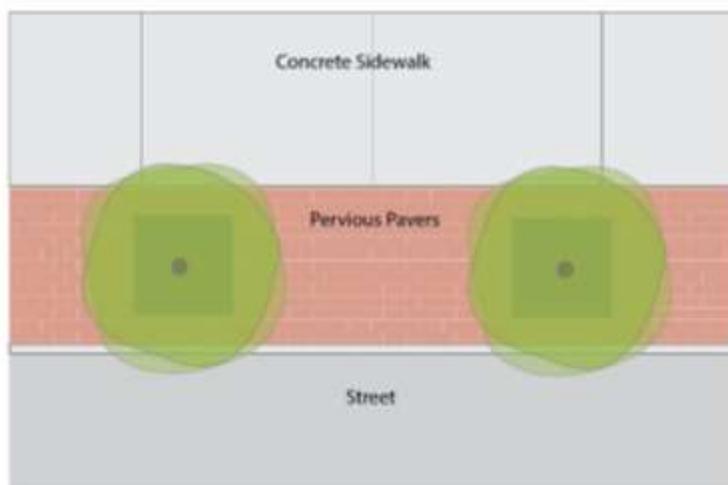
If un-mortared pervious pavers or grass are used along the curb, it would allow easier access to underground utilities, because the pavers can be put back in place after the work is done. Also, these pavers allow water and air to reach the roots of street trees, and reduce problems from tree roots damaging sidewalks.

Many municipalities also pay the costs of needed upgrades of ADA ramps at street intersections, which may utilize CDBG funds or other grants.

Continued efforts are also needed to upgrade wheelchair ramps at street intersections and to add warning strips for persons with limited eyesight.

Strategy T.6. – Provide additional locations for bicycle parking.

The Borough, School District, apartment complexes and business owners should install additional bicycle racks. The Borough can also use zoning to require major new developments to provide bike racks or other suitable facilities for the securing of bicycles.



Pervious Paver Use

White lines are helpful along the sides of wide streets to leave space for informal bike lanes. Regular street sweeping is valuable along the shoulder so that there is not a build-up of stones or debris that create hazards for bicyclists.

Strategy T.7. – Seek additional park and ride locations in the region to encourage carpooling and public transit use.

Park and ride lots can encourage persons to share rides or to use public buses. Carpooling can result in the most energy-efficient form of transportation. Federal funds are often available for the development of new park and ride lots. Also, park and ride lots may be provided through agreements to use currently underused portions of parking lots of large commercial centers in the region.

Strategy T.8. – Address various traffic problems in a cost-effective manner, including upgrading signals.

Federal or state funding should be sought for upgrading of the electronics of traffic signals. This should include an “adaptive” system that allows timing of traffic signals to be automatically adjusted based upon actual traffic at various intersections, to allow for smoother traffic flows. This system uses overhead video detection cameras.

Where a stretch of street is timed to allow a motorist to avoid red lights if they travel at a certain speed, that speed should be noted on signs. The goal is to convince motorists that they will not save time if they drive at a faster speed, because they will need to constantly stop for red lights.

In 2016, PennDOT announced they will be funding upgrades to certain traffic signals along Main Street and Township Line Road to smooth traffic flows.

The County Comprehensive Plan proposes one major road improvement in the region. This would be the widening of Township Line Road from Route 422 to Cemetery Road, including the addition of turn lanes and shoulders.

Strategy T.9. - Consider limiting heavy trucks along certain residential streets.

There are concerns about tractor-trailer trucks and other heavy trucks using residential streets such as Church and Chestnut Streets. One option would be for the Borough to establish truck weight limits on selected residential streets that are not State roads and that are less suitable for the traffic.

PUTTING THIS PLAN INTO ACTION

GOAL Continually work to put this Plan into action—through a program of updated planning and many short-term actions within a long-range perspective.

Objective: Continue work to carry out this Plan through a Comprehensive Plan Implementation Committee.

Objective: Promote substantial citizen input, including making sure residents are well-informed about community issues and have plentiful opportunities to provide their opinions on Borough matters.

Objective: Coordinate transportation, development and infrastructure across municipal borders as appropriate, and seek out opportunities for additional shared municipal services.

This section describes methods that should be considered to implement this Plan, which should actively involve a Revitalization Committee and the Borough Planning Commission. This Plan will need to be reviewed periodically and, if necessary, updated to reflect changing trends.

ROYERSFORD BOROUGH CANNOT IMPLEMENT THIS COMPREHENSIVE PLAN ALONE. INVOLVEMENT IS NEEDED BY MUNICIPAL OFFICIALS, RESIDENTS, ORGANIZATIONS, BUSINESSES, INSTITUTIONS, PROPERTY OWNERS AND MANY OTHER GROUPS.

Royersford has been working to maximize use of the web, email and social media to regularly update residents with information that will help spur public interest, enthusiasm and involvement. Opportunities for citizen involvement should also be highlighted through the newspaper, newsletters, posters and other media. The Borough has installed an electronic sign at each end of Main Street to highlight matters of public interest.

Strategy A.1. – Update the Zoning Ordinance.

The Zoning Ordinance is the primary legal tool to regulate the uses of land and buildings. The Zoning Ordinance and Map should be updated to be generally consistent with this Comprehensive Plan, to modernize standards and to address public concerns. The Zoning Ordinance includes a Zoning Map that divides the Borough into different zoning districts. Each district permits a set of activities and establishes a maximum density of development. Zoning also controls the following:

- the heights of buildings,
- the percentage of a lot that may be covered by buildings and paving,
- the minimum distances that buildings may be placed from streets and property lines,
- the minimum size of lots,
- the maximum sizes and heights of signs, and
- the protection of important natural features, such as setbacks from creeks.

Strategy A.2. – Update the Subdivision and Land Development Ordinance (SALDO).

The SALDO mainly regulates the creation of new lots, the construction of new streets by developers, and the site engineering of new multi-family, commercial, industrial and institutional buildings.

Strategy A.3. – Continue to emphasize the Property Maintenance Code and Rental Inspection Codes.

The Borough’s Property Maintenance Code is a valuable tool to make sure that buildings are maintained to a minimum level and to address problem properties before they become blighted. The Borough also enforces an ordinance requiring the licensing and periodic inspections of housing units that are rented, as described in the Land Use and Housing section.

Strategy A.4. – Consider adopting an Official Map.

The State Municipalities Planning Code grants each municipality with the authority to adopt an “Official Map.” An Official Map can designate proposed locations of new streets, street widenings, intersection improvements, municipal uses and future parks and trails. The Map may cover the entire Borough or only certain areas. This process may be particularly useful, for example, to reserve right-of-way for a future intersection widening or trail connection.

Once an Official Map is officially adopted by Borough Council, then the Borough is provided with a limited amount of authority to reserve land for the projects on the Map. If the land affected by the proposed project is proposed for development, then the Borough would have up to one year to either purchase the land for its fair market value or decide not to go forward with the project. This one year period is intended to provide time to raise funds to acquire the land, and avoid lost opportunities. If this one year period is not in effect, a person could obtain a building permit almost immediately in many cases and construct a building that could obstruct an important project. An Official Map also serves to provide notice to property owners about the Borough’s future plans, which increases the chance that a proposed project can be incorporated into a developer’s site design.

Strategy A.5. – Plan for major capital improvements.

“Capital” improvements are projects involving a substantial expense for the construction or improvement of major public facilities that have a long life span and that are not annual operating expenses. Examples of capital projects include major street improvements, acquisition of parkland, and construction or expansion of buildings.

The identification of projects should initially be identified and then be considered in more detail, with more refined cost estimates, and then be regularly tied into the annual budgets, borrowing plans and grant applications. A Capital Improvements Program (CIP) should prioritize the projects and identify possible funding sources. Establishing a schedule of major street, streetscape, and sanitary sewage and storm sewer reconstruction projects will help allow coordination with underground construction projects by utility companies. This coordination minimizes the need to cut into a street after it has been recently repaved.

Through a CIP, many different projects can be combined into a single bond issue, which avoids the high administrative costs of multiple bond issues. A CIP also can allow the Borough to carefully time any bond issues to take advantage of the lowest interest rates.

Strategy A.6. – Seek additional grants to meet community needs.

The Borough should continue to identify Federal, State and County grant opportunities to address community needs. This should include highlighting grant deadlines for major programs a few months in advance so that there is time to complete a quality grant application. The Appendix of this Plan lists a large number of federal and state funding programs for community and economic development.

Strategy A.7. – Increase inter-governmental cooperation efforts, including holding periodic joint meetings with other municipalities.

Inter-governmental cooperation can decrease the costs of many services, while also improving the quality of services. The Pennsylvania Inter-governmental Cooperation Act provides broad and flexible authority to organize joint efforts as municipalities deem appropriate. In general, the Act allows two or more municipalities to jointly accomplish anything that an individual municipality is allowed to do. In most cases, the Act is carried out through the adoption of an ordinance by each municipality to formalize an agreement. One option involves one municipality providing a service to a second municipality through a contract.

A Council of Governments (COG) can emphasize joint purchasing among the municipalities. A COG may provide the foundation for expanded discussion and cooperation among the municipalities on planning and transportation matters. These same concepts can also apply between a municipality and a school district. For example, a municipality may agree to plow snow from school parking lots and driveways in return for free municipal use of some school facilities.

The toughest issue in joint municipal services is determining a fair allocation of costs. The State Department of Community and Economic Development has several publications that can assist in these issues.

The following types of inter-governmental cooperation efforts should be considered:

- **Shared Services and Shared Staff-persons** – Shared staff-persons can be particularly beneficial for specialized staff, such as different types of construction inspectors. Two or more municipalities could hire the same person to do the same job, with certain hours assigned to each municipality. This allows each municipality to hire a highly qualified person who is working full-time, as opposed to each trying to find a part-time person. This can reduce turnover, which reduces training costs and reduces the potential for mistakes being made by inexperienced staff. In addition, sharing staff makes staff-persons available during more hours of the day, which is beneficial to residents and business-persons. It also provides greater coverage during periods of illness or vacation.
- **Shared Recreation Programs** – When municipalities share and coordinate recreation programs, it greatly increases the types of programs that can be offered. For example, one municipality may offer a gymnastics program, while another municipality offers basketball programs. Residents of each municipality could be allowed to participate in each of those programs at the same cost per person as a municipal resident. There has been great success in parts of Pennsylvania with multi-municipal recreation programs, where each municipality contributes funds towards one set of programs. These programs are often organized in partnership with a school district.
- **Joint Yard Waste Collection and Composting** – This is a very cost-effective way of handling the disposal of yard waste, which requires significant land and expensive equipment.

- **Joint Purchasing** – Joint purchasing can reduce the costs to each municipality of preparing bid documents and legal ads. It also can result in lower costs because larger volumes are being purchased, or a larger service area is being bid. The State also has arrangements that allow municipalities to "piggyback" upon State purchases. State law allows a similar process of "piggyback" bids between municipalities and a county. The State Intergovernmental Cooperation Act includes rules for joint municipal purchasing. Under State law, one municipality can be the lead municipality in purchases, without requiring multiple municipalities to seek bids.
- **Sharing of Equipment** – This method of sharing is most beneficial for expensive equipment that is needed by each municipality for only portions of the year. The equipment could be jointly owned, or be owned by one municipality and leased to other municipalities. Alternatively, an arrangement could allow trading of equipment.
- **Incentives for Intergovernmental Cooperation in Grants** – Many competitive State grant programs provide preference to projects that involve cooperation between more than one municipality. Therefore, if two similar projects are in competition for a grant, and one involves cooperation between two municipalities, the two municipality project is most likely to be funded.

ACTION PROGRAM

The following table summarizes the major recommendations of this Plan, along with recommended priorities. The timing of each recommendation is listed, as well the entities which should have the primary responsibility to carry out the recommendation. Additional information for each strategy is included in the main body of this Plan. Abbreviations for the agencies and entities are listed as follows:

Abbreviations of Responsible Agencies/Groups:

Adj. Mun.	=	Adjacent Municipalities
B. Council	=	Mayor and Borough Council
COG	=	Council of Governments
Con. Dis.	=	Montgomery County Conservation District
DVRPC	=	Delaware Valley Regional Planning Commission
Historical Society	=	Spring-Ford Area Historical Society
MCD	=	Montgomery County Commerce Development
MCHCD	=	Montgomery County Department of Housing & Community Development
MCPC	=	Montgomery County Planning Commission Staff
PaDCNR	=	Pennsylvania Department of Conservation and Natural Resources
PC	=	Borough Planning Commission
PennDOT	=	Pennsylvania Department of Transportation
PHFA	=	Pennsylvania Housing Finance Agency
PHMC	=	Pennsylvania Historical and Museum Commission
RC	=	Royersford Revitalization Committee (Proposed)
SEPTA	=	Southeastern Pennsylvania Transportation Authority
Staff	=	Borough Staff
TMA	=	Greater Valley Forge Transportation Management Association
ZHB	=	Zoning Hearing Board

HISTORIC PRESERVATION PLAN

In the left-hand column listing responsible entities, the entity that is proposed to have the lead responsibility is boldfaced.

