MIDDLETOWN TOWNSHIP

Comprehensive Plan

"Connecting Our Community to Embrace the Future"

August 2020

Acknowledgements

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Table of Contents

Executive Summary

This 2020 Comprehensive Plan is designed to provide a framework for achieving short-term (next 10 years) goals. As an Implementable Comprehensive Plan, it is designed to be a living document, one that provides not only a point of reference, but also concrete strategies and actionable items. This Implementable Comprehensive Plan is designed to provide guidance for the future rather than a summation of the past.

While Middletown was born out of post-war suburbanization patterns, residents today seek a more dynamic future. Early on in this process, special attention was given to creating a document devised through citizen input that was implementable. Through discussions with the Steering Committee and input received at a public open house, topic areas (Plan Elements) were selected, and specific strategies were developed.

This Implementable Plan discusses Plan Elements regarding Housing and Redevelopment, Sustainability, Transportation, and Recreation. Each of these topic areas were discussed heavily at Steering Committee meetings and the public open house, and it was out of these meetings that the specific strategies were developed. In the end, the final and arguably most critical component of this Implementable Plan is the strategies and implementation steps contained within. It is these strategies that allow for the flexibility necessary to develop within an ever-changing future.

Introduction

History and Population

Incorporated in 1692, Middletown Township is one of Bucks County's oldest municipalities. Originally settled by Swedes, Dutch, English and Germans, Middletown's first industries included gristmills and sawmills, shipbuilding, and agriculture.

In 1950, Middletown's population was only 4,987. Shortly thereafter, residential construction accelerated significantly on land once occupied by crops and pastures. As indicated in the figure below, the population increased approximately 800% to 44,141 between the years 1950 to 2000. This increase was in large part attributable to the construction of Levittown, William Levitt's suburban housing development. Much of the Levittown development, which represents 22 square miles and over 17,300 homes in Bucks County, is located in Middletown Township. The resulting suburbanization of the Township created large clusters of residential development heavily dependent on the automobile and situated well beyond walking distance to amenities and workplaces.

Despite specific spurts of growth over the last half of the twentieth century, Middletown has grown only modestly since 2000. As indicated in Figure 1 below, today's population of 45,224 is only 1,083 more than 2000, a growth rate of 2.5%.

Figure 1: Historic Population
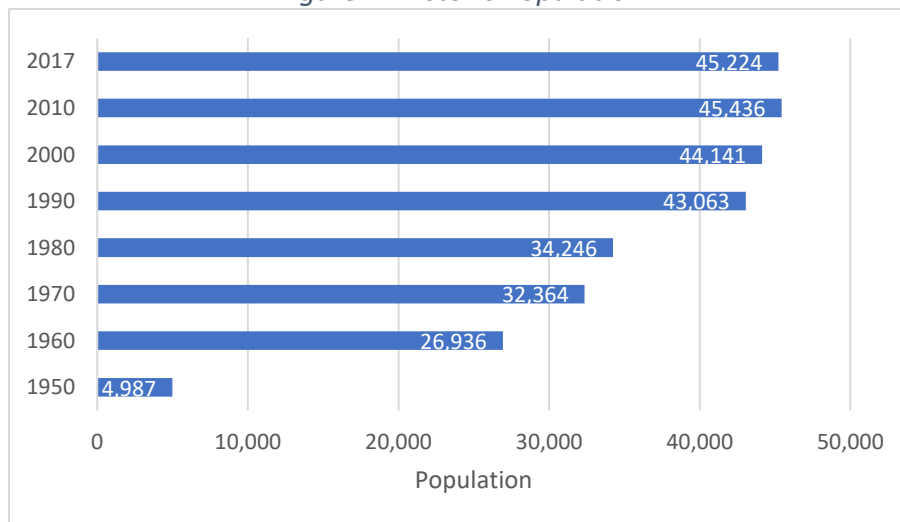
Source: U.S. Census Bureau

Location and Setting

Middletown is located in the heart of Lower Bucks, the most populated area of the county (See Figure 2 below). The Township has a total area of 19.4 square miles and is surrounded by 11 municipalities (the Townships of Newtown, Lower Makefield, Falls, Bristol, Bensalem, Lower Southampton, and Northampton and the Boroughs of Langhorne, Langhorne Manor, Penndel, and Hulmeville). Situated midway between Philadelphia and Trenton, NJ, the Township is

traversed by numerous roads, including Interstate 295, U.S. Route 1, and Route 413. Due in part to this regional transportation network and the Township's location, Middletown is home to numerous commercial and institutional establishments, including Sesame Place, Oxford Valley Mall, and St. Mary Medical Center.

Figure 2: State, County, Township Levels
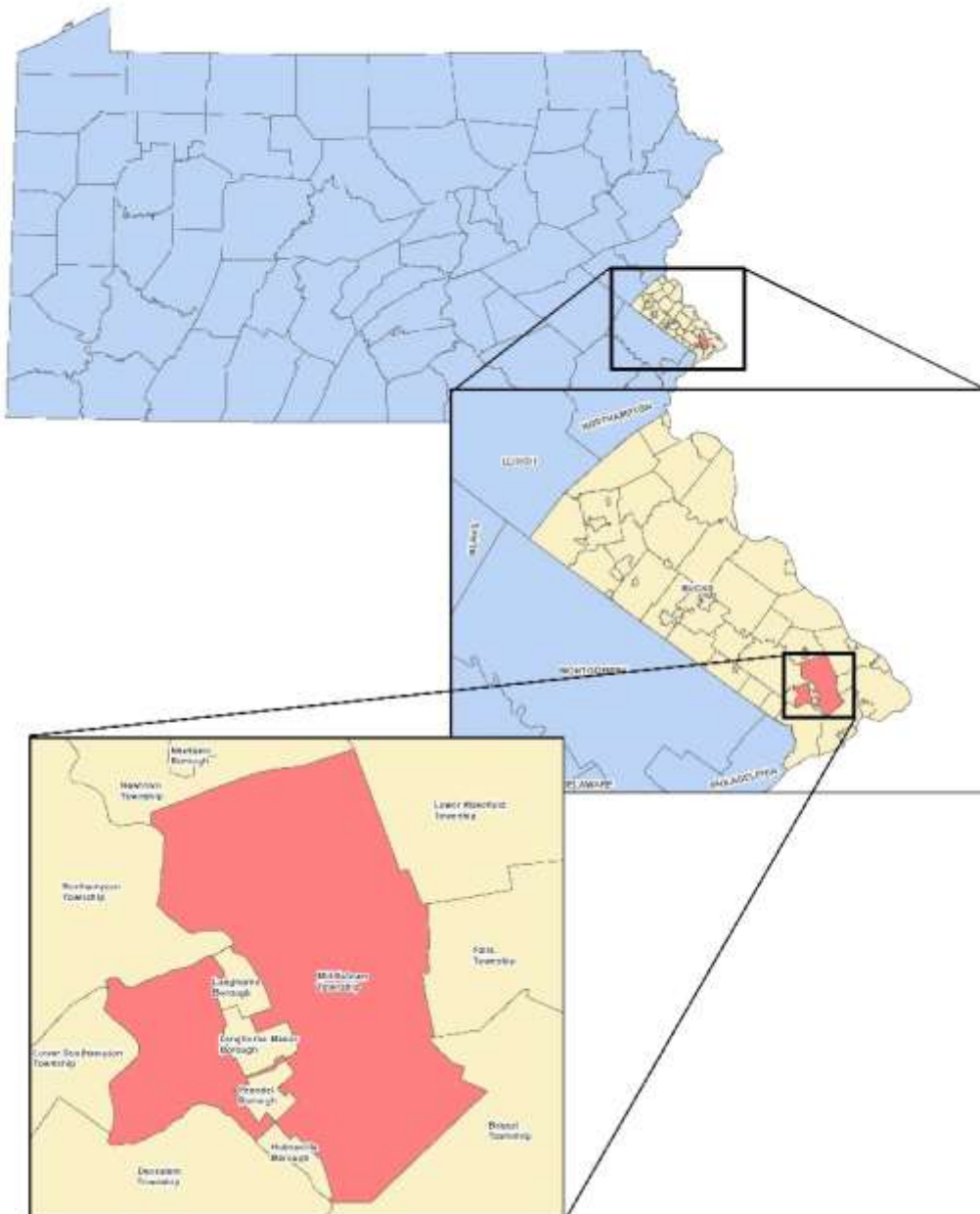
Government and School District

Middletown is incorporated as a "council-manager" form of government. The Board of Supervisors is the official governing body of the Township and is responsible for appointing the Township Manager. The Township Manager directs and coordinates the activities of the various departments of local government and serves as the administrator of municipal affairs. The council-manager form of government provides a bridge between the legislative policy-making function and the administration and delivery of municipal services.

The Neshaminy School District, which includes Middletown as well as five other adjoining municipalities, operates 10 schools which educate over 8,500 students. Its only high school is located in Middletown. In addition, two of the School District's middle schools are in the Township, as are four of the District's elementary schools.

Image 1: Middletown Township Municipal Center.

Housing Trends

Table 1 below compares Middletown's housing occupancy rates and trends to those of the county. As indicated, the total number of housing units in the Township in 2017 (17,331) was virtually unchanged from the total in 2010 (17,316). The county as a whole, however, experienced a modest 1.2% increase in total housing units during this time period. Despite the lack of growth in Middletown's housing stock, the Township's occupancy rate was higher than that of the county in both 2010 and 2017. Specifically, 96.5% of the Township's housing units were occupied in 2010, compared to 95.5% of the county's housing stock. By 2017, Middletown's occupancy rate had dropped slightly to 95.7%, while the county witnessed a similar drop in its rate to 94.8%.