Recommended Strategy.	Priority: H = High M = Med L = Low	Timing	Prime Responsibilities (see abbreviations above)
H.1. Establish zoning regulations to require pre-approval of partial or complete demolitions or removal of porches and other architectural features from the most important historic buildings.	H	Short-range	B. Council, PC, Staff, Historical Society
H.2. Offer additional zoning incentives to promote the rehabilitation of important older buildings. This could include allowing certain uses within restored historic buildings that otherwise would not be allowed in the zoning district.	L	Short-range	B. Council, PC, Staff
H.3. Use public education to promote interest in historic rehabilitation, including posting links to information on the Borough website.	L	Continuous	Historical Society, Staff
H.4. Seek additional funding for preservation, such as sources of low-interest loan funding for historic rehabilitation. Publicize the availability of federal tax credits, which are offered for certain types of historic rehabilitation.	L	Continuous	Staff, MCD, banks

LAND USE AND HOUSING PLAN

Recommended Strategy	Priority H = High M = Med L = Low	Timing	Prime Responsibilities (see abbreviations)
L.1. Update the Borough’s zoning and subdivision ordinances to carry out the Land Use and Housing Plan. Among other matters, this will require careful controls on potentially hazardous or nuisance-causing uses.	H	Short-range	PC, B. Council, Staff
L.2. In the Downtown, emphasize a mix of retail businesses, restaurants, service businesses and upper story apartments.	H	Continuous	B. Council, Staff
L.3. Establish a Main Street Revitalization Program in the Downtown, including a Main Street Manager. Cooperate with prospective Downtown businesses in applying for Economic Development Liquor Licenses.	H	Continuous	B. Council, Staff, DCED, Adj.Mun., RC, Down-town Merchants
L.4. On the Royersford Industrial Park track and adjacent areas, promote businesses and redevelopment that is compatible with adjacent housing.	H	Continuous	B. Council, Staff, MCD
L.5. Continue the best features of older development into new and infill development, including using alleys for vehicle access, requiring sidewalks and street trees, requiring front yard setbacks similar to nearby older buildings, and promoting front porches.	H	Continuous	PC, B. Council, Staff
L.6. Promote housing rehabilitation and code enforcement. Help link residents with available resources, including organizations providing housing financing (such as assistance with closing costs), homebuyer counseling assistance, and energy conservation improvements.	M	Continuous	B. Council, Staff, MCHCD, PHFA
L.7. Manage Downtown parking so that the most convenient spaces are available for high turnover by customers.	M	Continuous	B. Council, RC

NATURAL FEATURES PLAN

Recommended Strategy	Priority H = High M = Med L = Low	Timing	Prime Responsibilities (see abbreviations)
N.1. Carry out a full range of sustainability initiatives with businesses and other entities, including installing bicycle racks, seeking a vendor and a location for a bicycle sharing business, promoting composting, increasing use of solar energy, making sure Borough ordinances are streamlined in allowing solar energy use, and providing convenient parking spaces in parking areas for car sharing services.	H	Continuous	B. Council, PC, Staff, Property owners.
N.2. Carefully manage stormwater and other water resources, to improve water quality, promote groundwater recharge, and comply with Federal MS4 requirements.	H	Continuous	Staff, B. Council, PC, Con. Dis., property owners.
N.3. Minimize the disturbance of steeply sloped lands, including reviewing development regulations that protect them.	M	Continuous	PC, B. Council, Staff
N.4. Carefully manage flood prone areas.	M	Continuous	Staff, B. Council, PC, Con. Dis., property owners.
N.5. Improve the Schuylkill River corridor as a scenic and recreational asset. Require building and paving setbacks from the River to protect water quality and fishing habitats. Encourage landowners to plant and maintain native vegetation and native trees along creeks.	M	Short-range	Staff, B. Council, PC, Property owners
N.6. Emphasize street tree plantings. Minimize unnecessary removal of trees during construction.	M	Continuous	Public Works, B. Council, PC

COMMUNITY FACILITIES AND SERVICES PLAN

Recommended Strategy	Priority H = High M = Med L = Low	Timing	Prime Responsibilities (see abbreviations)
C.1. Seek funding to carry out needed parks and recreation projects over various years, including completion of the Riverfront Trail.	H	Continuous	B. Council, Riverfront property owners, Donors, PADCNR
C.2. Work with the School District to coordinate plans for growth and recreation.	M	Continuous	Staff, School District
C.3. Continue to provide high quality police protection and seek funding for additional security cameras.	H	Mid-range	B. Council, Staff, Police
C.4. Continue to provide high-quality fire and emergency medical services, with joint training and cooperation between providers. Consider incentives and recognition to recruit and retain volunteers.	H	Continuous	Fire Dept., Friendship Ambulance, B. Council, Staff, Co. Emergency Management
C.5. Continue to provide quality Public Works facilities.	H	Mid-range	Staff, B. Council

TRANSPORTATION PLAN

Recommended Strategy	Priority H = High M = Med L = Low	Timing	Prime Responsibilities (see abbreviations)
T.1. Over the long-term, seek to re-establish passenger commuter rail service to Royersford. Over a mid-range period, seek improved public bus service.	M	Long-range	SEPTA, PennDOT, DVRPC, MCPC, TMA, B. Council
T.2. Expand public transit services throughout the area.	M	Mid-range	SEPTA, TMA, DVRPC, MCPC
T.3. Seek additional bus passenger shelters.	M	Continuous	Staff, SEPTA, B. Council, Private companies
T.4. Carry out a “Complete Streets” policy when planning transportation and circulation improvements.	M	Continuous	Staff, PC, B. Council, PennDOT, MCPC
T.5. Make the Royersford Area safer and more convenient for bicyclists and pedestrians, including through greater use of highly visible crosswalks, “Walk” signals and bulb-out curb extensions.	H	Continuous	PC, PennDOT, Staff, MCPC, B. Council, Adj. Municipalities.
T.6. Provide additional locations for bicycle parking.	L	Continuous	B. Council, PC, Property owners
T.7. Seek an additional park and ride lot in the region to promote carpooling and transit usage.	L	Continuous	PennDOT, DVRPC, Adjacent Municipalities, shopping center owner, TMA
L.8. Address traffic problems in a cost-effective manner, including upgrading of traffic signals.	M	Continuous	PennDOT, DVRPC, Staff

Recommended Strategy	Priority H = High M = Med L = Low	Timing	Prime Responsibilities (see abbreviations)
L.9. Consider limiting heavy trucks along certain residential streets.	M	Continuous	B. Council, Borough Engineer, Staff

PUTTING THIS PLAN INTO ACTION

Recommended Strategy	Priority H = High M = Med L = Low	Timing	Prime Responsibilities (see abbreviations)
A.1. - Update the Zoning Ordinance to carry out this Plan.	H	Short-range	PC, B. Council, Staff
A.2. - Update the Subdivision and Land Development Ordinance.	M	Short-range	PC, B. Council, Staff, Bor. Eng.
A.3. - Continue to emphasize the Property Maintenance Code and the Rental Inspection Code.	H	Continuous	Staff
A.4.- Consider adopting an "Official Map" to seek to reserve land that is expected to be needed to improve existing intersections or other public improvements.	M	Short-range	PC, B. Council, Staff
A.5. - Plan for major capital improvements.	H	Continuous	Staff, B. Council, MCPC
A.6. - Seek additional grants to meet community needs.	H	Continuous	Staff, MCPC, CCDCD, State agencies.
A.7. - Increase inter-governmental cooperation efforts, including holding periodic joint meetings with other municipalities.	M	Continuous	Staff, B. Council, PC, Adj. Municipalities

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APPENDICES

The Background Studies and Maps provide a foundation for decision-making, by analyzing existing conditions and trends.

A. REGIONAL SETTING AND COUNTY PLANS

Regional Influences

Royersford is located in western Montgomery County, along the Schuylkill River between Limerick Township and Upper Providence Township. Royersford is in the middle of a major growth area, which was spurred by the completion of the Route 422 Expressway in the 1980s. This regional growth was aided by the availability of substantial public wastewater capacity and developable land.

Montgomery County is the most populous county in the Delaware Valley and one of the most affluent in Pennsylvania. The County is a regional employment center with a diverse and well-balanced economic base.

Limerick and Upper Providence Townships have seen most of the region's growth, while Royersford had limited vacant land. Royersford is in a very strategic location, with excellent access to two nearby interchanges of the Route 422 Expressway, at Township Line Road and Lewis Road. Route 422 provides connections to the King of Prussia area, the Route 202 corridor, the Schuylkill Expressway and the Pennsylvania Turnpike. Royersford has potential to serve the residents of the surrounding area, as well as offering an alternative for persons wishing to live in a traditional town or historic homes, instead of a suburban environment.

As open land in the region becomes more scarce, there will be increased pressures for "infill development," re-development of underused sites, and re-use of older buildings.

Montgomery County Comprehensive Plan

The Montco 2040: A Shared Vision Plan was adopted in 2015 and provides overall policies for the County. A volume of background studies was completed in 2014. The County Plan emphasizes ways to promote use of transit, walking and bicycling. An emphasis is placed upon revitalizing downtowns, including promoting a mix of uses with entertainment offerings that will attract and retain young creative workers to older communities. The Plan also promotes compatible mixtures of uses, which may allow people to walk to work or to do some of their shopping.

The Future Land Use Plan categories downtown Royersford as a "Town Center," and most of the rest of Royersford as a "Town Residential" area. The Town Centers are primarily intended to have a mix of retail, office, day care, entertainment and residential uses. Where a green space does not exist in a downtown, it should be added, and new surface parking should be placed behind buildings.

The Town Residential areas are intended to have a mix of housing types, provided there is compatibility with existing housing. Use of rear alleys is encouraged to allow sidewalks to be safer for use by children, and to allow green front lawn or front porches.

The area around the Route 422 interchange is identified as a "Community Mixed Use" area, which include provisions for major retail and office centers, with the potential of some residential uses as a transitional use. The Schuylkill riverfront is recommended to

be preserved as “Open Space,” while the other areas surrounding Royersford are categorized as “Suburban Residential Areas,” which are intended to have a lower density on average than the Town Residential Areas.

The Plan promotes various types of inter-municipal cooperation, including joint recreation programs. To promote public health, the Plan seeks expanded access to fresh fruits and vegetables and other healthy foods, particularly for residents who do not live near large supermarkets.

The Plan seeks to expand the amount of affordable housing in the County, as well as housing designed to serve the needs of older persons and persons with disabilities.

The Plan seeks that “infill development” be encouraged on vacant and underused land within existing developed areas. This development should be designed to be compatible with adjacent uses, and preferably promote walkable neighborhoods.

Walk Montco Study

The 2016 Walk Montco Walkability Study by the Montgomery County Planning Commission seeks to promote increased walking in order to improve public health, reduce obesity, reduce energy consumption, reduce travel costs, serve young and older persons who do not drive, and support downtown revitalization. The Study also recommends ways to make walking safer and more convenient. This includes “traffic calming” methods that function to reduce the speeds of traffic, particularly where there are pedestrian crossings.

Royersford is recognized as a highly walkable community. The intent is to extend some of those features into adjacent suburban areas, including through the construction of sidewalks or pathways and through improved crosswalks. The Study recommends sidewalks on both sides of most streets. Where the densities are too low to justify sidewalks on both sides, the Study recommends a sidewalk on one side and shoulders that are walkable on both sides of the street.

Another objective is to make it possible to children to safely walk to school, which is part of the “Safe Routes to School” approach. This accessibility is not only important during school hours, but also for after-school activities when buses may not be available.

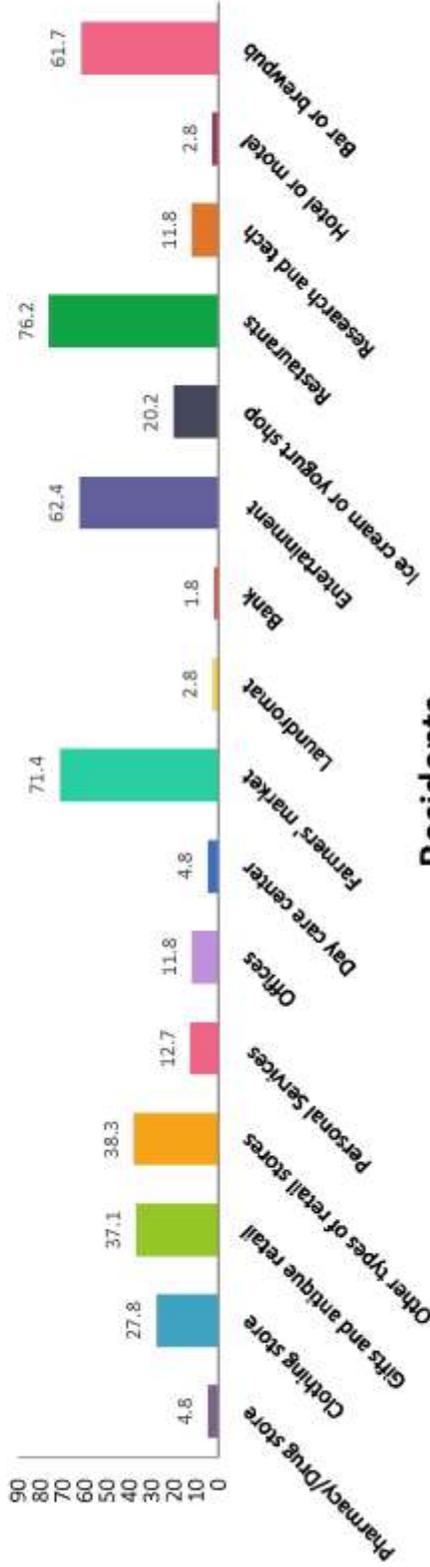
The study also includes maps and illustrations of how improvements can be made to a cross-section of different situations in the County.

To promote walking in commercial areas, the Study recommends seeking a continuous line of active storefronts with display windows along main streets. Street trees are encourage to make walking more enjoyable, particularly on hot summer days.

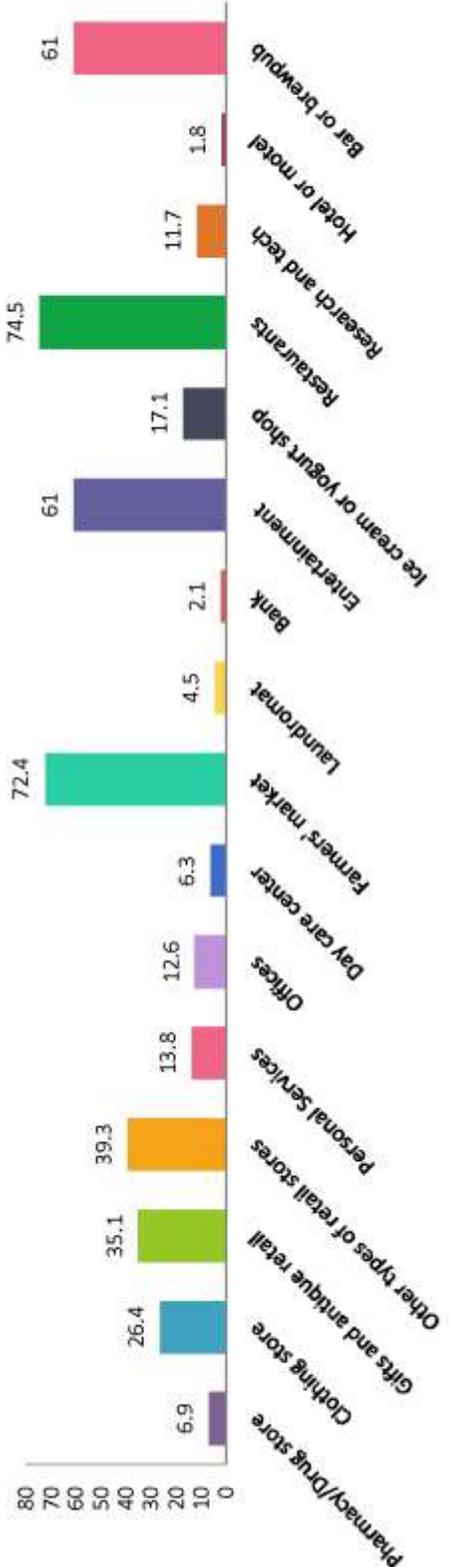
B. COMMUNITY SURVEY RESULTS

Please select the top five types of businesses you would most like to see attracted to or expanded upon in Downtown Royersford and immediately adjacent areas.

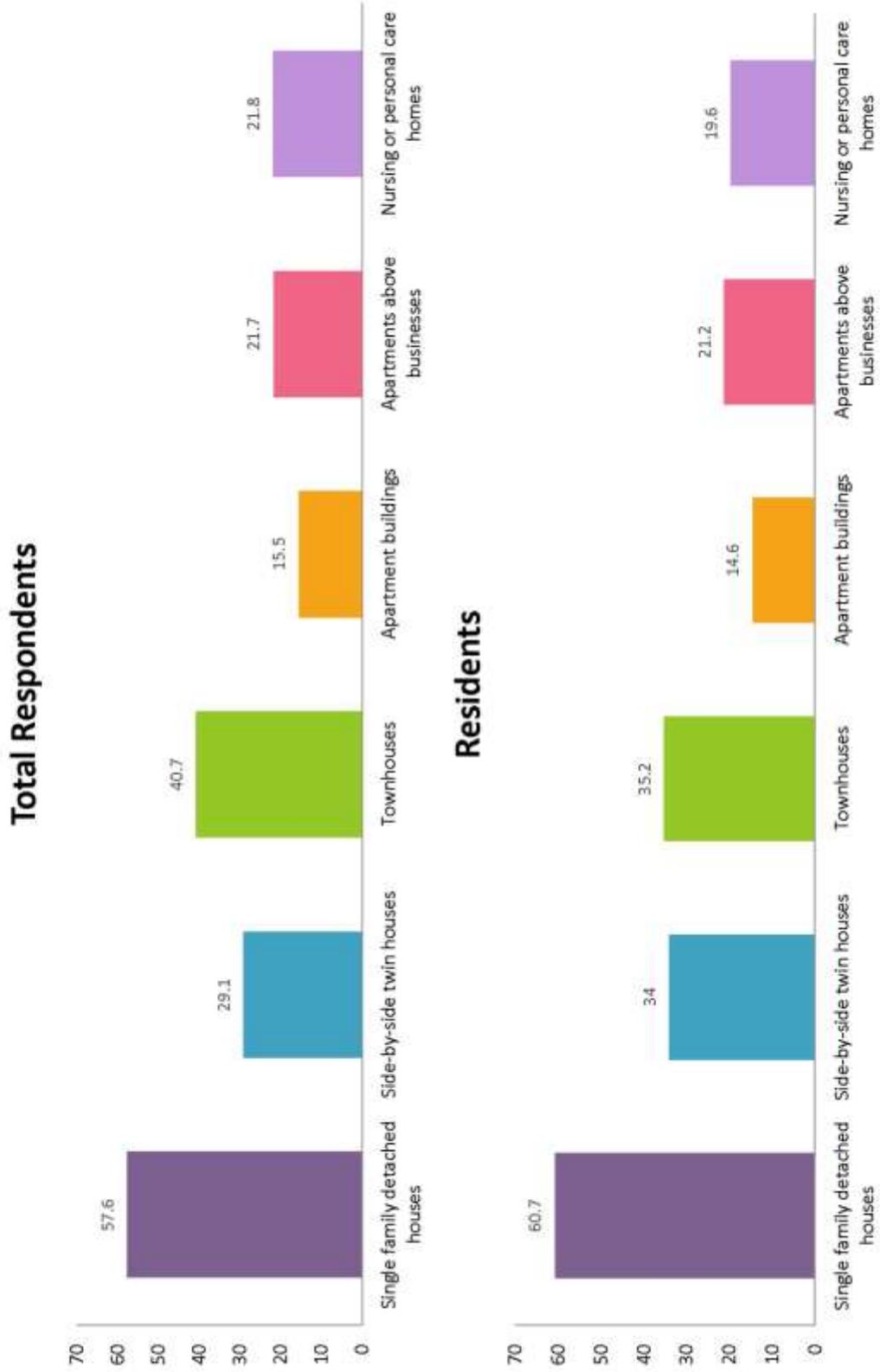
All Respondents



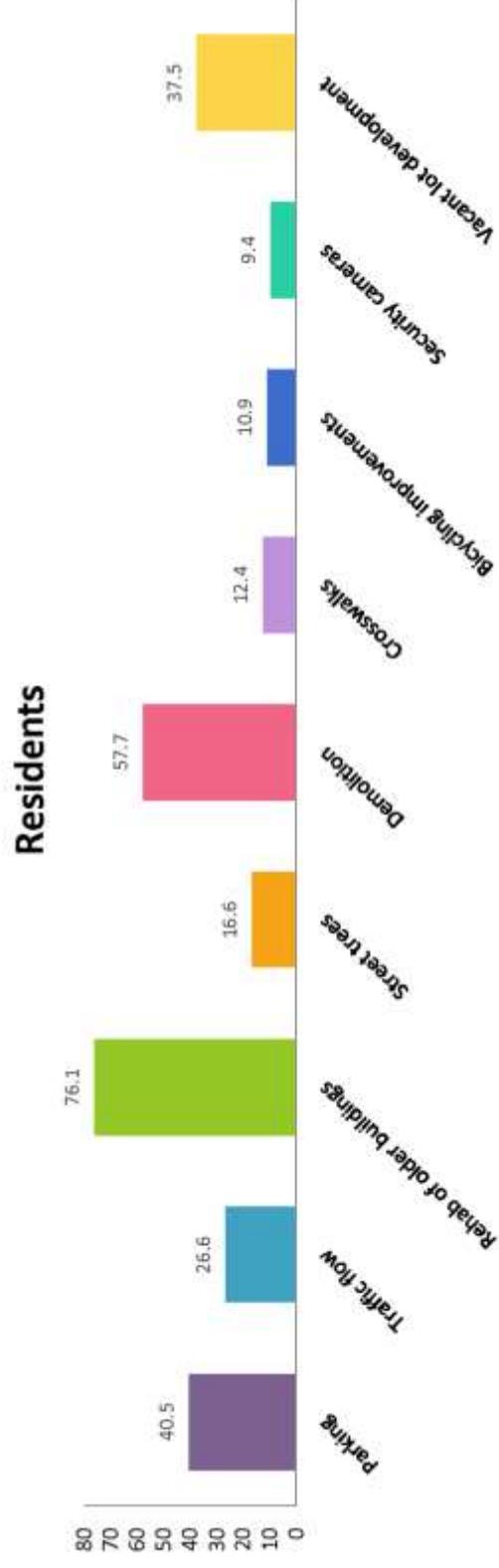
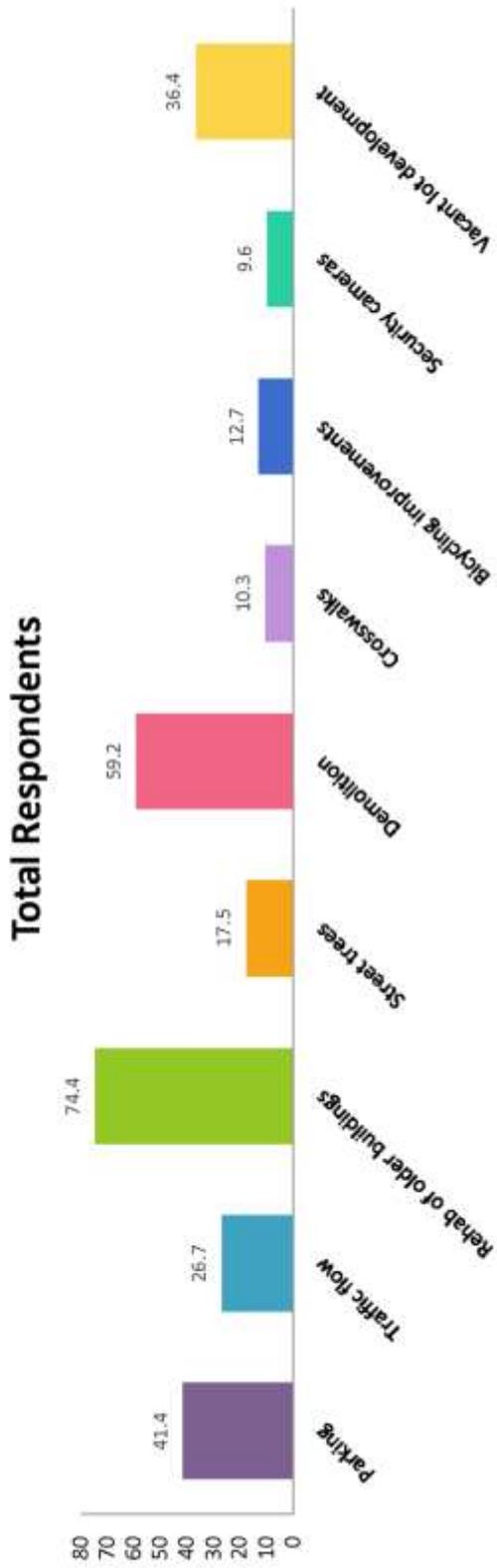
Residents



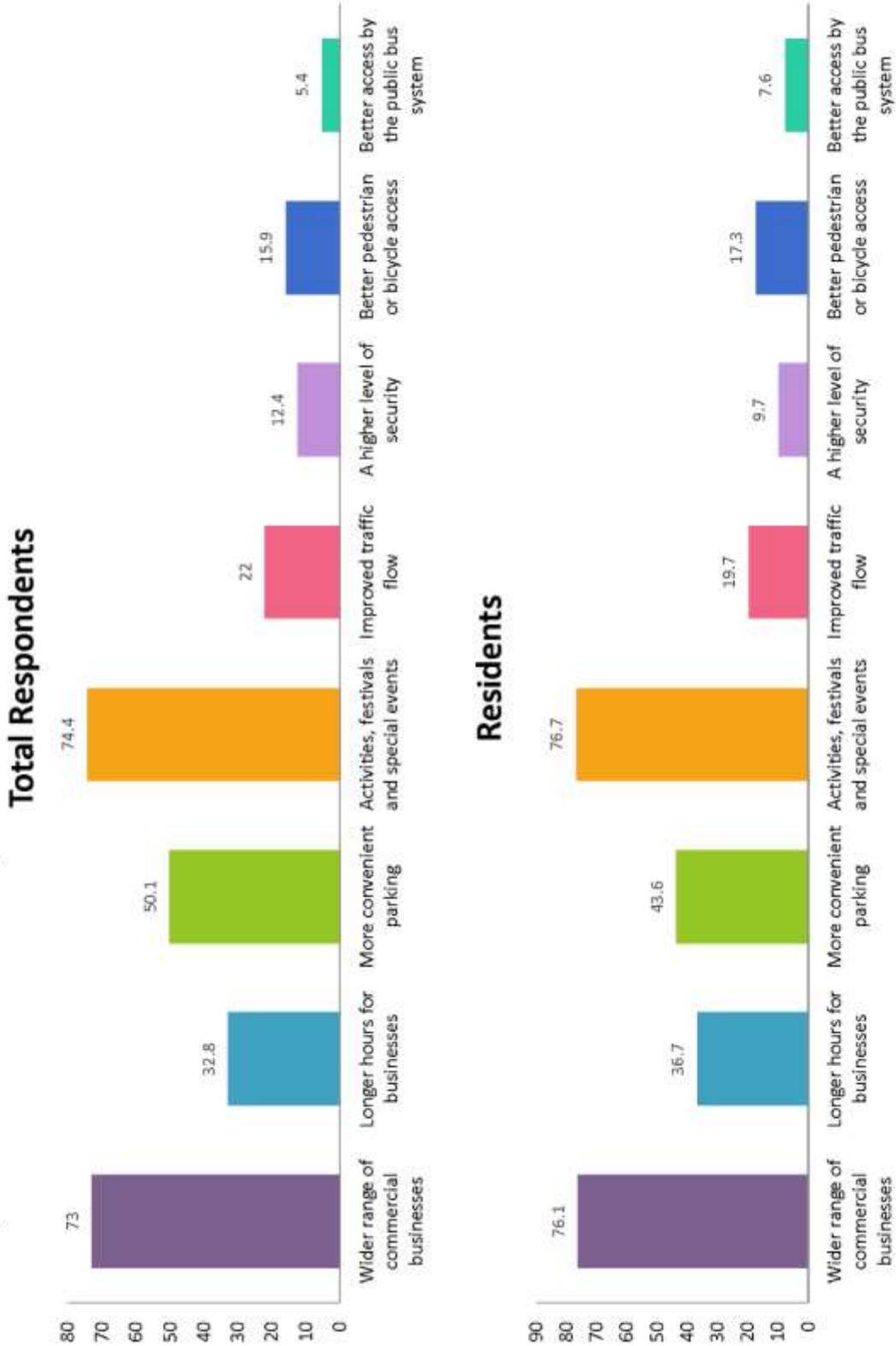
Please select the top two types of new housing that you believe are the most needed in the Borough.