Table 1: Occupied and Vacant Housing Units

	Middletown Township				Bucks County			
	2010	Percent	2017	Percent	2010	Percent	2017	Percent
Occupied	16,718	96.5%	16,584	95.7%	234,849	95.5%	235,909	94.8%
Vacant	598	3.5%	747	4.3%	11,107	4.5%	12,964	5.2%
Total Housing Units	17,316	100%	17,331	100%	245,956	100%	248,873	100%

Source: U.S. Census Bureau, Table QT-H1 General Housing Characteristics, 2010 US Census, Table DP04 Selected Housing Characteristics, 2013-2017 ACS

Table 2 below also highlights the median value of owner-occupied dwellings in 2010 and 2017 and the change in value during this time period. In both years, the median value of such a residence in Middletown was slightly below that of the county. In the Township, the decrease was $10,400, or 3.3%, while the county's decrease was a more modest $5,800, or 1.8%.

Table 2: Median Value of Owner-Occupied Housing

	Middletown Township		Bucks County	
	2010	2017	2010	2017
Median Value: Owner Occupied Units	$316,700	$306,300	$321,500	$315,700

Source: U.S. Census Bureau, Table B25077 Median Value, 2006-2010 ACS & 2013-2017 ACS

Table 3 below shows the cost of housing as a percentage of income in 2017. According to the standard set by the U.S. Department of Housing and Urban Development, no household should have to pay more than 30% of its gross income on housing. As the table indicates, 31% of Middletown households with a mortgage paid at least 30% of their income on housing costs, which was the same as the percentage for the county. However, Middletown renters paid a substantially higher percentage of their income on housing. Specifically, 43.5% of them paid at least 30% of their income on housing, but an even higher 51.7% of renters in the county spent at least 30% of their income on housing. These percentages reflect the relatively high rents paid for apartments in Middletown and especially in Bucks County as a whole.

Table 3: Monthly Owner and Renter Costs as a Percentage of Household Income

	Middletown Twp.		Bucks County	
	2017	Percent	2017	Percent
Housing Units with a Mortgage	7,950	100.0%	122,764	100.0%
Less than 20.0 percent	2,892	36.4%	49,520	40.3%
20.0 to 24.9 percent	1,592	20.0%	20,873	17.0%
25.0 to 29.9 percent	1,002	12.6%	14,393	11.7%
30.0 to 34.9 percent	563	7.1%	9,520	7.8%
35.0 percent or more	1,901	23.9%	28,458	23.2%
Occupied units paying rent	3,933	100.0%	52,488	100.0%
Less than 15.0 percent	470	12.0%	6,506	12.4%
15.0 to 19.9 percent	523	13.3%	6,208	11.8%
20.0 to 24.9 percent	522	13.3%	6,129	11.7%
25.0 to 29.9 percent	706	18.0%	6,500	12.4%
30.0 to 34.9 percent	318	8.1%	5,290	10.1%
35.0 percent or more	1,394	35.4%	21,855	41.6%

Source: U.S. Census Bureau, Table B25091, 2013-2017 American Community Survey 5-Year Estimates

Employment Trends

Table 4 below indicates employment trends in Middletown and Bucks County. As shown, the Township's labor force grew by 5% from 2010 to 2017, although this rate was slower than the county's 6.1% growth rate during the same period. Despite this progress, Middletown's unemployment rate increased from 3.1% in 2010 to 5.6% in 2017, while the county's unemployment rate increased from 3.5% to 5.4% during this time period.

Both the Township and county median income levels are displayed in Table 4 below. Median income levels for the Township were higher than those of the county in 2010 and 2017. The median income level for Middletown Township was $63,964 in 2010, compared to just $59,727 for the County. By 2017, median income in the Township had increased by 33.1% to $85,136. While the county's median income increased 37.3%, its median income of $82,031 remained below that of the Township.

The industrial sector with the largest number of workers in Middletown in both 2010 and 2017 was "Educational services, health care and social assistance"; the same was true for the county's labor force. "Retail trade" employed the second highest number of Middletown workers in both years, followed closely by the "Professional, scientific, management and administrative" and "Manufacturing" categories. Sectors enjoying the highest rates of growth in Middletown from 2010 to 2017 were "Arts, entertainment, and recreation, accommodation and food services" (45.3%), "Educational services, health care and social assistance" (19.3%), and "Information" (18.7%).[1]

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[1] The "Agriculture, forestry and mining" sector actually increased at the highest rate (106.7%) from 2010 to 2017, but this dramatic increase was not meaningful since the absolute numbers (60 to 104) were very low.

Characteristics	Middletown Township			Bucks County		
	2010	2017	% Change	2010	2017	% Change
Employed population (16 years and over)	22,693	23,823	5.0%	308,281	326,994	6.1%
Agriculture, forestry, fishing and hunting, and mining	60	124	106.7%	1,465	1,719	17.3%
Construction	1,408	1,365	-3.1%	22,150	21,653	-2.2%
Manufacturing	2,809	2,768	-1.5%	47,835	38,913	-18.7%
Wholesale trade	1,039	691	-33.5%	14,145	11,803	-16.6%
Retail trade	3,222	2,939	-8.8%	41,045	39,707	-3.3%
Transportation and warehousing, and utilities	1,077	1,055	-2.0%	12,064	12,686	5.2%
Information	556	660	18.7%	9,590	7,045	-26.5%
Finance, insurance, and real estate	1,968	1,999	1.6%	25,983	24,987	-3.8%
Professional, scientific, and management, and administrative and waste management services	2,460	2,686	9.2%	33,031	40,653	23.1%
Educational services, and health care and social assistance	4,992	5,954	19.3%	60,286	78,311	29.9%
Arts, entertainment, and recreation, and accommodation and food services	1,237	1,797	45.3%	16,522	24,952	51.0%
Other services, except public administration	932	1,041	11.7%	13,850	14,217	2.6%
Public administration	933	744	-20.3%	10,315	10,348	0.3%
Unemployment Rate	3.1%	5.6%	83.1%	3.5%	5.4%	55.0%
Mean travel time to work (minutes)	26.5	29.2	10.2%	28.6	29.8	4.2%
Median household income	$63,964	$85,136	33.1%	$59,727	$82,031	37.3%
Per capita income	$25,213	$40,476	60.5%	$27,430	$41,924	52.8%

Source: U.S. Census Bureau, Table DP-3; 2013-2017 American Community Survey 5-Year Estimates, Table DP03

Land Use and Zoning

As indicated on Figure 3 below, single family residential development occupied the highest proportion of the Township's land with nearly 29% of its acreage. At nearly 21%, the next highest was wooded land, much of which is preserved in county and municipal parks, greenways, and open space parcels. Not far behind was transportation with nearly 20% of the Township's
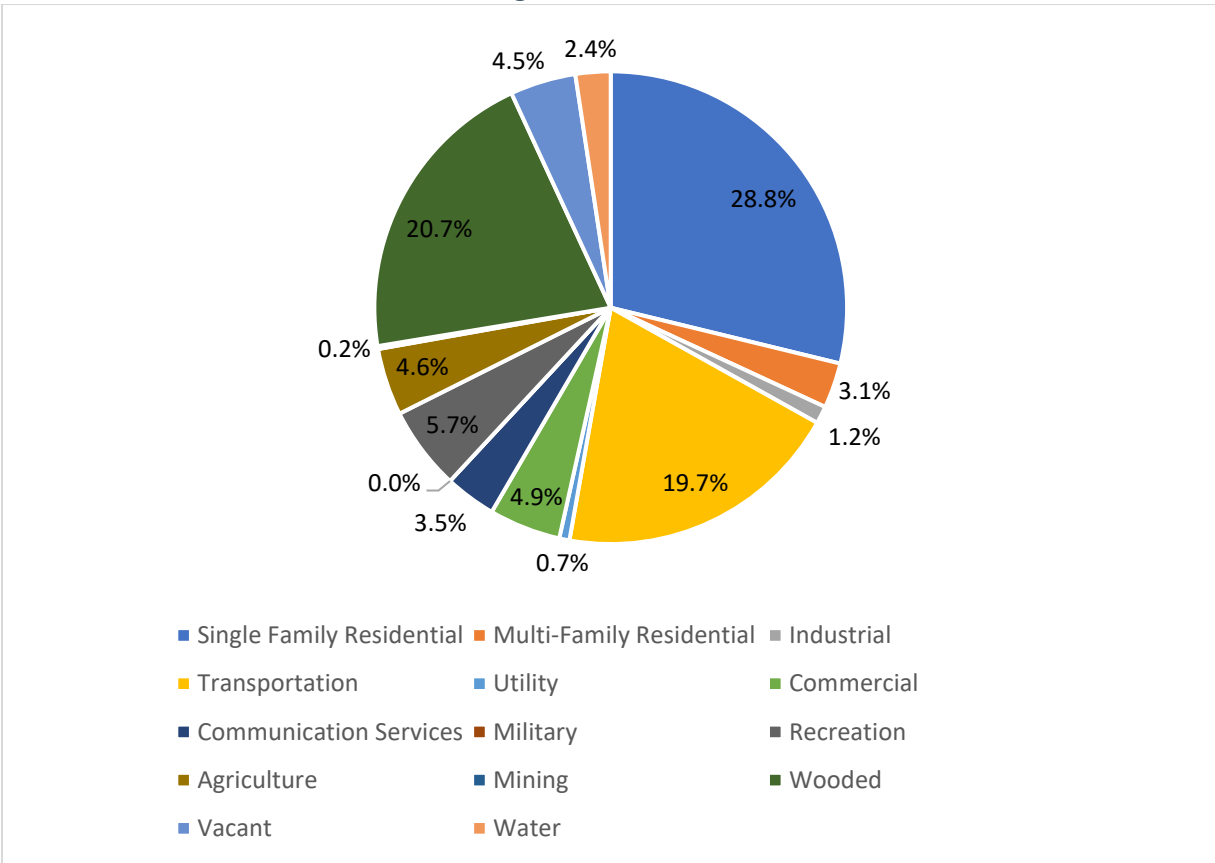
Source: Delaware Valley Regional Planning Commission

acreage, most of which is devoted to highways, roadways, streets, and parking lots. The remaining categories take up only small percentages of land.