Please select the top three types of improvements you believe are most needed in the Downtown.

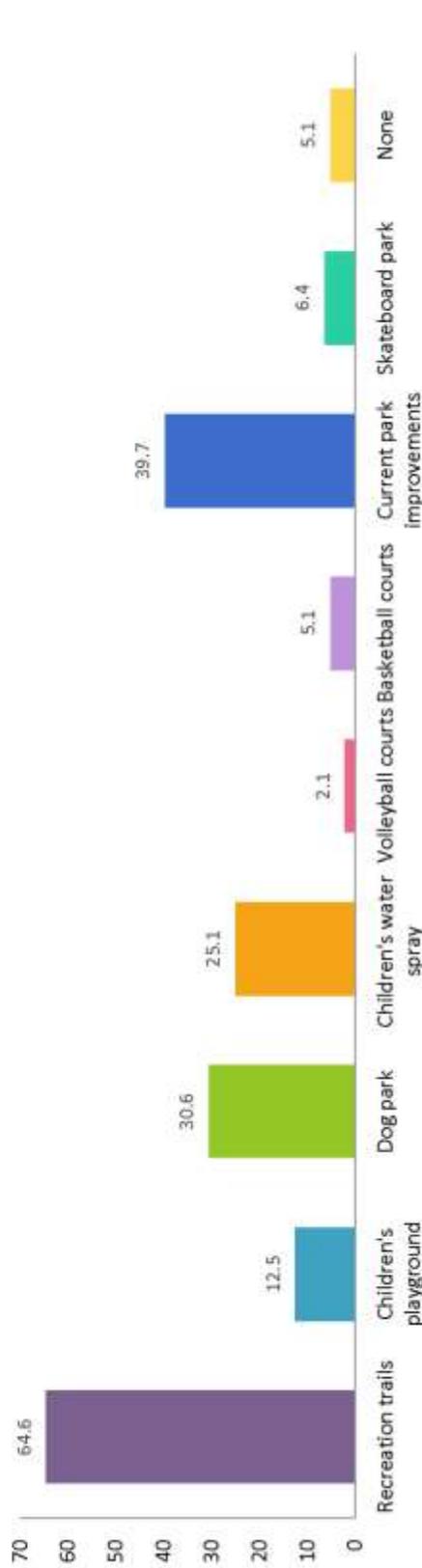


Please select three of the following that would be most valuable to cause you to do more of your business in the downtown.

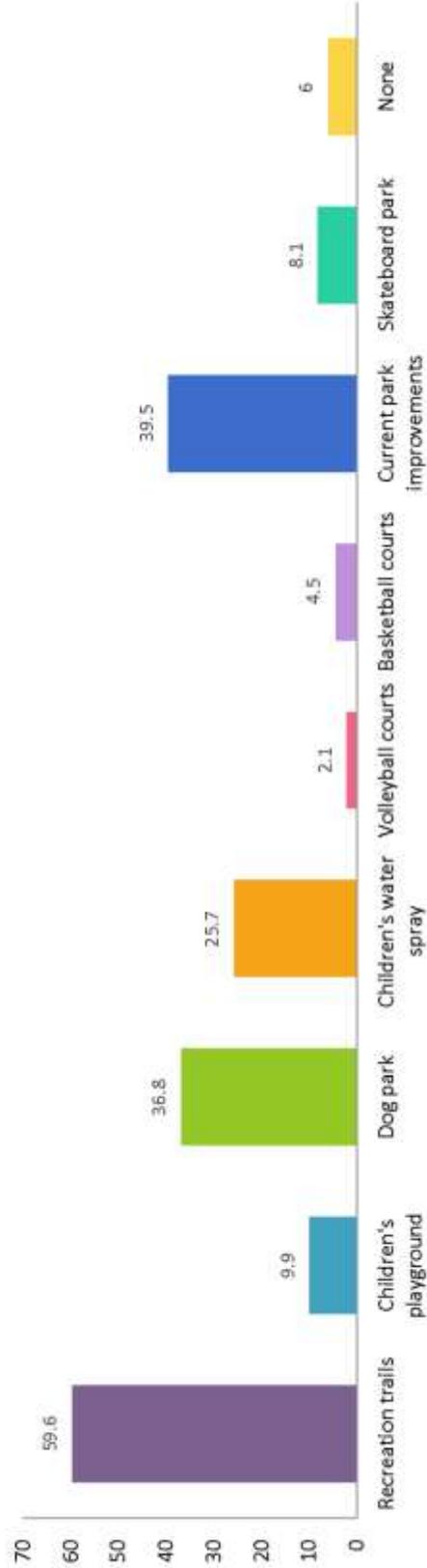


Which two types of parks and recreation improvements do you believe should be emphasized in Royersford?

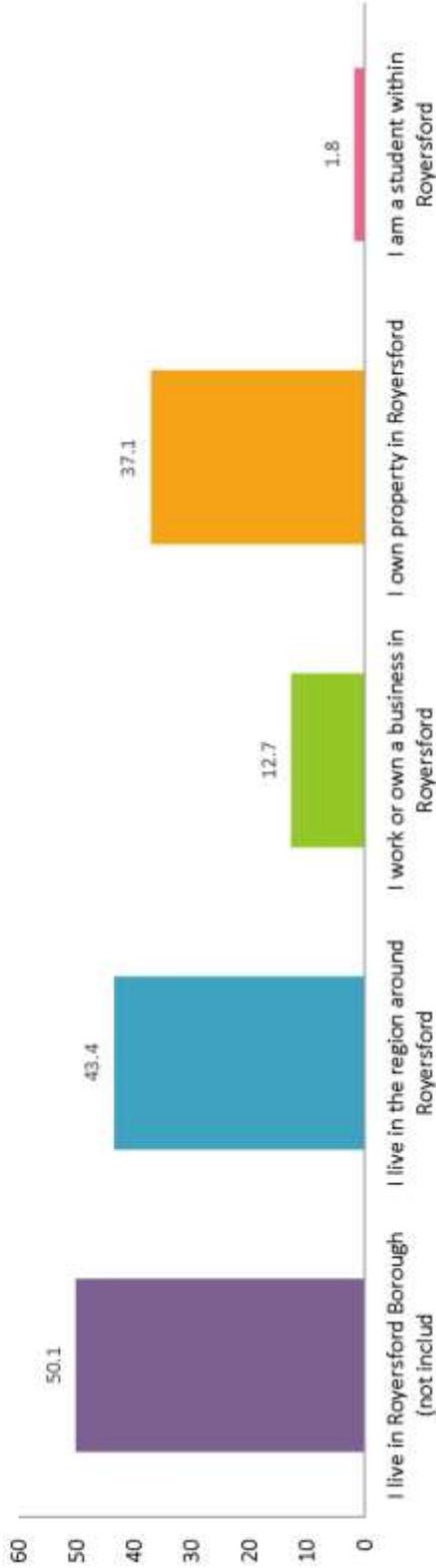
Total Respondents



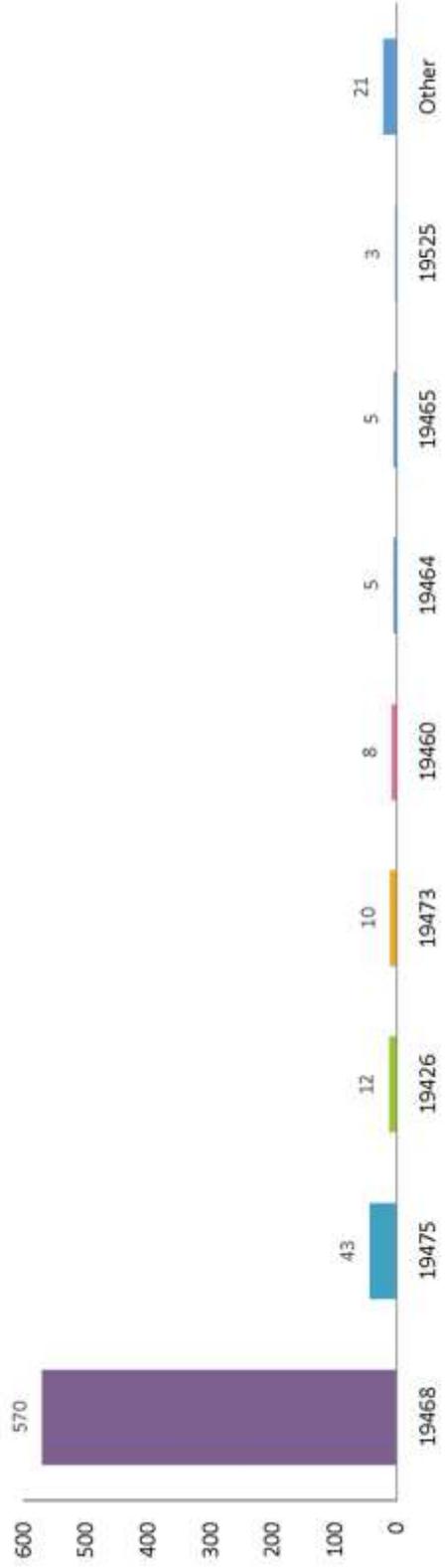
Residents



Please check off all that apply.



What is the 5-digit zip code for your home?



C. HISTORIC OVERVIEW AND HISTORIC BUILDINGS

The area that now comprises Royersford was first settled in early 1700s by Welsh, English and German immigrants. Limerick Township was established in 1722. Royersford was part of Limerick Township until it was established as a separate borough in 1879.

The Schuylkill Canal provided a commercial transportation route using barges pulled by mules parallel to the Schuylkill River. The local segment was constructed in 1813. By the 1830s, the Reading Railroad extended its line through Royersford. A train station was established in Royersford, and most traffic shifted from the canal to the railroad. Royersford became a thriving center of industry and commerce during the 1800s, along with other river towns such as Norristown, Pottstown, Spring City and Phoenixville. Products such as stoves, glass, hardware, brick, hosiery, iron and bedsprings are all part of Royersford's 19th century industrial heritage.

In 1879, Main Street was formally named and widened to accommodate the Borough's burgeoning commercial activity. The Pennsylvania Railroad followed the Reading Railroad to Royersford in the 1880s, along parallel tracks. Two hotels, three dry goods stores, three groceries, a drugstore and several other stores were clustered in Royersford by 1885. In the ensuing fifteen years prior to 1900, a weekly newspaper, a water company and a Board of Health were established in Royersford.

The current pattern of development in the Borough was largely set by the early 1900s. By the end of the 1920s, Royersford contained two schools, nine churches, two banks and seventeen industries. The Borough built a sanitary sewerage system between 1935 and 1938. During World War II, many of the Borough's industries devoted themselves to manufacturing war-related goods.

The post WWII housing construction boom was first concentrated in eastern Montgomery County, and then extended to central Montgomery County. Many new industries were attracted to new single story buildings and some retail activity moved to new shopping centers.

Historic Buildings

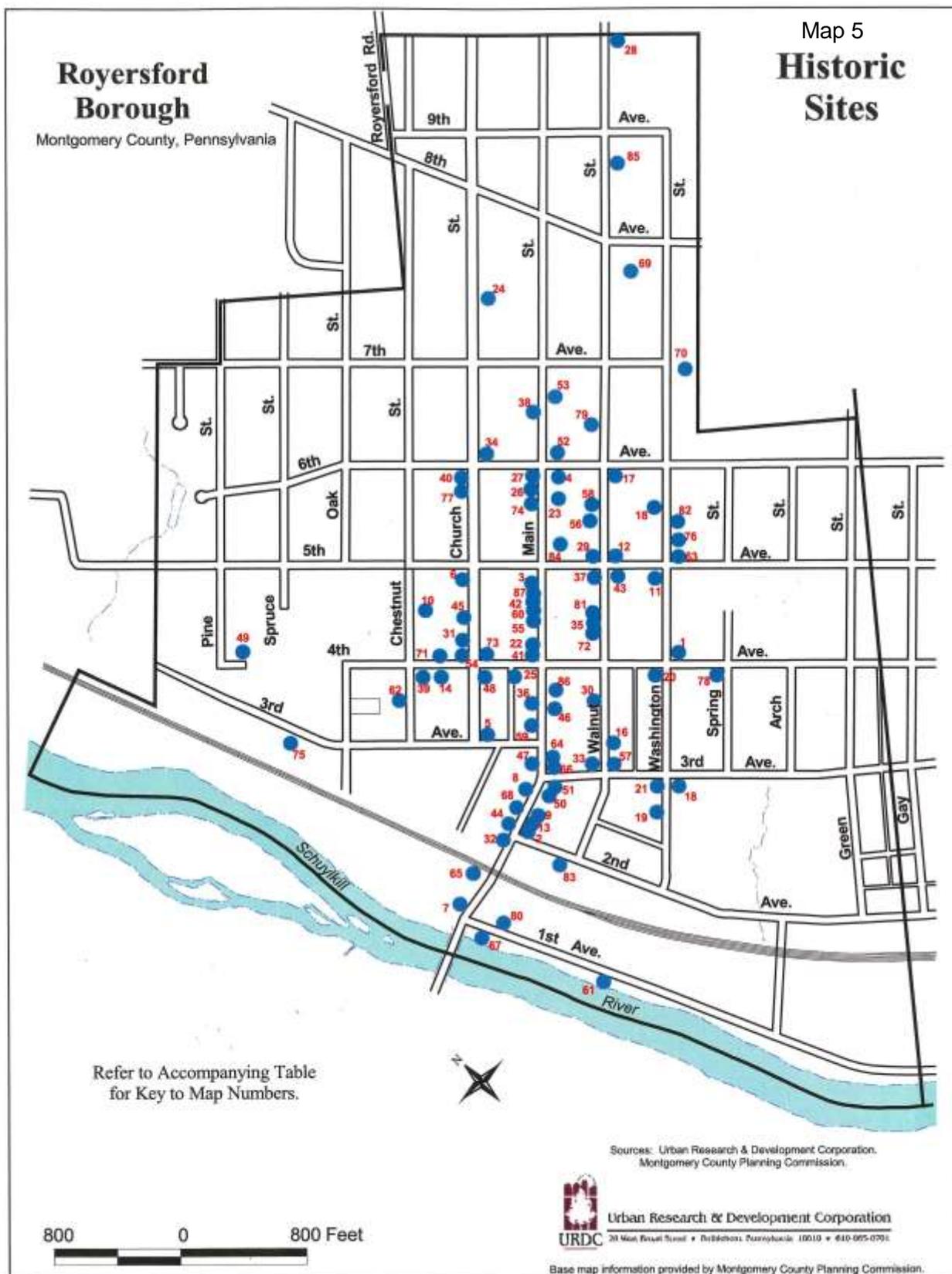
The former Buckwalter Stove Company site is the only property in Royersford on the National Register of Historic Places. This property is located west of Main Street adjacent to the Norfolk-Southern tracks and has since been demolished. The following Royersford Borough sites appear on a 1985 historic properties inventory prepared by a consultant to Montgomery County.

Historic Buildings Inventory

1	Adam's School	45	Mather Residence and Adjacent Home
2	Banker's Bar and Grill	46	Mckissic Owned Homes
3	Baumgartner Residence	47	Melenke Residence
4	Bertolet Residence and Adjacent Home	48	Methodist-Episcopal Church of Royersford
5	Brant, B. B. House	49	Montgomery County Industrial Development Authority Owned Home
6	Buchanan Residence and Adjacent Home	50	National Bank of Royersford Original Building
7	Buckwalter & Company Stove Works	51	National Bank of Royersford Second Building
8	Buckwalter Stove Company	52	Nelson Owned Home, 45 Brenner
9	Bud's Luncheonette	53	Nelson Owned Home, 757 Main
10	Campbell Residence and Adjacent Home	54	New Testament Baptist Church
11	Church of the Nazarene	55	O'Brien Residence and Adjacent Home
12	Cole, Henry A. House	56	Oelschlager Residence
13	Cooper Owned Homes	57	Osgood Owned Home
14	Desante Residence and Adjacent Home	58	Peterman, M. House
15	Edmark Residence and Adjacent Home	59	Peterson Residence
16	Emery Residence and Adjacent Home	60	Quay Residence
17	Emmers, Edward House	61	R & S Upholstery
18	Episcopal Church of the Epiphany	62	Reilley Residence
19	Evans Residence and Adjacent Homes	63	Rogalski Residence
20	First United Church of Christ	64	Royal Mens Wear
21	First Bretheren Church	65	Royersford Station
		66	Royersford Trust Company
		67	Royersford Spring Company
		68	Royersford Hotel and Adjacent Homes

BOROUGH OF ROYERSFORD COMPREHENSIVE PLAN

22	Freed, Yelis House	69	Royersford Needle Works
23	Freed, Samuel Residence	70	Royersford High School
24	Freed House	71	S. B. Latshaw Real Estate & Insurance Office
25	Funk Owned House	72	Shantz Owned Homes
26	Grace Lutheran Church Personage	73	Shulman Owned Home
27	Grace Evangelical Lutheran Church	74	Shulman Residence, 539 Main
28	Grime Residence and Adjacent Home	75	Slaughter, Residence
29	Habman, E. L. House	76	Smith Residence and Adjacent Home
30	Harwood Residence and Adjacent Home	77	Springford Medical Center
31	Hollenbach Residence and Adjacent Home	78	Sutch Owned Home
32	Home National Bank	79	The Mennonite Bretheren in Christ Church
33	Humane Steam Fire Engine Company	80	Townsend Furniture Gallery
34	Jahigen Residence	81	Trinity United Evangelical Church
35	Johnstone Residence	82	Vogt Residence and Adjacent Home
36	Kuntz Owned Homes	83	Wagner Residence
37	Latshaw, William House	84	Weikel Residence
38	Latshaw Farm House	85	Wunder Residence
39	Latshaw, W. L. House	86	Zenker Jewelers
40	Latshaw Residence	87	Zerr Residence and Adjacent Home
41	Latshaw's Hall		
42	Lewin, John Milton House		
43	Markert Residence		
44	Masteller's Store		



D. POPULATION AND HOUSING OF ROYERSFORD

All of the data in this section is from the U.S. Census, unless otherwise stated.

Population Change

The Census estimated that Royersford included 4,785 residents in 2014. Royersford's 2010 population was 4,752, which was a 506 person increase (12 percent) from the 2000 population of 4,246. Montgomery County grew by 6.8 percent during the same ten-year period. During the 1990s, a net decrease of 212 residents was recorded in Royersford.

**TABLE 1
TOTAL POPULATION**

Royersford Borough and Montgomery County
1970 - 2014

YEAR	ROYERSFORD BOROUGH			MONTGOMERY COUNTY		
	Persons	Number Change	Percent Change	Persons	Number Change	Percent Change
1970	4,235	266	6.7	624,080	107,398	20.8
1980	4,243	8	0.2	643,371	19,291	3.1
1990	4,458	215	5.1	678,111	34,740	5.4
2000	4,246	-212	-4.8	748,987	70,876	10.5
2010	4,752	506	11.9	799,874	50,886	6.8
2014 Estimate	4,785	33	0.6	816,857	16,983	2.1
2015 Estimate	4771	-14	-0.3	819,264	2407	0.3

Source: DVRPC 2016.

Limerick Township and Upper Providence Township each grew rapidly in recent decades, as seen in the table below. In addition, in the 1990s, Limerick’s population grew by 102 percent and Upper Providence’s population grew by 229 percent.

TABLE 2
POPULATION CHANGE
Royersford Borough and Adjacent Municipalities
2000 - 2010

MUNICIPALITY	2010 Population	2000 Population	Numeric Increase	Percent Change
Royersford Borough	4,752	4,246	506	11.9
Limerick Township	18,074	13,534	4,540	33.5
Spring City Borough (Chester County)	3,323	3,305	18	0.5
Upper Providence Township	21,219	15,398	5,821	37.8

Population Forecasts

The Delaware Valley Regional Planning Commission’s (DVRPC) latest population forecasts projected that Royersford will add 620 residents between 2010 and 2040, for a growth rate of 13 percent. Higher growth rates of 30 percent were forecast for Limerick and 26 percent for Upper Providence.

TABLE 3
POPULATION FORECASTS
 County and Royersford Area
 2010 to 2045

MUNICIPALITY	Montgomery County	Royersford Borough	Limerick Township	Upper Providence Township	Spring City Borough
2010 Estimate	799,874	4,752	18,074	21,219	3,433
2015 Estimate	819,264	4,771	18,718	23,460	3,322
2020 Forecast	840,934	4,893	19,854	24,622	3,514
2025 Forecast	863,327	5,014	20,904	25,777	3,705
2030 Forecast	884,387	5,136	21,970	26,951	3,898
2035 Forecast	903,114	5,243	22,894	27,967	4,066
2040 Forecast	918,918	5,330	23,653	28,802	4,204
2045 Forecast	932,820	5,404	24,296	29,510	4,321
Numeric Change 2010-2045	132,946	652	6,222	8,291	888
Percent Change 2010-2045	17%	14%	34%	39%	26%

Source: DVRPC 2016.

Racial Backgrounds

In 2010, 5.1 percent of Royersford residents reported they were Black / African-American, compared to 8.7 percent for Montgomery County. Among Royersford residents, 4.2 percent reported they were Hispanic / Latino (vs. 5.2 percent for the County), 1.7 percent reported they were Asian (vs. 6.5 percent for the County), and 2.4 percent reported they had two or more races in their background (vs. 1.9 percent for the County).

Household Size

Royersford’s average of 2.2 persons per household in 2010 was slightly smaller than the County’s average household size of 2.5 persons. This reflects the greater proportion of smaller, non-traditional households in the Borough than in the County overall.

Reflecting a national trend, average household size shrank in the 1980s and 1990's in both Royersford and Montgomery County, and since then has leveled off. Later marriages, more divorces, fewer children and more elderly households contributed to this trend.

TABLE 4
AVERAGE PERSONS PER HOUSEHOLD
 Royersford Borough and Montgomery County
 1980 - 2010

YEAR	ROYERSFORD BOROUGH	MONTGOMERY COUNTY
1980	2.5	2.8
1990	2.4	2.6
2000	.2	2.5
2010	2.2	2.5

Age Groups

According to the U.S. Census, from 2000 to 2010, Royersford actually experienced a significant decrease in the numbers of residents aged 65 to 74 and only a small increase in residents age 75 or older.

The median age of Royersford residents in 2010 was 35.7, meaning that half of residents were older than this age and half were younger. This was younger than the median for the County of 40.6.

In Royersford, 21.1 percent of 2010 residents were under age 18, compared to 22.9 percent for the County. Residents age 65 and older made up 11.4 percent of Royersford residents in 2010, compared to 15.1 percent for the County as a whole.

TABLE 5
AGE DISTRIBUTION
Royersford Borough
2010

AGE GROUP	2010	
	Number	Percent
0 - 4	298	6.3
5 - 17	75	6.2
18 - 24	494	10.3
25 - 34	839	17.6
35 - 44	614	12.9
45 - 54	719	15.1
55 - 64	542	11.4
65 - 74	264	5.5
75+	277	5.8
Total	4,752	100.0

Total Housing Units

Royersford’s housing stock grew by 15 percent between 2000 and 2010, a rate higher than the 9.5 percent increase experienced County-wide.

TABLE 6
TOTAL HOUSING UNITS
Royersford Borough and Montgomery County
1990 - 2000

YEAR	ROYERSFORD BOROUGH			MONTGOMERY COUNTY		
	Housing Units	Number Change	Percent Change	Housing Units	Number Change	Percent Change
1990	1,942	156	8.7	265,856	33,287	14.3
2000	2,039	97	5.0	297,434	31,578	11.9
2010	2,351	312	15.3	325,735	28,301	9.5

In 2010, the Census reported that Royersford had a 3.4 percent vacancy rate, among for sale rental units and an 11.4 percent vacancy rate among housing units offered for rent. The “for sale” rate was fairly typical, but the “for rent” rate is higher than usual. At times, a for rent vacancy rate can be over-stated if residents do not cooperate with the Census.

Housing Ownership

In 2010, among Royersford’s occupied housing units, 50.1 percent were reported to be owner-occupied, as opposed to renter-occupied. This was a decrease from the 52.4 percent owner-occupied rate for Royersford in 2000. Meanwhile, in 2010, 73.1 percent of occupied housing units in Montgomery County were owner-occupied.

Housing Types

Single-family attached units (twin homes and townhouses) are the most numerous housing type in Royersford, followed by single-family detached homes. Together, these two housing types account for 53.4 percent of the Borough's housing total stock. Units in structures with 10 to 19 units (small to medium-size apartment buildings) are the only other housing type in Royersford to make up at least 10 percent of the total housing stock. This distribution is typical of a borough, whereas suburban townships typically have a higher proportion of single-family detached homes.

TABLE 7
HOUSING TYPES

Royersford Borough - 2010

Housing Type	Number	Percent
Single-Family Attached Units (Row Homes & Townhouses)	751	34.5
Twin or Duplex Units	182	8.4
Units in Structures with 3 or 4 Units	138	3.0
Units in Structures with 5 to 9 Units	214	9.8
Units in Structures with 10 to 19 Units	277	12.7
Units in Structures with 20 or More Units	202	9.3
Manufactured/Mobile Homes	0	0

Housing Values and Rents

Royersford’s median housing value in 2010 was \$181,600. While average home values are significantly higher in most suburban townships, Royersford’s housing values are above-average compared to many similar boroughs.

The median monthly rent in 2010 was \$840, which was lower than the County median of \$1,028.

**TABLE 8
HOUSING VALUES**

Montgomery County and Royersford Area - 2000 to 2010

Place	Median Housing Value of Owner Occupied Housing		Change, 2000-2010		Median Monthly Gross Rent		Change, 2000-2010	
	2000	2010	Numeric	Percent	2000	2010	Numeric	Percent
Montgomery County	\$160,700	\$297,200	\$136,500	84.9	\$797	\$1,028	\$231	28.9
Royersford Borough	\$105,100	\$181,600	\$76,500	72.7	\$640	\$840	\$200	31.2
Limerick Township	\$116,100	\$293,900	\$177,800	153.1	\$999	\$1,219	\$220	22.0
Upper Providence Township	\$188,400	\$331,500	\$143,100	75.9	\$825	\$910	\$85	10.3
Spring City Borough (Chester County)	\$98,200	\$163,600	\$65,400	66.5	\$573	\$758	\$185	32.3

Source: U.S. Census and 2006-2010 American Community Survey 5-Year Estimates

Median Income

According to 2010 Census estimates, Royersford’s median household income was \$49,924. As part of a national trend, median household incomes actually decreased in Royersford and much of the County after adjusting for inflation. It also needs to be considered that many households were also experiencing effects from the Great Recession in 2010. The American Community Survey estimated that the average income per Royersford resident in 2010 was \$27,797, compared to \$40,076 for Montgomery County as a whole.

TABLE 9
ESTIMATED MEDIAN HOUSEHOLD INCOME
 Montgomery County and Royersford Area
 2000 to 2010

Place	Median Household Income		Change 2000-2010	
	2000	2010*	Numeric	Percent
Montgomery County	\$79,597	\$76,380	-\$3,217	-4.0
Royersford Borough	\$51,661	\$49,924	-\$1,687	-3.3
Limerick Township	\$84,731	\$76,682	-\$8,049	-9.5
Upper Providence Township	\$99,173	\$107,438	\$8,265	8.3
Spring City Borough	\$52,694	\$52,694	-\$34,362	-39.4

Source:* American Community Survey 5-Year Estimates. Year 2000 Income have been adjusted to 2010 dollars to allow comparisons.