As the zoning map on the following page illustrates, there are 17 zoning districts in Middletown, of which three are residential-agricultural zones, six are residential zones, four are office and commercial zones, two are mixed residential-commercial zones, a single light manufacturing zone, and an open recreation zone. The zoning map approximates Middletown's current vision of future land use.

The three residential-agricultural zones are all situated in the northern portion of the Township. The RA-1 district encourages the continued use of land for agriculture and limits urban-type uses in Middletown's rural areas. The RA-2 district is intended to permit low-density residential development as a transition zone between agricultural uses and medium-density residential development. The RA-3 district is designed to allow moderate-density residential development while encouraging the preservation of public open space.

ZONING MAP

Legend:

- AO, Apartment - Office District
- AQC, Age Qualified Community
- C, Commercial District
- CS, Shopping Center District
- GB, General Business District
- M-1, Light Manufacturing District
- MHP, Mobile Home Park
- MR, Multi-Residential District
- OC, Office Campus
- OR, Open Recreation District
- P, Professional District
- R-1, Residence District
- R-2, Residence District
- RA-1, Residence - Agricultural District
- RA-2, Residence - Agricultural District
- RA-3, Residence - Agricultural District
- RC, Retirement Community

Feet
0   2,250   4,500   9,000

NEWTOWN BOROUGH
NEWTOWN TOWNSHIP
LOWER MAKEFIELD TOWNSHIP
NORTHAMPTON TOWNSHIP
LANGHORNE BOROUGH
LANGHORNE MANOR BOROUGH
LOWER SOUTHAMPTON TOWNSHIP
PENNDEL BOROUGH
HULMEVILLE BOROUGH
FALLS TOWNSHIP
BRISTOL TOWNSHIP
MIDDLETOWN TOWNSHIP

Lake Luxembourg
Core Creek
Big Meadows
Country Club
Playwicki
Chris Jones
Simmons
Veteran's
Queen Anne
Forsythia Crossing
Frosty Hollow

14

The six residential districts consist of three single-family zones (R-1, R-1 MOD and R-2), two adult/retirement zones (RC and AQC), a multi-family zone (MR), and a mobile home park zone (MHP). The R-1 zone, which is most prevalent in the Township's Levittown section, permits urban-type residential development on 15,000 square-foot lots. The R-2 zone can be found throughout Middletown and allows similar development on 10,000 square-foot lots. The MR zone is located in and around the U.S. Route 1 corridor and allows medium-density multi-family development. The RC Retirement Community zone, which can be found in the extreme northwestern and central portions of the Township, promotes planned communities for senior citizens. The AQC Age-Qualified Community zone can be found in the extreme northeastern and central portions of Middletown and is designed to create planned communities for those 55+ years of age. The MHP zone is located in the southern and eastern extremities of the Township within the I-95/I-295 corridor and is designed to create a planned community of mobile homes.

The four commercial and office districts consist of Commercial (C), Shopping Center (CS), Office Campus (OC), and Professional (P) zones. The C zone can be found primarily within the U.S. Business Route 1 corridor and provides for the orderly expansion of general retail and other commercial uses. The CS zone, which can be found along U.S. Route 1 and Route 413, promotes modern, well-designed and integrated retail shopping centers. The OC zone is located at the northern end of the municipality and is designed to foster the orderly development of office campuses with access to arterials. The P district, which can be found primarily within the Trenton Road and Route 413 corridors, is intended to provide for the harmonious development of offices, medical facilities, and educational, religious, and philanthropic institutions.

The two mixed-use zones consist of the Apartment-Office (A-O) and the General Business (GB) districts. The A-O district can be found in scattered locations throughout the Township but is most prevalent along the I-95 – Route 413 corridor in the southern portion of Middletown. It is designed to provide for a harmonious blend of higher density apartments, offices, educational, philanthropic, and religious uses. The GB district, which contains the Oxford Valley Mall complex, was recently amended to allow multi-family development, fitness clubs, museums/galleries, recreational entertainment facilities, and parking decks in addition to the major commercial, intensive office, and light industrial uses that were already permitted.

Image 2: Rendering of the proposed development at the Oxford Valley Mall site highlights walkability and quality architectural design.

The remaining zones include the M-1 Light Manufacturing district and the OR Open Recreation district. The M-1 zone can be found along the U.S. Route 1 and U.S. Business Route 1 corridors. It is designed to provide for the

orderly development of light manufacturing uses that will contribute to the Township's economic base. Finally, the OR zone can be found throughout Middletown as it includes the many significant parks, public open spaces, and greenways that proliferate in the Township. The zone's purpose is to reinforce the public's commitment of land to open spaces.

The Public Participation Process

The Implementable Comprehensive Plan presented herein reflects ideas expressed and recommendations made during the planning and public participation process. As its title suggests, this Plan sets forth implementable concepts for improving and enhancing the quality of life in Middletown that are citizen-focused, understandable, solution-specific, and current. It is the intent of the Plan that the recommendations it contains are both practical and workable.

The public participation process for the Implementable Comprehensive Plan preparation was overseen by the Steering Committee. Its members, who represented a cross section of public agencies, boards, and community groups, served in an advisory capacity throughout the duration of the project, providing critical ideas, suggestions, concerns, and an intimate understanding of the Townships strengths and weaknesses. During the process the project team and the Steering Committee conducted a SWOT (Strengths, Weaknesses, Opportunities and Threats) analysis. This analysis formed both the basis of topics further investigated throughout the plan and helped establish the overall goals and objectives.

In July 2019, dozens of residents expressed their ideas for improving the Township at a public open house. These thoughts were discussed with the project team, submitted in written form on response cards, and keyed to specific locations on various Township maps.

Organization of The Plan

During the public participation phase of this Plan, concerns expressed at the Steering Committee meetings and the open house coalesced around four issues. These issues-- redevelopment and housing, transportation, recreation, and sustainability-- form the framework for the Plan. The nature of this Plan is to focus on the issues that are important to the community. By focusing on real, relevant issues, this Plan is organized in a way that reflects the thinking of Middletown's citizens, and its recommendations are both practical and workable. **Consequently, it is the intent of this Plan that local officials, stakeholders, and residents take ownership, and by doing so, commit to implementing it.**

While each of the four chapters of this plan represent a distinct issue, some components of a chapter may coincide or overlap with another section of the Plan. Comprehensive planning involves overlap throughout multiple chapters and topics that may appear unrelated but frequently benefit one another. For example, the Redevelopment/Housing chapter addresses adaptive reuse and development strategies which provide great benefits to the transportation

network through fewer car trips and increased ridership on public transit. The Transportation chapter addresses traffic congestion issues along main corridors, the strengthening of pedestrian connections, and multi-modal options for residents to utilize. The Recreation chapter discusses non-vehicular transportation, land use, and protection of natural resources and how these elements relate to recreation. The Sustainability chapter deals with energy conservation, community facilities, and stormwater management and how these components relate to the Township's sustainability.

Each chapter is structured in an organized manner to provide clear goals and direction for the future of Middletown. First, an introduction outlines the broad focus of each chapter. Then, the validation section justifies the issue by providing direct examples that the Township is facing in relation to the specific chapter. Following the validation, the goals section provides insight as to the specific benchmarks that the Township should strive for and lays out direct objectives and implementation steps. Finally, the strategies section provides direct implementable examples that can allow the Township to achieve the goals outlined in the Comprehensive Plan.

Historically, comprehensive plans took a formulaic approach by aligning with the MPC requirements that such plans be consistent with the Code. This frequently resulted in an excess of data that matched up with the literal requirements of the MPC but generally did not motivate municipalities to improve themselves. There is a current trend among Pennsylvania communities to prepare Implementable Comprehensive Plans that are based on a municipality's unique issues and challenges. This Plan is an example of such an approach, and it is anticipated that it will bring about positive changes in Middletown. However, ensuring that this Plan aligns with the requirements in the MPC can be more challenging than the typical comprehensive plan. To mitigate any conflicts with the MPC requirements, a resource has been provided in Appendix H which identifies the elements required and presented in this plan. Additionally, as no zoning changes are being proposed, this plan is consistent with the planning efforts of contiguous municipalities as well as the goals of the county.

This document will establish a set of policies to guide the Township through future planning initiatives relating to transportation, redevelopment and housing, recreation, and sustainability. This Plan differs from the previous comprehensive plan as it seeks to provide direct implementable solutions to issues the Township has been facing and expects to face in the future. Due to input provided by the Steering Committee, Township officials and administrators, and local residents, this Comprehensive Plan provides a framework for addressing the key issues affecting the Township.

Topic Areas

Redevelopment and Housing

- Provide support for adaptive reuse of existing buildings
- Utilize zoning to encourage mixed-use development
- Support private investment with incentives and outside funding sources
- Establish Public-Private Partnerships (PPPs) to promote larger-scale projects
- Encourage infill development and liner buildings along major corridors
- Incentivize the provision of more affordable housing
- Provide more varied housing options to suit changing family patterns and lifestyles

With much of Middletown already built out or preserved, future growth should focus on existing development and infrastructure. The Redevelopment/Housing chapter describes mechanisms for revitalizing Middletown and providing opportunities for new business and employment with mixed-use development, higher residential densities, and development around transit.

To this end, identifying creative ways to adapt and retrofit vacant and underutilized properties to more productive uses is critical. Encouraging large-scale development where parking lots and warehouses predominate, such as along the U.S. Route 1 commercial corridor, would be one way to implement this strategy. Others would be to incentivize mixed-use projects, Public-Private Partnerships (PPPs), or other mechanisms that support development with minimal municipal commitment.

Transportation

- Provide safe and convenient routes for pedestrians and bicyclists
- Connect destinations and amenities to nearby neighborhoods
- Improve roadways and traffic flow on main corridors

This Plan presents a vision for Middletown that is less auto-dependent. Realization of this goal will require a safe and accessible pedestrian and bicycle network which will accrue health, transportation, and recreation benefits to Township residents of all ages and abilities. This Plan calls for the Township to continue advancing a network of trails and multi-use greenways as indicated in the Open Space, Parks and Recreation Plan. The Recreation chapter details the latest county and Township initiatives which will extend this network to more areas of the Township.

This Plan also envisions greater connectivity between neighborhoods and such destinations as parks and recreation areas, transit stations, and commercial retail centers. The current project creating a shared-use path from Middletown Community Park through Maple Point Middle School to Core Creek Park is a template for enhancing non-vehicular connections in the Township.

Consistent with this goal is the management of vehicular speed by utilizing traffic calming measures that make street corridors safer and more comfortable for which to walk and bike. A related goal is reducing vehicular traffic congestion and facilitating smoother traffic flow throughout the Township. By identifying problem intersections and roadway corridors and recommending improvements to them, it is hoped that this Plan will bring Middletown closer to achieving this goal.

Recreation

- Coordinate with Bucks County in greenway planning and implementation
- Upgrade existing parks and recreation facilities
- Maintain the open space outside the Township's park and recreation system

Middletown is blessed with an abundance of park and recreation facilities, and increasing access to them will enable citizens to benefit from the many opportunities they offer. While current recreational facilities are adequately maintained, continued investment in these facilities will be necessary to sustain and enhance the quality of life in the Township. This Plan envisions greater community cohesion from a higher degree of pedestrian and bicycle connectivity with and between these areas.

This Plan describes a number of strategies to achieve improved pedestrian and bicycle connectivity. Four county initiatives currently underway propose multi-use trails in Middletown's greenways. Coordinating with the county in its efforts to complete these projects is critical to linking up many of the Township's parks and recreation areas with each other and providing greater accessibility to them. Moreover, it would provide more pedestrian and bicycle access to the parks from many of the Township's residential neighborhoods.

One strategy for addressing the future recreational needs of the Township is updating the 2005 *Recreation, Parks and Open Space Plan Update* of the *Middletown Millennium Plan*. A new update would not only identify equipment and structures most in need of replacement or upgrades, but it would also address other issues such as improving access, mitigating flooding, and prioritizing improvements.

Middletown's 138 acres of dedicated parkland are dwarfed by the acres of preserves, open space, and stormwater management parcels that are controlled by the Township but are outside the municipally-managed parks and recreation system. These lands need to be managed wisely and maintained so that they will continue to serve as valuable resources for Middletown's citizens.

Sustainability

- Provide welcoming gateways to the Township
- Mitigate flooding in the Township
- Promote the more efficient use of energy in the Township
- Reduce greenhouse gas generation which contributes to climate change

Sustainability is a dynamic condition which recognizes the interdependency between ecological, economic, and social systems and requires these systems to be in balance with each other. In its efforts to fashion itself into a sustainable community, the Township has demonstrated its understanding of this interdependency. In 2015, the Pennsylvania Municipal League recognized Middletown's commitment to sustainability by awarding it Sustainable Pennsylvania's Gold certification. The award acknowledges sustainability achieved by certain Pennsylvania municipalities in saving money, conserving resources, and encouraging innovation.

In its continued efforts to become a more sustainable community, the Township is working with the county to implement a multi-use trail system which will improve pedestrian and bicycle connectivity between residential neighborhoods and nearby parks and greenways. Additionally, it is reducing energy consumption and achieving greater energy efficiencies in municipal government operations and facilities. Such measures include an ambitious upgrade of the municipal administration's HVAC system via the state's Guaranteed Energy Savings Program (GESP), its insertion of LED bulbs in street lights, and its installation of electric vehicle charging stations in the Township.

This Plan's vision for achieving a more sustainable Middletown also includes developing attractive, welcoming community gateways which serve to enhance community pride while improving the Township's presentation to those passing through. These gateways can build on the success of the Neighborhood Sign Program which is ensuring that, by rebranding neighborhood signage, all residential neighborhoods in the Township are easily identifiable. Finally, this Plan's vision for attaining a sustainable Middletown includes improving stormwater management by, among other approaches, pursuing "green" strategies which retain more stormwater on-site and reduce runoff volumes that contribute to chronic flooding in the Township.

Redevelopment and Housing

Introduction

Since the year 2000, the Township has undergone only modest growth. While there are numerous reasons for it, likely factors include the rebirth of urban environments, the Township's well-defined suburban aesthetic, connectivity issues, and the decline of big box and brick and mortar stores due to the emergence of ecommerce. The Township is not alone in experiencing these trends as many municipalities around the country are facing similar issues while discovering alternative methods for solving their development-based issues. Although these changing trends present the Township with formidable challenges, they also offer opportunities to capitalize on shifting markets through creative thinking and methods of redevelopment.

Implementing innovative types of development is a tactic that can be used to attract new businesses and residents. This chapter will discuss various methods of developing land and provide examples of best practices. Opportunities to provide for smart growth must be capitalized on as Middletown continues to update and refine its planning goals. Many different strategies and tools at the disposal of municipalities today can be utilized to develop and improve the local economy. By applying these development strategies along heavily traveled roadways, Middletown can revitalize areas that have experienced unsustainable development over the last several decades.

Image 3: The development of Levittown, partially located in Middletown, created sprawling suburban residential neighborhoods

The once admired values of suburbia are less sustainable, and Middletown Township is now amenable to promoting development in ways that will shift the trend of the sprawling suburbs towards a sustainable community more focused on "green" infrastructure and the pedestrian. This change will not happen overnight and will require a serious commitment by all parties involved, from private investors to local government agencies. Notwithstanding its benefits, all parties involved in this shift should be mindful of the impact any changes will have on emergency services.
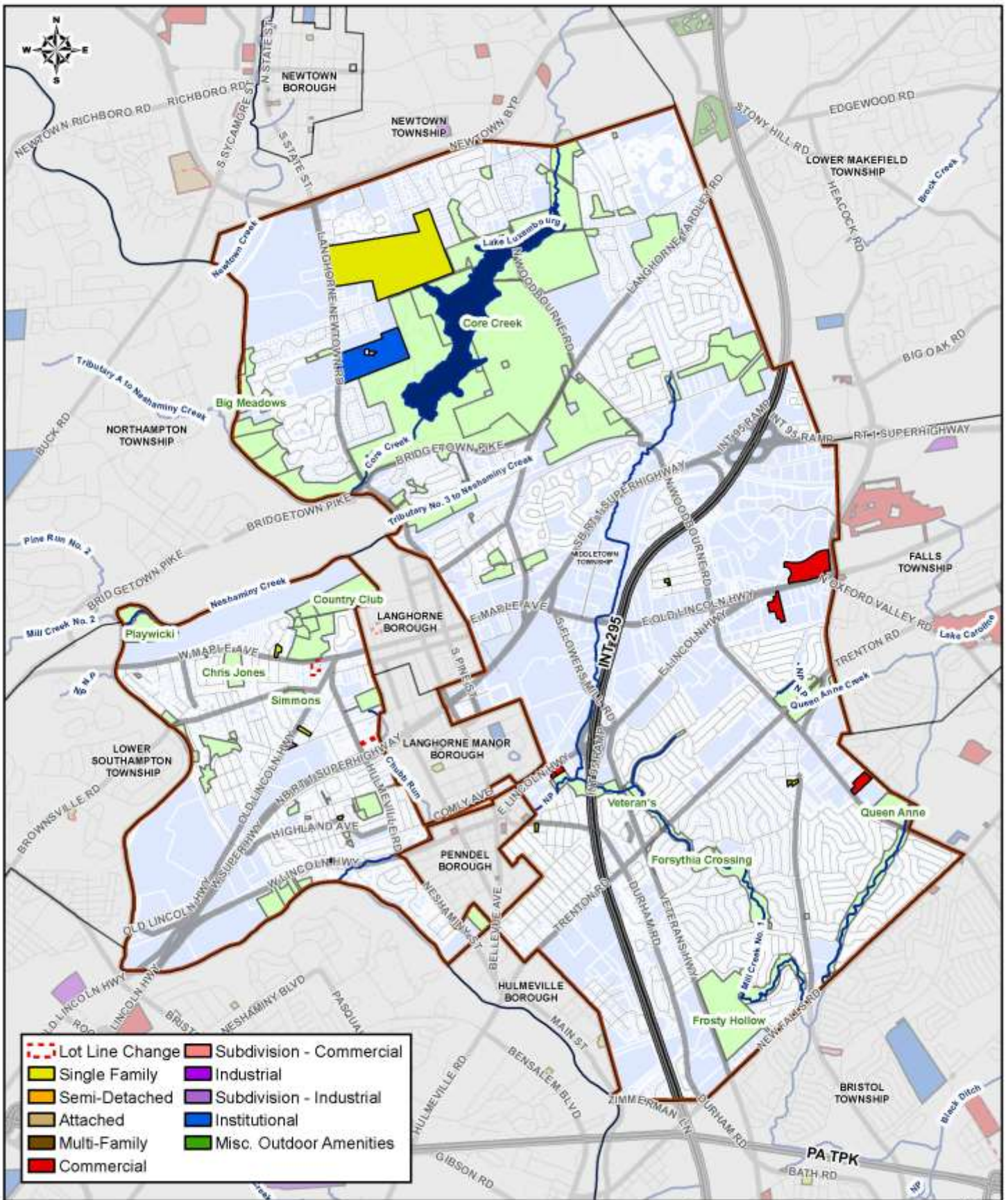
PROPOSED DEVELOPMENT APPLICANTS

Legend:

- Lot Line Change
- Single Family
- Semi-Detached
- Attached
- Multi-Family
- Commercial
- Subdivision - Commercial
- Industrial
- Subdivision - Industrial
- Institutional
- Misc. Outdoor Amenities

Validation

Middletown has made much progress since the last comprehensive plan articulated a vision for the Township's future. Keeping up to date with policy and direction is important for a community. This Implementable Plan will provide helpful guidelines and citizen-based implementable ideas to direct desired development and community improvements and achieve Middletown's vision.