Education Level

The table below compares education levels in Royersford with those of Montgomery County as a whole. Among Royersford residents 25 years and older, 90.3 percent reported in 2010 that they had graduated from high school and 25.4 percent reported that they had received a college bachelor’s degree. In both cases, these numbers were increased from the Borough’s 2000 levels. Montgomery County as a whole reported higher educational attainment numbers: 92.6 percent for high school graduation and 44.2 percent for college graduation.

TABLE 10
EDUCATION LEVEL AMONG RESIDENTS AGE 25 AND OLDER
 Royersford and Montgomery County
 2000 to 2010

Highest Level Attained	Royersford		Montgomery County	
	2000 =2,929	2010 =3,171	2000 =515,871	2010 =555,690
Less than 9 th grade	5.5	1.9	3.0	2.2
9 th to 12 th grade, no diploma	13.6	7.8	8.5	4.8
High school graduate	38.7	38.2	27.3	25.6
Some college, no degree	17.4	17.2	16.5	15.9
Associate degree	7.4	9.6	5.9	6.5
Bachelor’s degree	12.3	18.6	23.1	26.5
Graduate/professional degree	5.1	6.8	15.7	18.4
Percent high school graduate or higher	80.9	90.3	88.5	94.7
Percent bachelor’s degree or higher	17.4	25.4	38.7	54.7

Sources: U. S. Census and American Community Survey 5-Year Estimates

Mode of Commuting

The U.S. Census reported on the methods that Royersford residents used in 2010 to travel to work. Among residents, 86.0 percent drove alone to work, 6.9 percent drove with another person or carpooled, 0.7 percent used a bus, 6.0 percent walked, and zero percent said they used a bicycle.

E. ADJACENT ZONING

The following section describes the zoning districts that exist adjacent to Royersford's borders, in Limerick Township, Upper Providence Township and Spring City.

Limerick Township

R-3 B Medium Density District B - This district includes most of the northwestern border of Royersford, west of Lewis Road. The main allowed uses include:

- Single-family detached dwellings (maximum density of .85 units per acre)
- Twins or duplexes dwellings (maximum density of 1.65 units per acre)
- Single-family attached dwellings (townhouses) (maximum density of 1.80 units per acre)

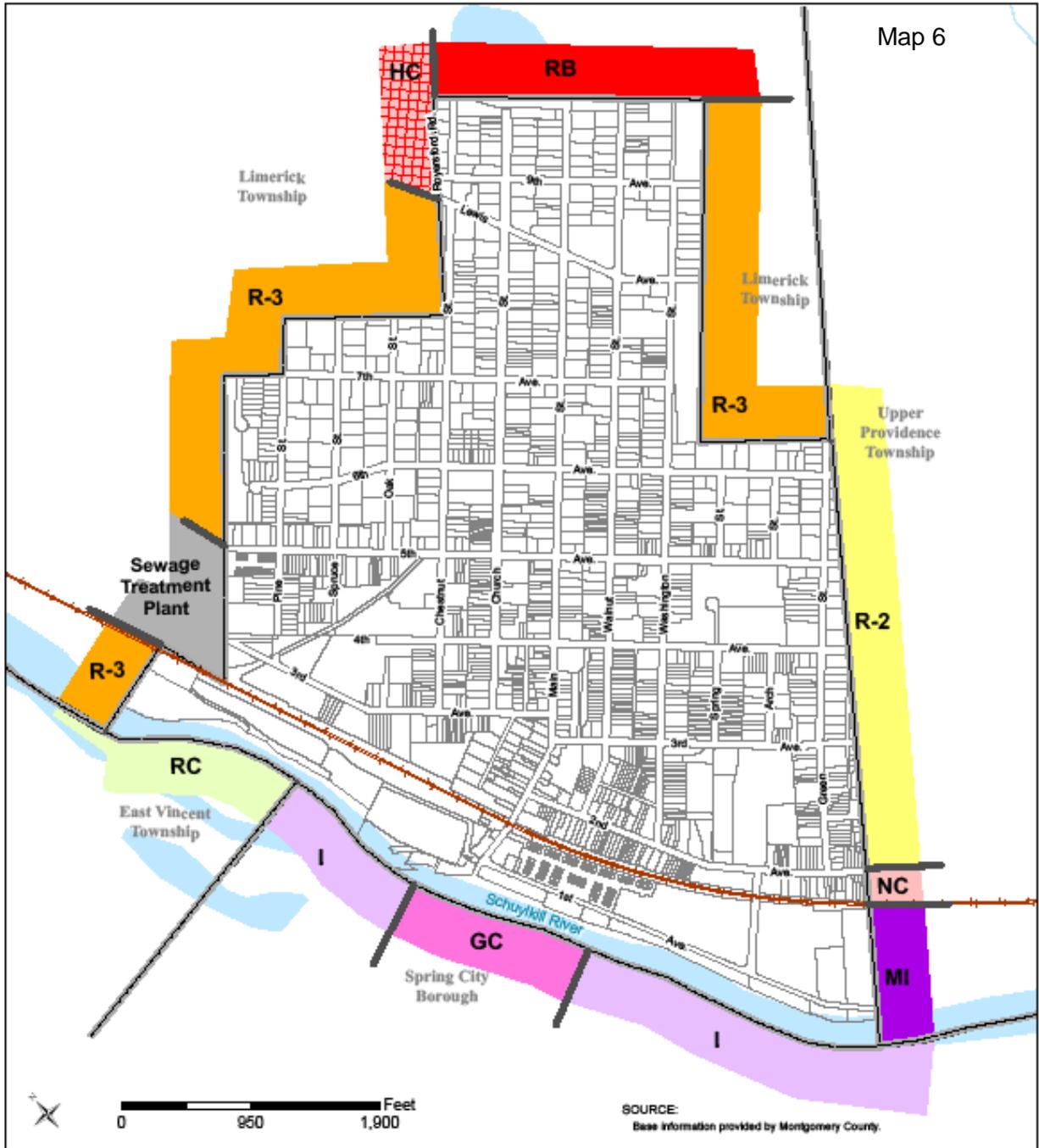
HC B Highway Commercial B - This district includes lots on both sides of Lewis Road, west of Tenth Avenue. It provides for a wide range of commercial businesses. The main allowed uses include:

- Offices
- Banks
- Retail
- Restaurants
- Day Care
- Personal Services

RB B Retail Business B - This district includes land northeast of Royersford, between Tenth Avenue and the Route 422 interchange. It provides for a wide range of commercial businesses, including the following:

- Offices
- Banks
- Hotel and Motel
- Day Care
- Personal Services
- Theaters
- Golf courses
- Research facilities

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Borough of Royersford

RC Rural Conservation	GC General Commercial District
R-2 Residential District	HC Highway Commercial District
R-3 Medium Density District	I Industrial District
NC Neighborhood Convenience Commercial District	MI Manufacturing Industrial District
RB Retail Business District	Sewage Treatment Plant

**2016
ADJACENT ZONING**

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Upper Providence Township

R-2B Residential District B - This district includes most of the land along Royersford's southwestern border. The main allowed uses include:

- Single-Family Detached Dwelling Units
- Residential Cluster Development by Conditional Use
- Retirement Community by Conditional Use
- Educational Uses by Conditional Use
- Hospital/Medical Center/Nursing Home by Conditional Use

Neighborhood Convenience Commercial District B - This district includes a few lots along both sides of Second Avenue. The main allowed uses include:

- Single-Family Detached Dwelling Units
- General Agriculture

Manufacturing Industrial District B - This district includes the land between the railroad tracks and the river. The major allowed uses include:

- Manufacturing, Warehousing and Industrial Parks by Conditional Use
- Offices by Conditional Use
- Mobile Home Parks by Special Exception
- Adult Businesses by Special Exception
- Commercial Campgrounds by Special Exception
- Solid Waste Facilities by Special Exception
- Intensive Agriculture by Special Exception

Borough of Spring City

General Commercial B - This district includes Downtown Spring City near the Main Street bridge/Bridge Street. Major Permitted Uses include:

- Single-Family Detached Dwelling Units
- Educational Uses By Special Exception
- Day Care by Special Exception
- Institutional by Conditional Uses
- Various Residential Types in Historic Structures Only

Manufacturing Industrial District B - This district includes most of the riverfront that is northwest and southeast of the downtown. The district mainly allows a variety of industrial uses.

F. NATURAL FEATURES BACKGROUND INFORMATION

Natural features refer to water resources, soils, slopes, vegetation, and wildlife, among other environmental characteristics. In Royersford, natural features are primarily present along the Schuylkill River corridor. Most of Royersford has physical characteristics that are well-suited for development, including well-drained soils.

Steep Slopes

The slope of the land, expressed as a percentage, is determined by dividing the vertical change by the horizontal distance. For example, a 5-foot rise in elevation over a 100-foot distance is expressed as a 5% slope. Land with a 15 to 25 percent slope is considered to have moderately steep slopes, and are usually only suitable for low-intensity development. Land with slopes of greater than 25% are considered very steeply sloped and in most cases should not be developed, except for small isolated areas. Most steep slopes in the Borough are concentrated between Fifth Avenue and the Norfolk-Southern railroad. These steeply sloping areas form a bluff along the Schuylkill River and can also be found along the edges of small unnamed streams within the Borough.

Steep slopes are prone to erosion. Removing the existing and stabilizing vegetation via grading or other disturbances accelerates the erosion process. The eroded sediment and rapid storm water run-off can be damaging to surface water biology, scour streambanks and cause structural failure of buildings, roads, and other man-made structures. Excessive erosion can also raise flood heights by reducing the water carrying capacity of streams.

Watershed/Drainage Areas

The entire Borough of Royersford eventually drains into the Schuylkill River. Approximately one-third of Royersford is part of the Mingo Creek watershed, and drains either into an unnamed tributary of the Mingo Creek or directly into the Mingo Creek, which in turn empties into the Schuylkill River. The remainder of the Borough drains either into small unnamed tributaries of the Schuylkill River or directly into the Schuylkill River.

Woodlands

Woodlands contribute to the physical character of the Borough and perform ecological functions such as stabilizing soil and providing wildlife habitats. Wooded areas also provide shade, diffuse noise and acting as a visual buffer. Royersford's few remaining woodlands are found mainly along the banks of the Schuylkill River and along steeply sloping areas between Third Avenue and the Norfolk-Southern railroad.

Pennsylvania Natural Diversity Inventory (PNDI) Sites

The Pennsylvania Department of Conservation and Natural Resources identifies only one rare/endangered plant species (PNDI) site - near where Fifth Avenue crosses into Limerick Township. A potential habitat of one wildlife species was identified as possibly extending into Royersford on the PNDI.

Water Resources

The Schuylkill River forms one of the Borough's boundaries. Two minor unnamed streams pass through the Borough. The first crosses briefly into the Borough from Limerick Township near Sixth Avenue, and the other lies underground, surfacing only in Victory Park before disappearing underground again.

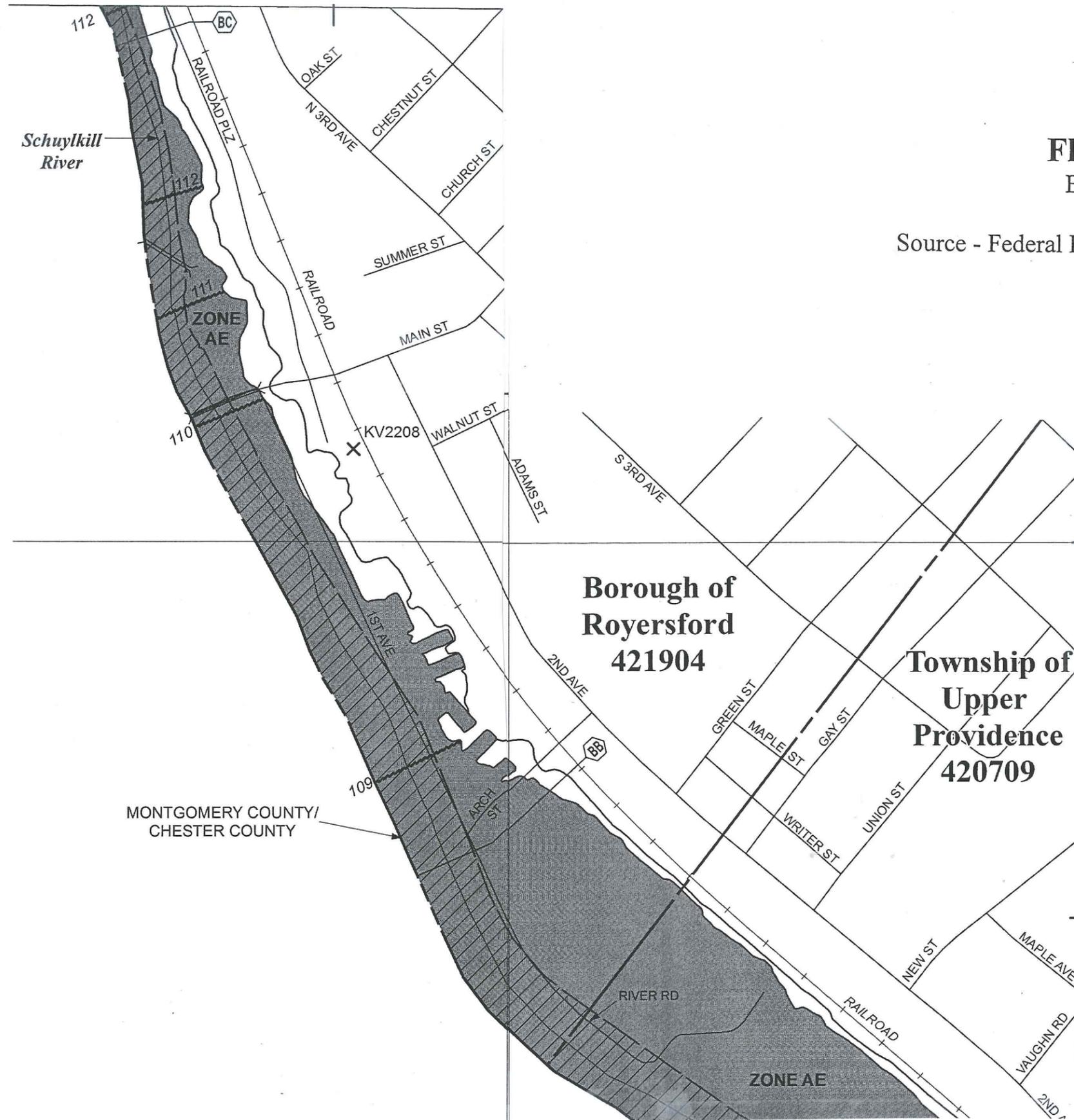
100-Year Floodplains

A floodplain is an area adjoining a watercourse which is vulnerable to flooding. The "100-year floodplain" is an area expected to be covered by water during and/or after a storm of an intensity which occurs once every 100 years (or that has a one percent chance of being flooded in any one year). The only identified 100-year floodplain is along the length of the Schuylkill River, as seen on the Flood-Prone Areas Map. The 100-year floodplain is divided into the floodway, which is the channel that carries the deepest and fastest floodwaters, and the flood-fringe, which often involves more shallow flooding. Royersford's regulations restrict development within the 100-year floodplain, including a prohibition on new buildings within 100 year floodway.