As seen in Figure 4 below, building permit activity in Middletown Township since 2003 has been modest. This is a reflection of both a lower level of investment during this time period-- a trend not uncommon in the United States during the Great Recession-- and the fact that the Township is largely built out.

Figure 4. Building Permits Issued per Year, Middletown Township
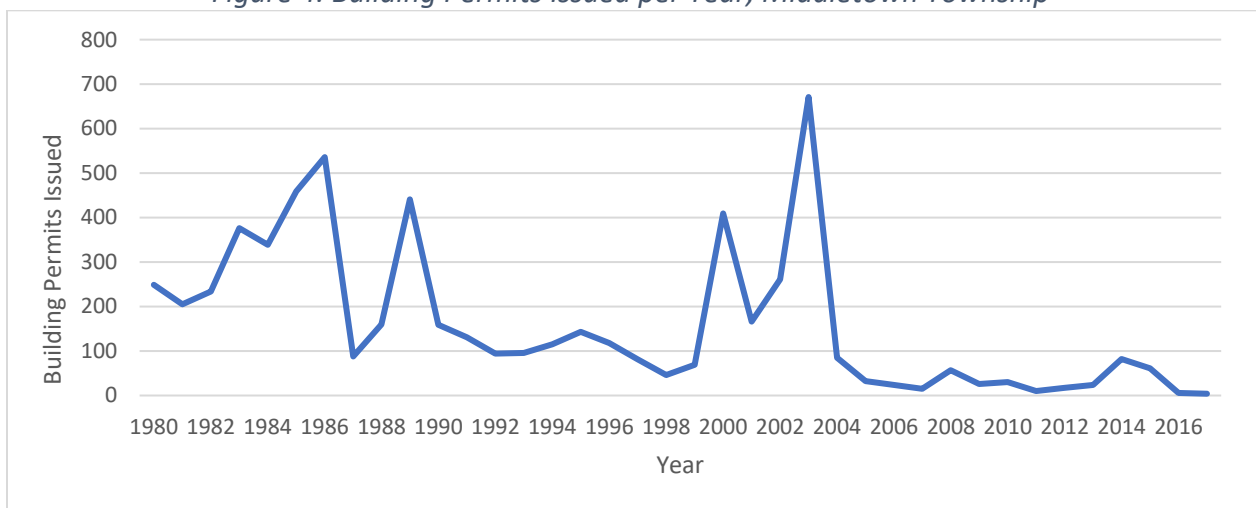
Source: U.S. Census Bureau, Construction Statistics Division

Newer types of development will be more in demand as Township residents now desire fewer car trips and prefer more amenities like grocery stores closer to home. This sentiment has been expressed in open house events by residents of the community and should be promoted through future development projects. Balancing the needs of the aging generation with those of the younger millennial generation is critical to retaining current residents and attracting new ones. Diversification of development from age-restricted communities to modern live-work-play mixed-use projects will accommodate the needs of a wider range of residents in Middletown Township.

Past development projects in Middletown have typically sought out empty land for construction. In place of this trend, growth should begin to focus around existing development. In-fill development can take advantage of existing infrastructure, thereby making more efficient use of utility systems and existing roadways. Promoting development in areas of the Township that already attract people on a daily basis can provide ideal locations for mixed-use sustainable projects. Transforming these areas into town centers can provide the walkability and connectivity that today's residents desire.

As shown in the Introduction section at the beginning of this Plan, a decline in a number of industries in both Middletown and Bucks County from 2010 to 2017 was accompanied by an increase in unemployment. A lack of investment from existing businesses has resulted in less demand for workers in the Township. Providing business owners with opportunities to thrive in Middletown is important to supporting a strong economy and should be a priority.

Looking to the future, the DVRPC predicts that by 2045, Middletown will have a population of 49,000 which equates to an increase of 7.91% from 2015 to 2045 (see Table 5 below). Redevelopment trends can accommodate this growth by providing more housing and amenities.

Table 5: DVRPC Population Projection, 2015-2045

2015	2020	2025	2030	2035	2040	2045
45,407	46,097	46,748	47,480	48,084	48,580	49,000

Source: DVRPC, "County- and Municipal-Level Population Forecasts, 2015-2045", Published July 2016, Accessed: 16 January 2020

Goals

- Provide opportunities for housing that is both affordable and in proximity to amenities
- Develop and utilize smart growth principles in new projects
- Revitalize areas of Middletown Township for new business and employment

Strategies

Strategy #1: Provide support for adaptive reuse of existing buildings

Although it is not completely without undeveloped land, the municipality has continued to witness the development of many of Middletown's remaining undeveloped tracts. Adaptive reuse of buildings is a powerful tool in the future growth of suburbs nationwide and should be promoted in Middletown's future development. Although parking lots and big box stores currently predominate along commercial corridors, the effective use of this tool in these heavily traveled areas can provide opportunities for the connected mixed-use developments that residents desire.

Although the character of Middletown's housing is suburban, there are still opportunities to connect residential neighborhoods to amenities such as retail/commercial centers. Mixed-use buildings containing apartments with ground-floor retail and commercial uses would appeal to a growing preference for more walkable lifestyles. Certainly, connections must be improved, but these connections must provide destinations for people to walk to. Shopping centers along main roads should become greener and more pedestrian-friendly. Walking along the existing expanses of asphalt that make up the U.S. Business Route 1 commercial corridor has little appeal, but a mixed-use development with a plaza/courtyard in place of these parking lots and warehouses

could entice residents and visitors to spend time there, as highlighted in King of Prussia's Town Center (See Image 4 below).

A prime location for retrofitting existing buildings is the Route 1 corridor. Revitalizing stagnant commercial areas with a mix of uses has been a successful model throughout the country. A recent example of a mall in the region that has reinvented itself is Plymouth Meeting Mall. It has

Image 4: King of Prussia's Town Center exemplifies a lifestyle center featuring a wide range of retail options alongside apartments, townhomes, and condominiums.

done so in large part by adding "experience" destinations that offer alternatives to stores and draw potential shoppers to the mall. After anchors IKEA and Macy's closed, a number of buildings were repurposed into a Dave & Busters, a LegoLand Discovery Center, and an AMC multiplex theatre. The turnaround is evident from the recent opening of a Whole Foods supermarket, Burlington Coat Factory, Edge Fitness, and Dick's Sporting Goods.

Another shopping mall experiencing a dramatic turnaround, albeit of a different sort, is the Granite Run Mall in Media. Like Plymouth Meeting Mall, it recently added establishments not traditionally found in malls, including a supermarket and fitness club. However, unlike Plymouth Meeting, Granite Run's revival also has a sizable residential component. A 4-story apartment building was recently completed there, and when a second is constructed in the near future, the two buildings combined will contain a total of 388 units. Although two of the anchor stores remain, JCPenney was demolished to make room for new retail space and a movie theatre complex, while the mall's interior was demolished and replaced with outdoor shopping and a dining area with upscale establishments. Now known as the "Promenade at Granite Run", new anchors were recently added, including TJ Maxx, Kohl's and Michael's. With plans for a 600-unit apartment complex in Oxford Valley Mall on the site of the former Boscov's, Middletown is following Plymouth Meeting's lead in relying on multi-family housing to revitalize its traditional mall.

Not all redeveloped properties need to be commercial in nature, as can be seen in the Francisville neighborhood where the former St. Joseph's Hospital is being repurposed to include both retail and apartments. These retrofit-type developments have been able to efficiently utilize outdated and vacant sites that were once more popular destinations.

Examples of adaptive reuse projects can be seen throughout the area in Cherry Hill, New Jersey, Exton, Pennsylvania, and many other locations.

Implementation Steps:
1) Analyze current market trends to determine what additional uses that could be supported by the Township's tax base and nearby communities.
2) Based on market study results, redevelop existing older, outdated buildings to suit more current needs.
3) Start dialogue to determine interest in development and if any assistance could be provided.
4) In conversations with owners, develop plans for the reuse and redevelopment of the Oxford Valley Mall and other sites.
5) Amend zoning or rezone in accordance with conceptual plan.

Strategy #2: Rezoning

As is the case with many suburban municipalities, commercial strip mall development in Middletown has begun to decline in popularity. This has resulted in increased commercial vacancies or a general change to a less desired commercial use. As the desired uses depart, be it due to online shopping, changes in a global economy or just an over-saturation of the commercial market, Middletown Township will need to adapt. The Township should implement zoning district changes in appropriate areas to promote and support transit-oriented development, mixed use and infill development that are more sustainable and convenient for residents. Creating standards for these zones is not straightforward and cannot simply be borrowed from another township. The new standards must pertain to the specific goals and visions of Middletown Township, while retaining the community's character without infringing upon the land of current residents.

Achieving these zoning changes can come in different forms. One option is to allow apartments in a business zoning district as the Township did when it recently expanded the permitted uses in the GB (General Business) zone to enable the construction of a planned 600-unit multi-family development in Oxford Valley Mall (a rendering of the development appears at the beginning of this chapter). Another option, namely creating a zoning overlay in areas most in need of redevelopment, would require the establishment of standards for a new typology of development. While the Township currently does have overlay zones, they relate only to airport activities, solid waste management, and stormwater management.

a. Infill Development

The Township has limited remaining vacant land. While much of Middletown is either already developed or preserved, there are still areas which, for various reasons, remain either underutilized or otherwise vacant. Whether filling in gaps left between two development sites, replacing a low value parking lot, or otherwise reconfiguring a site, these parcels of land could be more efficiently utilized. Specifically, areas along major corridors such as US Business Route 1, PA Route 213, Oxford Valley Road, New Rodgers Road/Veterans Highway, Woodbourne Road, and Durham Road could accommodate substantial development on vacant parking lots alone. Infill development does not necessarily have to be new. It could mean redeveloping a site or repurposing portions of a building surrounded by expansive, unused parking lots to meet current demand, as is currently proposed at Oxford Valley Mall. In order to promote these areas as walkable, many of these parking lots need to be reimagined. Although

Image 5: Cornerstone Tracy's proposed 600-unit apartment complex in Oxford Valley Mall on the site of the former Boscov's department store.

Middletown Township does not have a town center in a traditional sense, incorporating infill projects along US Business Route 1, PA Route 213 and Oxford Valley Road could not only create a more urbanized center, but it could also increase commercial tax ratables.

b. Mixed-Use Development

With the notable exceptions of the A-O Apartment-Office and GB General Business Districts, Middletown's ordinances do not currently allow for mixed-use development. As expressed in the public open house for this Plan, Township residents clearly desire mixed-use development and reduced vehicular trips. Residents discussed Lower Makefield's recent approval of a mixed-use zoning overlay and Newtown Township's mixed-use project at N. Sycamore St and Durham Rd (PA Route 413).

Since the Township largely developed as a suburban community with large subdivisions and a circulation network built around the automobile, some areas are not the ideal communities for mixed-use development. While mixed-use development patterns provide residents convenient access to work, retail, and other amenities and provide

other benefits that promote a more sustainable lifestyle, mixed-use generally increases density and reduces unit square footage when compared to traditional suburban development. Additionally, in suburban environments such as Middletown, increased density means additional cars on the road.

Image 6: Goodnoe's Corner is in Newtown, Pennsylvania on the site of the former Goodnoe's Dairy, constructed in 1955. The mixed-use area now contains retail and commercial office space, restaurants, and more.

Much like as indicated in the infill development section above, areas along major corridors such as U.S. Business Route 1, PA Route 213, Oxford Valley Road, New Rodgers Road/ Veterans Highway, Woodbourne Road, and Durham Road could accommodate mixed-use. While Woodbourne Station is one of two train stations wholly or partially within Middletown Township, the design of Woodbourne Road, lack of pedestrian improvements, narrow width of rail and highway underpasses and unlikelihood that surrounding residential development will be redeveloped in the near future make the station currently unsuitable for mixed-use or transit-oriented development (TOD). On the other hand, since these drawbacks are absent in and around Langhorne Station, the area around it is better suited to accommodate mixed uses or TOD.

c. Transit-Oriented Development

Transit-oriented development (TOD) is an implementation tool based around transit options in a community. By promoting development near the Langhorne train station, residents of the Township would be able to utilize the rail line to conveniently access Philadelphia and, should they need, West Trenton.

Currently, while Woodbourne Station is within walking distance to quite a few residential developments, pedestrian elements, such as sidewalks or crosswalks, are lacking. Not surprisingly, Bucks County's "*SEPTA Station Visibility*" study classified Woodbourne Station as a "drive-up" station. Other constraints on development mentioned above, including narrow underpass width and other choke points, limit the potential of the Woodbourne Station area for TOD. Until investigations are undertaken to address how best these constraints can be mitigated, TOD around Woodbourne Station is not a viable consideration.

Image 7. The Station at Bucks County, located in Warminster, Pennsylvania is a prominent example of providing residences near transit options, a strong possibility for Langhorne Station. The 16-acre property includes 233 one- and two-bedroom rental units.

Langhorne station, on the other hand, could be developed as a transit center, notwithstanding that most of the surrounding residential development is outside the Township's municipal limits. While a simple fact, this should not preclude the Township from coordinating with surrounding municipalities to promote the train station as a focal point for development and investment. For example, neighboring Penndel Borough is proposing to extend its TOD Overlay zone westward from the train station along Business Route 1 to the Middletown Township boundary. By strategically focusing development around this area, Middletown residents could have access to the train station without having to get into their cars. Once new development spreads to Middletown, the potential for a more walkable community extending into both Penndel and Langhorne Manor starts to materialize.

This area along US Business Route 1 is currently zoned for commercial uses and could be an ideal location to investigate the creation of a Transit Revitalization Investment District (TRID). While the creation of a TRID could be entirely within Middletown Township, it would be more practical if the Township created a joint district with Langhorne Manor and Penndel.

Implementation Steps:
1) Analyze current market conditions to determine additional uses which could be supported within the Township's tax base and nearby communities.
2) Based on market conditions, and the appropriateness of both a site and a proposed use, amend zoning to permit additional uses in the Township's M-1, C, GB, CS, OC and P zones.

3) Where mixed-use is considered appropriate, conditional use standards should be developed so that the use could be sited on an appropriate sized parcel.

4) Enter into discussions with both Langhorne Manor and Penndel to develop an intermunicipal strategy for the revitalization of the area around Langhorne Station. Once a concept is developed, the Township, building on Penndel's Transit Oriented District Overlay, should consider ordinance revisions, TOD strategies and map updates.

5) Explore the possibility of a joint district application for a TRID grant from the state which would encourage private development at the station and permit the use of tax revenues from the development for public transit improvements and related site improvements. The program's requirements were recently loosened to permit taxing authorities to dedicate a portion of the incremental tax revenues to the TRID instead of the entire amount.

Strategy #3: Housing Affordability

Affordable housing can mean many things. To some, it means subsidized housing, while others will think of public housing or workforce housing. The truth is, affordable housing can be any one of these things and is generally a controversial reality of contemporary life. Not only does a lack of affordable housing make low-cost labor scarce; it also increases demand on transportation systems as workers are forced to travel longer distances between jobs and affordable housing.

Affordable housing benefits a community in other ways as well. As empty-nester couples age and become more reliant on fixed incomes, they typically downsize to smaller, more affordable dwellings. The availability of affordable housing enables them to remain in the community to which they are attached and live out the rest of their lives in familiar surroundings. Toward the other end of the age spectrum, the availability of affordable housing enables young couples seeking "starter" homes to plant roots in the communities they grew up in. In both cases, a municipality with affordable housing options retains residents over the long-term which contributes to community stability, cohesion, and resiliency.

As mentioned in the Introduction to this Plan, a significant proportion of Middletown's households spend an excessive amount on housing, based on the federal standard that no one should have to pay more than 30% of their income on housing costs. Among homeowners with mortgages, 31% spend at least 30% of their gross income on housing, while an even higher proportion of Middletown's renters (43.5%) do so. Below are two strategies which would address this issue by creating opportunities for more affordable housing in Middletown.

a. Residential District Upzoning

This strategy allows for increased density without necessarily permitting additional uses. In this scenario, parcels are rezoned to accommodate higher densities. Over time, as redevelopment occurs, parcels are reconfigured. One option is reducing lot size and/or allowing semi-detached housing. If minimal lot sizes for certain zoning districts were

revised and decreased, over time the built form would adapt. This could mean single family districts allowing smaller lot sizes or attached/semidetached housing, or multifamily districts allowing additional density or height.

In the case of Middletown Township, it would be important to maintain the residential characteristics of the zone so to avoid scenarios where the visual environment begins to feel scattered and unconnected. If semi-detached dwellings were to be allowed in designated areas currently zoned for and/or constructed as single family residences, one way to avoid this scattered and unconnected feel is to require semi-detached dwellings to look like single family residences. Instances where single-family homes are adjacent to townhomes within the same district should also be avoided to prevent such a scattered and unconnected feel to the visual environment.

b. Low-Income Housing Tax Credit (LIHTC)

Image 8: Foxwood Manor Apartments, located in Middletown received funding through the LIHTC program.

Approximately 90% of all affordable rental housing created in the United States utilizes this credit. The tax credit incentivizes the utilization of private equity in the development of affordable housing aimed at low-income Americans. To take advantage of the LIHTC, a developer will typically propose a project to a state agency, seek and win a competitive allocation of tax credits, complete the project, certify its cost, and rent up the project to low income tenants. Simultaneously, an investor will be found that will make a "capital contribution" to the partnership or limited liability company that owns the project in exchange for being "allocated" the entity's LIHTCs over a 10-year period. As a permanent part of the tax code, the LIHTC program necessitates public-private partnerships and has leveraged more than $75 billion in private equity investment for the creation of affordable rental housing.

In the past, affordable housing projects constructed with LIHTC funding might not be the most visually appealing. While there are new projects all over Southeastern Pennsylvania, Somerton Court Senior in Bensalem serves as an example of a project with visual appeal.

Implementation Steps:
1) Consider reducing minimum lot sizes in appropriate locations within single family residential zoning districts.

2) Allow semi-detached dwellings in selected single-family residential zones and adopt architectural design standards that require such dwellings to appear like single family residences.

Strategy #4: Incentives

An effective way to promote development is providing tax breaks or programs that enable a developer to acquire funding. The Bucks County Economic Development Corporation (BCED) offers a range of services to assist companies desiring to bring business to the county. Middletown could form a task force or commission to support businesses in relocating to or expanding in the Township. These economic development groups provide a wide range of support such as loan programs, site selection, and planning efforts to aid business expansion in the area. Having such a localized task force working solely for Middletown could be effective in incentivizing investment by private developers.

Examples of funding sources:
- Business Builder Loan Fund
- Pennsylvania Industrial Development Authority
- Diverse Business Financing Initiative
- Pennsylvania Economic Development Financing Authority
- Small Business First Fund

In addition to the BCED, the county's Redevelopment Authority is an organization that provides assistance to municipalities, businesses, developers, and homeowners for rehabilitation and reuse of property. Its goal is to transform underutilized or blighted areas into places that are more valuable to the community. The Authority can employ eminent domain powers which can be useful and necessary in certain situations, and it can help secure federal, state, or local assistance via tax credits, grants, or loans. Both organizations should work to establish an enterprise zone or Tax Increment Financing District in Middletown Township to provide additional incentives for investment.

Examples of funding sources:
- Housing Rehabilitation Program
- Brownfields Program
- Blight Abatement Program
- Redevelopment Assistance Capital Program
- Neighborhood Assistance Program
- Enterprise Zone
- Business Loan Program
- Municipal Grant Program
- TCDI Grants (Transportation and Community Development Initiative)

Implementation Steps:
1) Establish listing of all available funding sources. Know funding sources so that regulations can be tailored to meet the conditions on the ground. In many instances the Township could pitch a project to a developer or property owner.
2) Work with the developer or property owner to secure grant(s) which would help fund the project.