Wetlands

Wetlands are valuable natural areas that serve as groundwater recharge sites and wildlife habitats. Wetland disturbances are regulated at both the state and federal levels in Pennsylvania because wetlands have sensitive ecologies very susceptible to pollution. No wetlands have been identified by the National Wetlands Inventory. However, wetlands may still be present in Royersford, and should be the subject of a more detailed analysis by a wetlands specialist in suspect areas that are proposed for alteration.

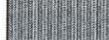
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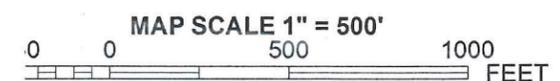


Flood-Prone Areas

Borough of Royersford

Source - Federal Emergency Management Agency, 2016

-  **SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD**
- The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.
- ZONE A** No Base Flood Elevations determined.
 - ZONE AE** Base Flood Elevations determined.
 - ZONE AH** Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
 - ZONE AO** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
 - ZONE AR** Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
 - ZONE A99** Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
 - ZONE V** Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
 - ZONE-VE** Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.
-  **FLOODWAY AREAS IN ZONE AE**
- The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.



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G. COMMUNITY FACILITIES AND SERVICES BACKGROUND INFORMATION

The majority of this background information has been incorporated into the main body of the text.

Primary and Secondary Schools

The Spring-Ford School District serves Royersford, Spring City, and Limerick and Upper Providence Townships.

The Royersford Elementary School is at 450 Spring Street in Royersford. Brooke Elementary School is at 339 N. Lewis Road, north of Royersford. The 8th Grade Center is mostly within Royersford at 700 Washington Street, while the football stadium is immediately south of the Borough line. Just to the south of Royersford are the 9th Grade building at 400 S. Lewis Road and the Senior High School at 350 S. Lewis Road, as well as numerous athletic fields.

There are several other elementary schools, as well as the 5th - 6th and 7th Grade Centers at 833 S. Lewis Road. The School District also operates an online cyber-school, which is being expanded to provide alternatives to private cyber-charter schools.

The School District is primarily funded by local real estate taxes, with the second largest source of funding being State funds, and the third largest source of funding being local earned income taxes.

The Western Montgomery Career and Technical Center at 77 Graterford Road in Limerick provides a wide variety of practical education, such as culinary arts, auto technology, HVAC, and various building trades.

In addition, the Sacred Heart School at 100 S. Lewis Road serves grades K to 8, and Pope John Paul II High School is along Township Line Road north of the Route 422 interchange.

H. EXISTING LAND USES

An aerial photo of Royersford and a map of existing uses of land are provided in the Land Use and Housing Plan chapter.

Residential Land Uses

As seen on the Existing Land Uses Map, housing in the Borough is a mix of single-family detached homes, single-family attached homes (twins and rowhouses), and apartments. Single-family detached homes are present throughout the Borough, including both historic structures of significant architectural merit and more recently constructed models. Single-family detached homes most common on blocks that are closer to the borders of Royersford. A number of former single family detached houses have been converted into two or more apartments over the years.

Multi-family housing in the Borough includes unified apartment complexes, structures that have been converted from single-family homes to apartments and upper story apartments located above non-residential uses (which are primarily along Main Street). Apartments include the Spruce Court Apartments at Sixth Avenue and Spruce Street,

Golden Age Manor at Fourth Avenue and Walnut Street, the Needleworks Apartments on Washington Street and Royersford Gardens at Fifth Avenue and Church Street. There also are assisted living housing arrangements, such as the Atrium House at 7th Avenue and Elm Street.

Commercial Uses

Commercial uses in Royersford are primarily clustered in two locations - along the Lewis Road corridor north of Washington Street, and in the downtown along Main Street. Most uses along the Lewis Road corridor have their own parking lots. The core of the downtown commercial district extends along Main Street between Second and Fifth Avenues.

Industrial Uses

The area along the Schuylkill Riverfront and an area north of Chestnut Street between Third and Fifth Avenues contain most of Royersford's industrial development. The larger industrial uses along the riverfront are concentrated in two areas: 1) south of Arch Street and 2) north of Main Street. The former Cann and Saul Steel Plant north of Chestnut Street is now known as Royersford Industrial Park, and is occupied by a mix of industrial uses. Another industry is Nelson's Creamery, near Seventh Avenue and Walnut Street.

Public Recreation

Victory Park, located between Third Avenue and Second Avenue, is Royersford's large public park. Chestnut Street Park is a playground at the corner of Fifth Avenue and Chestnut Street was completed in 2003. Playground equipment and a baseball field exist at the Royersford Elementary School at Fifth Avenue and Spring Street. The Spring-Ford 8th Grade Center includes two baseball ballfields, two overlapping multi-purpose fields, a football stadium and tennis courts. Additional athletic fields are nearby around the Senior High School.

Other Public/Semi-Public Uses

Public/semi-public uses include places of worship, public buildings, institutional uses and related activities. This category includes:

- Royersford Borough Hall - Main Street and Third Avenue,
- Borough Public Works garage - Chestnut Street,
- Borough parking lot - Third Avenue and Summer Street,
- Borough parking lot - between Third and Fourth Avenues,
- Royersford Fire Department's Humane Fire Company building and the proposed new fire station site at Third Avenue and Walnut Street,
- Royersford Fire Department's Friendship Hook, Ladder and Hose Company building on Green Street west of Third Avenue operates as the social hall,
- Royersford Elementary School - Fifth Avenue and Spring Street,

- Spring-Ford Middle School 8th Grade Center - Seventh Avenue and Washington Street,
- Sacred Heart School - Walnut Street and Lewis Road, and
- Royersford Free Public Library and Community Center - Fourth Avenue and Washington Street.

I. TRANSPORTATION BACKGROUND INFORMATION

Street Functional Classifications

Street patterns and access from development should be planned according to the function each street is intended to serve within the overall network. The Borough Subdivision and Land Development Ordinance includes different standards for different classifications of streets. Roads are classified according to the following major types: Arterial Streets, Collector Streets, and Local Streets.

Arterial Streets – These roads provide access between major commercial developments and different towns. Arterials are designed for high volumes of traffic at moderate speeds. Main Street is an Arterial.

Collector Streets – These roads provide connections between arterial streets, connect together residential neighborhoods and gather traffic from local streets. Collector streets are intended to provide for moderate volumes of traffic at low speeds. Examples include Washington Street, Chestnut Street, First Avenue and Second Avenue.

Local Streets – These streets provide direct access from many adjacent properties, and channel traffic towards collector streets.

Public Transit

The main public transit service in Royersford is the SEPTA Route 139 bus. It extends from Ridge Avenue to along Township Line Road to the Limerick Square Shopping Center to along the length of Main Street in Royersford to Spring City, and along Route 724 to Phoenixville. In Phoenixville, it has a transfer to reach the King of Prussia area. At Ridge Avenue, a transfer is available to a bus that connects to Pottstown and Norristown. From Norristown, a person can use the Norristown High Speed Line to connect to the Market Street line or take a commuter rail line to Philadelphia.

J. TIMING & AMOUNT OF DEVELOPMENT

Royersford has very limited land for new development. The timing and amount of development in Royersford will be greatly affected by the Borough's zoning policies, including opportunities for redevelopment. Employment growth in the region will also affect growth pressures within Royersford. Residential growth in adjacent municipalities will help to spur commercial development within Royersford. Realtors report that there is a high demand to live within Royersford, by families and other households.

An intent of this Plan is to manage and direct that growth pressure to carefully selected locations that can accommodate redevelopment, without harming the historic character of Royersford and the livability of the neighborhoods.

K. SUMMARY OF POTENTIAL FUNDING SOURCES

The following table lists various State and federal grant programs that can be used for revitalization, economic development and community development purposes. Funding sources are always changing, with new programs being added and older programs being revised or deleted. Therefore, it is important to keep up-to-date with current funding opportunities, the amount of funding available and competitiveness in each program, and the likelihood that a program would fund a particular project.

While most programs are administered through departments of the Pennsylvania state government, some others are administered by the Commonwealth Financing Authority (CFA).

Potential applicants should always contact the regional or central office of the funding source to discuss a project and to fully understand the program requirements.

The websites of the primary funding programs are:

PA Department of Community and Economic Development (DCED):

<http://www.newpa.com/find-and-apply-for-funding/>

PA Department of Conservation and Natural Resources (DCNR):

<http://www.dcnr.state.pa.us/>

PA Department of Environmental Resources (DEP):

<http://www.dep.state.pa.us/>

PA Historical and Museum Commission (PHMC):

<http://www.portal.state.pa.us/>

Funding Programs for Community and Economic Development

Program Name	Program Type	Overview of Program	Administering Agency(ies)
1. Alternative and Clean Energy Program (ACE) and Alternative Fuels Incentive Grant (AFIG)	Grants, Loans & Loans Guarantees	Provides financial assistance to utilize, develop, and construct alternative and clean energy projects in the state. A funding match is required.	DCED and DEP
2. Alternative Fuel Vehicle Rebate Program (AFVRP)	Grants	Provides rebates for the purchase of new, non-leased, plug-in hybrid, plug-in electric, natural gas, propane and hydrogen fuel cell vehicles.	DEP
3. Automated Red Light Enforcement Grant Program	Grants	Offers grants to improve traffic signals and related electronic systems, to update signal timing, to add turn lanes at intersections to increase capacity, to improve traffic signs and pavement markets (including around school zones), to make pedestrian safety improvements along a road, to install guiderails, and to make drainage improvements that are directly related to a road improvement.	PennDOT
5. Building PA	Loans	Provides mezzanine capital for developers for real estate assets in small to mid-sized Pennsylvania communities.	DCED
6. Business in Our Sites	Grants and Loans	Provides grants and low interest loans to improve ready-to-build business sites. Funds can be used to acquire land, conduct environmental assessment and remediation, perform demolition, install infrastructure, and construct on-site and off-site transportation improvements.	DCED
7. Business Opportunities Fund (BOF)	Loans	Installment loans, lines of credit and technical assistance for minority business enterprises, women-owned business enterprises and small businesses.	DCED

Program Name	Program Type	Overview of Program	Administering Agency(ies)
9. Circuit Rider Program (Part of the Community Conservation Partnerships Program - C2P2)	Grants (match required)	Grants to initiate new programs and services for a county, Council of Government, and/or multi-municipal entity that individually does not have the financial resources to hire a professional full-time staff person. The Circuit Rider’s purpose is to initiate new programs to more efficiently and effectively meet recreation, park, or open space needs. The grantee will be responsible for any funding of the position after the State funding expires.	DCNR
10. Community Development Block Grant (CDBG)	Grants, Technical Assistance	Provides funding for projects that serve households or geographic areas with low to moderate incomes, or that eliminate blight, or that improve access for persons with disabilities. Typical projects include housing rehabilitation, stormwater improvements or construction of ADA ramps at curbs.	DCED and Mont. Co. Dept. Of Housing and Comm. Development
11. Community Recreation and Conservation Program (Part of C2P2).	Grants (match required)	Grants are awarded to municipalities and authorized nonprofit organizations for: <ul style="list-style-type: none"> • Planning for feasibility studies, trail studies, conservation plans • Master site development plans • Comprehensive recreation, park, open space, and greenway plans • Land acquisition for active or passive parks, trails, and conservation purposes • New development and rehabilitation of parks, trails and recreation facilities 	DCNR
12. Greenways, Trails and Recreation Program (GTRP)	Grant (match required)	Allocates funds via the CFA from the Marcellus Legacy Fund to plan, acquire, develop, rehabilitate, and repair greenways, recreational trails, open space, parks and beautification projects.	DCED

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Program Name	Program Type	Overview of Program	Administering Agency(ies)
13. High Performance Building Program (HPB)	Grants Loans Guarantees	Underwrites the cost premiums associated with the design and construction or major renovation of high performance buildings in the state.	DCED and DEP
14. Historic Marker Nomination Program	Grants	Nominations for state historic markets must be submitted by January of each year.	PHMC
15. Historic Preservation Tax Credit (HPTC)	Tax Credits	Offers tax credits to qualified taxpayers who restore a qualified historic structure into an income-producing property. All projects must include a qualified rehabilitation plan approved by the Pennsylvania Historical and Museum Commission (PHMC).	DCED
16. HOME	Grants Loans Tech. Asst.	Provides federal grant, loan, and technical assistance to municipalities to expand the supply of decent and affordable housing for low- and very low-income Pennsylvanians.	Montgomery Co. Housing and Comm. Development (Federal funds)
17. Housing Rehabilitation and Home Buyer's Programs	Grants and Loans	Provides financing to rehabilitate existing housing, and to assist households in purchasing housing.	Montgomery Co. Housing and Comm. Development
18. Industrial Sites Reuse Program (ISRP)	Grants Loans (match required)	Supports performing environmental site assessment and remediation work at former industrial sites.	DCED
19. Job Creation Tax Credits (JCTC)	Tax Credits	A \$1,000-per-job tax credit to approved businesses that create new jobs in the state within 3 years.	DCED
20. Joint Opportunity Business Partnership Fund (JOB Partnership Fund)	Loans	Provides loans to private equity partnerships for investment in Pennsylvania companies.	DCED