Strategy #5: Public Private Partnerships

Ideally, Public Private Partnerships (PPPs) bring private sector competence, efficiency, and capital to improving public assets or services when governments lack the upfront cash and resources. Consequently, they are valuable alliances that can be formed in a variety of ways. A developer who already has a site in mind but requires favorable regulatory action via rezoning or other mechanisms can reach out to local agencies for assistance. In other cases, local governments can seek out developers looking to develop on municipally owned property by using Tax Increment Financing to effectuate the deal. Although the municipality and the developer have different goals in such partnerships and finding a middle ground between these two entities can be challenging, PPPs allow the Township to increase financial flexibility. One of the public sector's expectations concerning PPPs is the transfer to the private sector of at least part of the financial risk that may be incurred during the lifetime of a project.

Implementation Steps:
1) Identify project requirements and goals (this can be for either solicited or unsolicited projects). Usually, the PPP is designed to achieve a public benefit, either from a planning or financial standpoint.
2) Explore financing sources and consider guarantees which can leverage private lenders and lower financing costs.
3) Structure the project's contract or other agreement so that it articulates a set of incentives and penalties to potential actions of the parties. Define expectations and financial obligations to ensure the stability and sustainability of the project.
4) Develop project and perform due diligence.

Transportation

Introduction

As displayed on the map below, Middletown Township is the benefactor of exceptional highway access, including U.S. Route 1, Interstate 295, Lincoln Highway, Woodbourne Road, and Newtown-Langhorne Road. These transportation connections are a strategic asset for the Township and have historically contributed significantly to Middletown's concentration of residents, businesses, and employment opportunities. Another valuable transportation asset is SEPTA's West Trenton Line, including Woodbourne and Langhorne stations. This 42-mile passenger rail line provides transit access to Philadelphia, New Jersey, and New York City.

Major transportation corridors restrict walkability across the Township

The major transportation routes within the Township (e.g. I-295, US Route 1, Lincoln Highway, SEPTA's West Trenton Line, Norfolk Southern's Morrisville Line, and CSX's Morrisville Line) restrict the residents' ability to use alternative transportation modes such as walking and bicycling. Additionally, with the bulk of the Township's growth occurring after World War II, including the notable development of Levittown, commercial land uses are concentrated along the Township's arterial roadways (generally without sidewalks), while residential neighborhoods are situated between these major transportation facilities.

Many neighborhoods are positioned in optimal locations nearby popular destinations such as parks and shopping centers, but currently lack dedicated sidewalk or trail connections. These issues are shared with many suburban towns in America but must be addressed as the Township's goals include creating a more walkable community in the future.

A map displayed later in this chapter shows existing sidewalks located in the Township. This map demonstrates that although there is some sidewalk connectivity within residential neighborhoods, major transportation corridors such as limited access highways (e.g. US 1, I-295) and railroads are generally barriers to greater pedestrian connectivity across the Township.

A 2018 study by Todd Litman, Victoria Transport Policy Institute, indicated that "walking and cycling provide affordable, basic transport. Physically, economically and socially disadvantaged people often rely on walking and cycling, so improving non-motorized transport can help achieve social equity and economic opportunity objectives." Resources required for providing walking and bicycle transport are much more affordable and simpler and should be a main priority for the Township in the years to come. The population of Middletown is aging, as much of the Township is represented by the baby boomer generation. These residents do not require expansion of highways or increased roads. Rather, they need basic sidewalks and the ability to cross the street safely without having to contend with vehicles speeding by at 45 miles per hour. Additionally, elderly residents can feel trapped in their own homes because of the lack of sidewalk connections. Many people do not feel comfortable driving at older ages, and without the infrastructure to walk anywhere, they are left without transportation options.
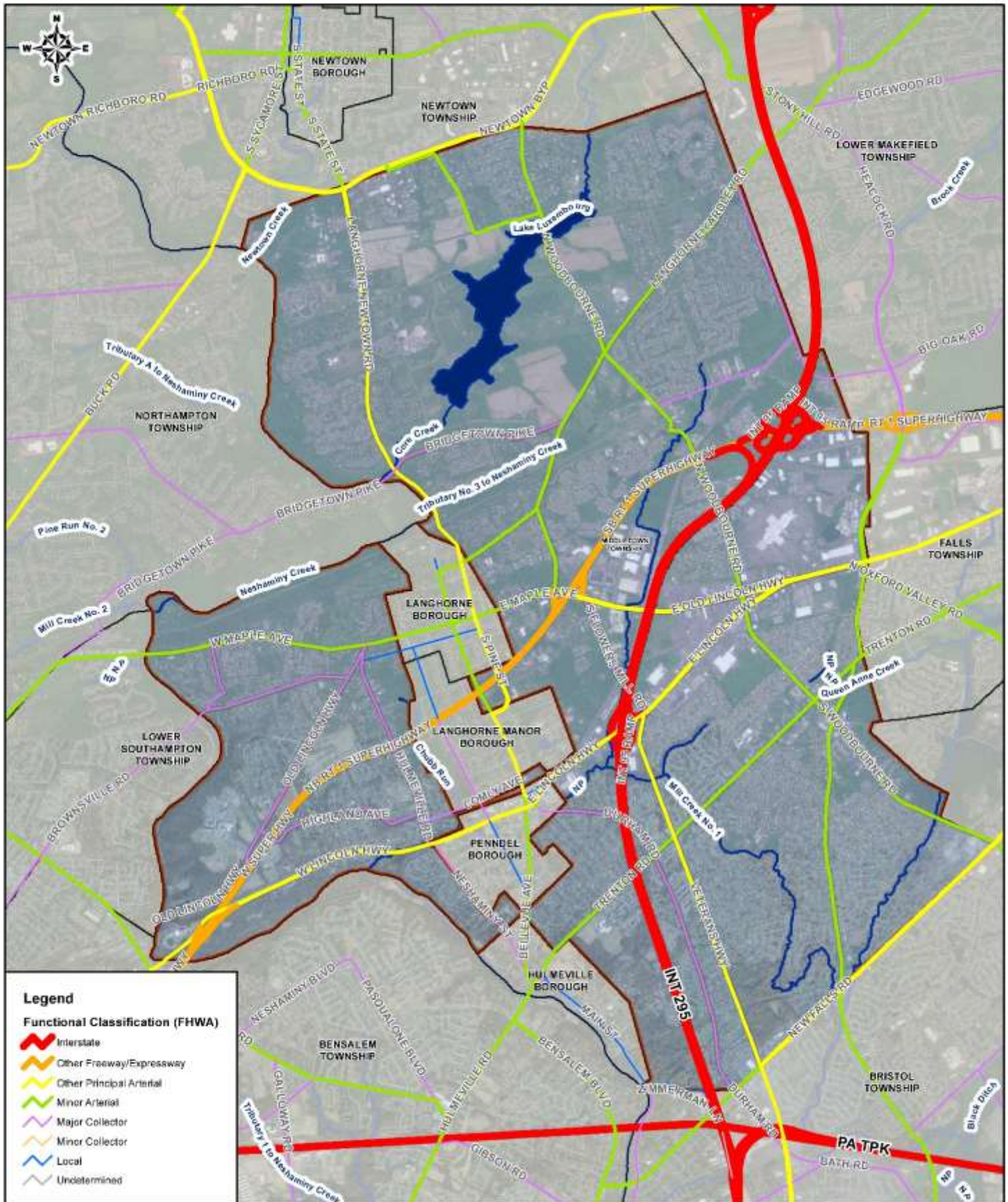
HIGHWAY FUNCTIONAL CLASSIFICATION

Legend

Functional Classification (FHWA)

- Interstate
- Other Freeway/Expressway
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- Undetermined

Miles
0   0.5   1   2

Public Feedback: Desire for Alternative Modes

Through the public open house event held for this Plan, the citizens of the Township were able to express their thoughts and opinions on the most relevant issues facing transportation in Middletown. Many of their concerns had overlapping themes and goals, displaying common notions of the major concerns regarding transportation in the community. Residents raised mutual concerns about:

- The **walkability of streets**; current streetscapes forced everyone to drive everywhere because of unsafe or lacking pedestrian infrastructure on streets.
- They expressed that **Woodbourne Road**, a heavily traveled minor arterial, needed improvements to many aspects, including dangerous intersections, inefficient at-grade railroad crossings, and narrow tunnels.
- **Key Township destinations and focal points lack multimodal infrastructure** such as Core Creek Park and the Oxford Valley Mall; these key community features offer no infrastructure for residents hoping to walk or bike to these destinations.
- **Hubs of public transit**, such as the Woodbourne Road Station, SEPTA bus stops, and the nearby Langhorne Station, **are entirely car oriented**, and lack sidewalks or other pedestrian elements that connect them to nearby neighborhoods.

The public meetings with residents were clear indicators that connectivity in the town needs to be improved. Members of the community expressed a strong desire to not have to drive for basic errands and short utilitarian trips. Similarly, they expressed frustration over the lack of safe walking and biking facilities which leaves them no other viable option than to drive their car for these trips.

Image 9: Traffic congestion on Woodbourne Road is often exacerbated by the CSX Railroad crossing.

Goals
- Provide safe and convenient routes for pedestrians and bicyclists
- Enhance connections between neighborhoods and businesses
- Improve traffic circulation in heavily traveled areas

Strategies

Strategy #1: Upgrade the pedestrian, bicycle, and multi-use trail network across the Township

A safe and accessible pedestrian, trail, and bicycle system will provide health, transportation, and recreation benefits to Township residents of all ages and abilities. A proposed trail network offers a multi-use "highway network" where sidewalk linkages could connect to and residents could traverse throughout the Township. The Recreation chapter which follows this chapter will address this topic in more detail.