Program Name	Program Type	Overview of Program	Administering Agency(ies)
<p>21. Keystone Communities Program (KCP)</p> <p>(The Elm Street Program is currently not separately funded, but that could change in future years).</p>	Grants	<p>Promotes revitalization by designating and funding communities that are implementing Main Street, Elm Street, Enterprise Zone efforts or other community development efforts by supporting physical improvements to designated and/or other communities that are undertaking revitalization activities. Also, provides accessible modifications for the homes of persons with physical disabilities. Components include:</p> <ul style="list-style-type: none"> • PA. Accessible Housing • Housing and Redevelopment Assistance • Keystone Main Streets • Keystone Elm Streets • Keystone Enterprise Zones • Keystone Communities • Keystone Communities Development Projects 	DCED
22. Keystone HELP Energy Efficiency Program	Loans	Provides low-interest loans to residents for energy efficiency improvements to homes, including the installation of energy-efficient heating and air conditioning systems, geothermal systems, insulation and air sealing, and more.	DEP (partnered with PA Treasury Dept., PHFA, and AFC First Financial)
23. Keystone Historic Preservation Grant Program	Grants	Funding for historic preservation projects.	PHMC
24. Local Government Capital Project Loan Program (LGCPLP)	Loans	Low-interest loans to local government for equipment and facility needs.	DCED
25. Machinery and Equipment Loan Fund (MELF)	Loans	Low-interest loans for businesses to acquire and install new or used machinery and equipment or to upgrade existing machinery and equipment	DCED

Program Name	Program Type	Overview of Program	Administering Agency(ies)
26. Multi-modal Transportation Fund (MTF)	Grants (match required)	Provides grants to encourage economic development and ensure that a safe and reliable system of transportation is available to the residents of the commonwealth.	DCED and PennDOT
27. Municipal Assistance Program (MAP)	Grants (match required)	Provides funding to assist local governments to plan for and efficiently implement services and improvements, and manage development, with an emphasis on intergovernmental approaches. Funding is available for three groups of activities: shared services, community planning and floodplain management.	DCED
28. Municipal Recycling Program (MRP)	Grants	Grants to assist municipalities and counties in developing and implementing recycling programs.	DEP
29. Municipal Signal Partnership Program (also known as the "Green Light-Go" Program)	Grants (50% match required)	Grants to improve safety and mobility by reducing congestion and improving efficiency of existing traffic signals on state highways. The program is comprised of the Local Grant Element (Designated only Corridors) and the PennDOT Project Element (Critical Corridors).	PennDOT
30. Neighborhood Assistance/ Enterprise Zone Tax Credit (NAP/EZP)	Tax credits	Incentive program for private companies investing in rehabilitating, expanding, or improving buildings or land located within designated enterprise zones.	DCED
31. New Markets Tax Credits (NMTC)	Tax credits	Federal tax credits administered by the PA Housing Finance Agency (PHFA). Individual and corporate taxpayers may receive a credit against federal income taxes for making equity investments in community development projects. The credit provided to the investor totals up to 39 percent of the cost of the investment and is claimed over a seven-year period. Program is competitive.	PHFA

Program Name	Program Type	Overview of Program	Administering Agency(ies)
32. New PA Venture Capital Investment Program	Loans	Loans to venture capital partnerships to invest in growth-stage PA companies.	DCED
33. New PA Venture Guarantee Program	Loan Guarantees	Guarantees to top-tier venture capital partnerships for investments in growth stage PA companies	DCED
34. Non-point Source Implementation Program (Section 319)	Grants	Provides funding to assist in implementing PA's Non-point Source Management Program, including funds for urban run-off, and natural channel design/streambank stabilization projects.	DEP
35 Non-point Source Pollution Educational Mini-Grants (PACD)	Grants	Helps County Conservation District inform and educate people about the causes, consequences, and clean-up of non-point source water pollution.	DEP
36. PA Housing Finance Agency (PHFA) More information is available at www.phfa.org .	Grants Loans Tax credits	PHFA programs include: • Assistance in achieving home ownership. • Homeowners' Emergency Mortgage Assistance Program (HEMAP). • Programs to support rental housing, including: – Low-income Housing Tax Credits (LIHTC). – Federal HOME funding. – Allocation of private equity bond cap. – Homeownership Choice Program (HCP).	PHFA

Program Name	Program Type	Overview of Program	Administering Agency(ies)
37. Peer-to-Peer Program (Part of C2P2)	Grants (match required)	Peer-to Peer grants are awarded to help municipalities improve park, recreation. and conservation services through a collaborative process. Projects are accomplished through contracts with experienced park, recreation. and conservation professionals from nearby communities who will work closely with local leaders. Examples include: <ul style="list-style-type: none"> • Projects that form new intergovernmental recreation and park agencies (which is a high priority for DCNR), • Improving management of a specific facility such as a community center, trail or pool, • Conducting management assessment of services, and park and recreation board training. 	DCNR
38. PA Energy Development Authority (PEDA)	Grants Loan guarantees	Provides grants and loan guarantees for alternative energy projects and related research involving: Solar energy, Wind, Low-impact hydropower, Geothermal, Biologically-derived methane gas, Waste coal, Gasification, and demand management measures.	PEDA
39. Pennsylvania Capital Access Program (PennCAP)	Loan guarantees	Through participating banks, to support a wide variety of business purposes.	DCED
40. PA Community Development Bank Loan Program (PCD Bank)	Loans	Debt financing for Community Development Financial Institutions (CDFIs)	DCED
41. PA Economic Development Financing Authority (PEDFA) Tax-Exempt Bond Program	Bonds	Tax-exempt bonds to be used to finance land, building, equipment, working capital and re-financings.	

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Program Name	Program Type	Overview of Program	Administering Agency(ies)
42. PEDFA Taxable Bond Program	Bonds	Taxable bonds to be used to finance land, building, equipment, working capital and refinancings.	DCED
43. Pennsylvania First (PA First)	Grants Loans Loan Guarantees	Funding to facilitate increased investment and job creation.	DCED
44. PA Industrial Development Authority (PIDA)	Loans	Financing through Industrial Development Corporations for land and building acquisition, construction, and renovation resulting in the creation or retention of jobs.	DCED
45. Pennsylvania Infrastructure Bank (PIB)	Loans	For the design, engineering, right-of-way and repair, reconstruction and construction of public highways, bridges, public and private airports and railroads and public transportation systems.	PennDOT
46. PA Infrastructure Investment Auth. (PennVEST)	Low-interest loans, and limited grants	For design, engineering and construction of publicly- and privately-owned drinking water distribution and treatment facilities, storm water conveyance, and wastewater treatment and collection systems.	PennVEST
47. PA Minority Business Devel. Auth. (PMBDA)	Loans	Loans to businesses owned and operated by under-represented minorities	DCED
48. PA Natural Gas Energy Development Program	Grants	Funding purchase and conversion costs of heavy-duty natural gas vehicles.	DEP
49. PA Recreational Trails Program (Part of C2P2)	Grants (match required)	Grants to state agencies, local governments, non-profit and for-profit organizations to assist with the construction, renovation, and maintenance of trails and trail-related facilities for both motorized and non-motorized recreational trail use, and the purchase or lease of equipment for trail maintenance.	DCNR

Program Name	Program Type	Overview of Program	Administering Agency(ies)
50. PA Small Business Credit Initiative (SSBCI)	Loans	Increases access to credit for small businesses, through existing DCED programs to partner organizations and the Machinery and Equipment Loan Fund (MELF).	DCED
51. Pollution Prevention Assistance Account Program (PPAA)	Loans	Assistance for small businesses to implement pollution prevention and energy-efficiency projects, enabling the businesses to adopt or install equipment or processes that reduce pollution, energy use or raw materials.	DCED
52. Pollution Prevention Reimbursement Grant Program (Pump and Plug Underground Storage Tank)	Grants	Grants for the reimbursement for costs of pumping and plugging underground storage tanks.	DEP
53. Public Disaster Assistance Grant Program	Grants	Provides grants to municipalities to recover from floods, major storms, and other natural disasters to replace destroyed infrastructure.	PA Emergency Mgt. Agency (PEMA)
54. Rail Freight Assistance (RFA)	Grants (match required)	Grants to build or repair rail lines or spurs	PennDOT
55. Rails-to-Trails Program (Part of C2P2)	Grant (match required)	<p>Awarded to county and municipal governments, prequalified land trusts, educational institutions, and non-profit organizations to preserve and protect abandoned railroad corridors as trails. Projects can include:</p> <ul style="list-style-type: none"> • feasibility, master site development, and special purpose studies, • land acquisition, and • development of railroad rights-of-way for trails, including trail heads, access roads, parking areas, interpretive facilities, comfort facilities and signs. 	DCNR

Program Name	Program Type	Overview of Program	Administering Agency(ies)
56. Redevelopment Capital Assistance Grant (RCAP)	Grants (50% match required)	Grants for projects with strong economic development benefits, and that are not eligible for primary funding support through other State programs. Project must meet federal eligibility requirements for tax-exempt bonds. Project must first be listed in State Capital Project Itemization legislation. Typical grants include assistance in funding parking decks and building facilities for major downtown employers.	State Office of the Budget, DCED
57. Renewable Energy Program (REP)	Grants Loans Loan Guarantees	Provides financial assistance to promote the use of alternative energy (e.g., geothermal and wind).	DCED and DEP under CFA direction
58. Research and Development (R&D) Tax Credit	Tax credits	Allows companies holding qualifying R&D tax credits to apply for approval to sell those tax credits and assign them to the buyer(s).	PA Dept. of Revenue
59. Rivers Conservation Program (Part of C2P2)	Grants (match required)	Grants to municipalities and nonprofit organizations. Funding is to develop or implement watershed/ river-corridor conservation plans. Priority is given to projects that implement plan recommendations in watersheds that are recorded on the PA Rivers Registry. DCNR will consider early implementation development projects for funding in watersheds not linked to a Rivers Conservation Plan if the project presents a significant and/or unique opportunity.	DCNR
60. Second Stage Loan Program	Loan guarantees	For working capital for 2–7 year old manufacturing, biotech, and technology-oriented companies	DCED through CFA

Program Name	Program Type	Overview of Program	Administering Agency(ies)
61. Section 108 Program	Loan guarantees	Enables local governments participating in the Community Development Block Grant (CDBG) program to obtain federally guaranteed loans to fund large economic development projects and undertake revitalization activities. The municipality commits the use of future CDBG funds to pay off the loan in case of default.	DCED and Co. Dept. of Housing and Community Dev.
62. Small Business Advantage Grant Program (SBAG)	Grants	Provides 50 percent matching grants, up to a maximum of \$9,500, to enable a PA small business to adopt or acquire energy efficient or pollution prevention equipment or processes.	DEP
64. Small Business Pollution Prevention Assistance Account (PPAA) Program	Loans	Provides low interest loans to small businesses in undertaking projects that reduce waste, pollution or energy use. Loans will be used to fund 75 percent of the total eligible project cost, up to a maximum of \$100,000.	DEP
65. Small Business First (SBF)	Loans	Funding for small businesses, including: <ul style="list-style-type: none"> • low-interest loan financing for land & building acquisition and construction, • machinery and equipment purchases, and • working capital 	Local Area Loan Organizations (ALOs)
66. Solar Energy Program (SEP)	Grants Loans Loan Guarantees	Provides financial assistance to promote the use of alternative solar energy.	DCED and DEP under CFA direction
67. Sustainable Energy Fund Program	Loans	Low-interest loans to local governments to complete energy efficiency or renewable energy projects, such as solar photovoltaic and wind energy systems, lighting retrofits, HVAC upgrades, and building envelope enhancements.	Sustainable Energy Fund

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68. Tax Increment Financing (TIF) Guarantee Program	Loan guarantees	Promotes development, redevelopment and revitalization of sites in accordance with the TIF Act. The program provides credit enhancement for TIF projects to improve market access and lower capital costs through the use of guarantees to issuers of bonds or other indebtedness.	DCED
69. Technical Evaluation of HSCA Remedial Response	Grants	A Hazardous Sites Cleanup Act (HSCA) host municipality can receive a grant to conduct an independent technical evaluation of a proposed remedial response at a HSCA site. The grant money is locally administered by and available through the County.	DEP and the County
70. Transportation Alternatives Program (TAP)	Grants (match required)	Provides federal grants to enhance pedestrian and bicycle facilities, improve access to public transportation, create safe routes to schools, preserve historic transportation structures, provide environmental mitigation, create trails that serve a transportation purpose, and promote safety and mobility.	PennDOT and Del. Valley Regional Planning Commission
71. Tree-Vitalize Tree Planting Program	Grants	Provides grants to municipalities and established non-profit organizations to buy and plant trees along public streets and within public parks.	PA. Horticultural Society and PA. DCNR
72. Water Supply and Wastewater Infrastructure Program (PennWorks)	Loans, with some Grants to Dis-tressed Areas	Funding to ensure safe water supply and proper wastewater infrastructure. The program is for: <ul style="list-style-type: none"> • water and sewer projects not used solely for residential purposes, • land and building acquisition, • demolition, • water/sewer project construction costs, and • project engineering and other fees. 	DCED

BOROUGH OF ROYERSFORD COMPREHENSIVE PLAN

68. Tax Increment Financing (TIF) Guarantee Program	Loan guarantees	Promotes development, redevelopment and revitalization of sites in accordance with the TIF Act. The program provides credit enhancement for TIF projects to improve market access and lower capital costs through the use of guarantees to issuers of bonds or other indebtedness.	DCED
74. Weatherization Assistance Program (WAP)	Grants	Increases energy efficiency for low-income homeowners, including through installation of insulation.	Montgomery Co. Housing and Community Development (DCED funding)

Source: Websites of the various agencies, as accessed 2015.