Implementation Steps:
1) Conduct a walking and bicycling safety audit around key Township destinations such as schools, parks, and train stations.
2) Install high-visibility crosswalks at intersections like those at Styer Market and the Cider Knoll neighborhood.
3) Assess the feasibility of providing a bike lane on Old Lincoln Highway from Maple Avenue to Neshaminy High School; since Old Lincoln Highway is a PennDOT-owned road, coordinate this assessment and the potential implementation of this bike lane with PennDOT.
4) Assess the feasibility of adding a sidewalk and bike lane on Maple Avenue from the Langhorne Borough to Flowers Mill Shopping Center; coordinate with PennDOT.
5) Assess the feasibility of adding bike lanes/sidewalks along Route 413 to connect Core Creek with Maple Point; coordinate with PennDOT.
6) Assess the feasibility of adding bike lanes on Woodbourne Road between Lower Silver Lake Road and Ellis Road, as recommended in the Middle Neshaminy Creek Trail Feasibility Study (2019).
7) Assess the feasibility of implementing shared-lane marking (sharrows) as recommended in the Lower Neshaminy Creek Trail Feasibility Study (2016) and the Middle Neshaminy Creek Trail Study (2019) for several segments
8) Conduct a feasibility study to determine potential improvement strategies for the railroad underpass at Woodbourne Road and Wood Lane.
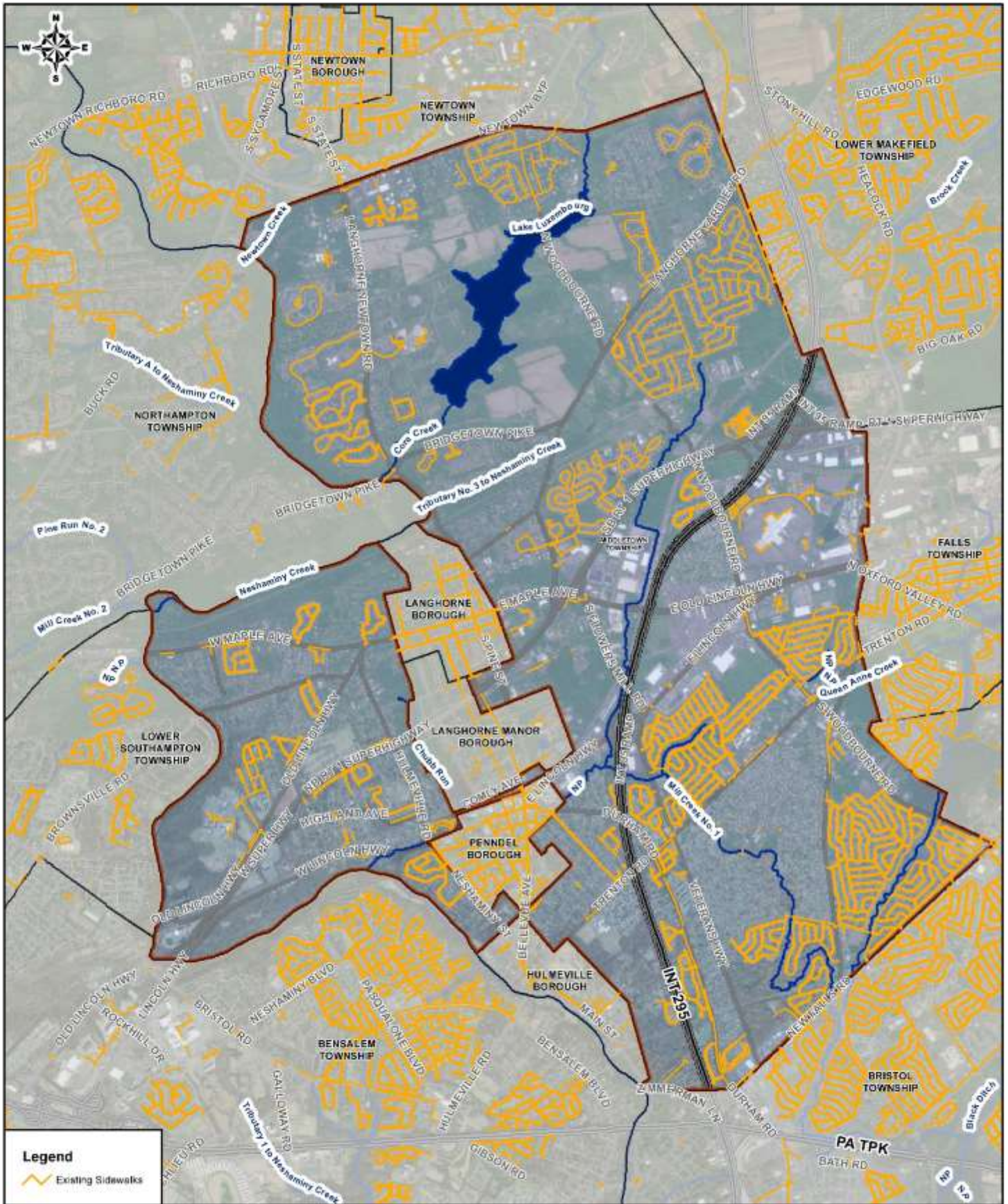
EXISTING SIDEWALK NETWORK

Legend

∧ Existing Sidewalks

Miles
0   0.5   1   2

Strategy #2: Increase walkability and bikeability in and around train stations

Woodbourne Station, the Township's main access point for public transportation to the West Trenton area and Philadelphia, is located on a road that is both narrow and lacking sidewalks. The station is accessed almost exclusively by automobile and is situated less than one mile from the Oxford Valley Mall which is a major regional destination.

As mentioned in the previous chapter, Bucks County's "*SEPTA Station Visibility*" study classified Woodbourne Station as a "drive-up" station because of a lack of pedestrian connection to the station. The study recommended adding three signs to the area surrounding the station so that drivers would know how to get there and how far away it is. One of these signs would be north of the station and two to the south, one of which would be at the Woodbourne Road & Lincoln Highway intersection.

Walkscore.com, which scores locations based on their 'walkability', gave Woodbourne Station a walk score of 20 on a scale of 0-100 with 0 being the least walkable and 100 being the most. Accompanying the score was a comment that "almost all errands require a car." The train station should serve as a hub of transit that people can easily reach for travel to Philadelphia or West Trenton with ease. Instead, the train station is situated where pedestrian or bicycle access is difficult and unsafe.

The DVRPC has developed a screening tool for identifying bicycle facilities around train stations within the 9-county region it serves. Woodbourne Station earned a 2.6 out of 10 score because of the surrounding area's severe lack of pathways for bicyclists. Recognizing the need for improving multimodal access to Woodbourne Station, DVRPC is currently conducting a planning study around Woodbourne Station as part of DVRPC's *Safe Routes to Transit* program. One of the factors being considered by the study is the potential for connections from nearby pedestrian generators (See Figure 5 on the following page).

Implementation Steps:
1) Install improved station signage (for both motorists and pedestrians) in accordance with the Bucks County *SEPTA Station Visibility Study.*
2) Install sidewalks around the station to provide pedestrian connection to the station from nearby residential areas, Oxford Valley Mall, and other nearby amenities.
3) Install a one-mile multi-use path near Mill Creek connecting the train station and residential units along U.S. Route 1 to N. Flowers Mill Road.
4) Install sidewalks and bike lanes along Woodbourne Road to connect the train station to Oxford Valley Mall.

Strategy #3: Connect destinations and amenities to each other

Main locations that are in close proximity to each other should be connected, with priority given to connecting the most important destinations, e.g., Woodbourne Station, Oxford Valley Mall, schools and major parks.

Figure 5: Potential Connections to Woodbourne Train Station

Several residential communities exist within a close proximity to Woodbourne Train Station. Improving The
The connections shown above would greatly increase multi-modal transit in the Township.

Implementation Steps:

1) Improve sidewalks and crosswalk elements along Briggs Road to enable the crossing of Langhorne Yardley Road to access Maple Point Middle School.
2) Improve pedestrian crossings and install sidewalks around Oxford Valley Mall where they are lacking these elements.
3) Enhance the visual appearance of key roadways throughout the Township by installing pavers, trees, and landscaping.
4) Improve pedestrian crossings and sidewalks around parks and integrate them (Core Creek, Twin Oaks, etc.) so that nearby residential areas can connect with these green spaces in the Township via bicycle and walking.
5) Adopt a Complete Streets policy via ordinances or resolutions which would commit the Township to support these types of streets.
6) Township should study these corridors and define the preferred alternative for the safe passage of pedestrians and bicyclists. Additionally, this study should prioritize the potential projects among all such improvements identified within Middletown Township.

Strategy #4: Manage safety and speed utilizing traffic calming measures

By calming traffic patterns, streets become more comfortable to walk and bike on, which will reduce the number of cars on the road. Currently, residents utilize their cars for most trips. Reducing the number of cars on the road would ease congestion, and bikers and walkers would feel safer.

Implementation Steps
1) Install features of the 2003 Middletown Township Traffic Calming Policy on residential roads to slow traffic speeds and promote pedestrian/bicyclist safety where appropriate.
2) Integrate traffic calming measures with the creation of complete streets in the community for all residents to share through various forms of transportation.
3) Apply the recommendations from DVRPC's 2003 study to PA 413 corridor congestion.

Strategy #5: Improve key transportation corridors and intersections throughout the Township

There are a number of improvements to problem intersections that could reduce traffic congestion and facilitate smoother traffic flow. These improvements are summarized in Figure 6 on the following page.

Implementation Steps
1) Conduct a biennial assessment of congestion issues across the Township, identifying and prioritizing potential capital projects.
2) Schedule biennial meeting with Bucks County Planning Commission to review Township priority projects, discussing potential inclusion in future updates of DVRPC's Transportation Improvement Program (TIP).
3) Identify and monitor upcoming grant opportunities to conduct feasibility studies or conceptual engineering.
4) Conduct a traffic signal maintenance assessment on an annual basis; re-time critical corridors every two years.
5) Assess the feasibility of installing an alert system (using advanced-placed flashers and/or other technologies) for the at-grade train crossings at Woodbourne Road and Big Oak Road/Township Line Road; coordinate with SEPTA, CSX, and PennDOT.

Figure 6: Proposed Transportation Improvements
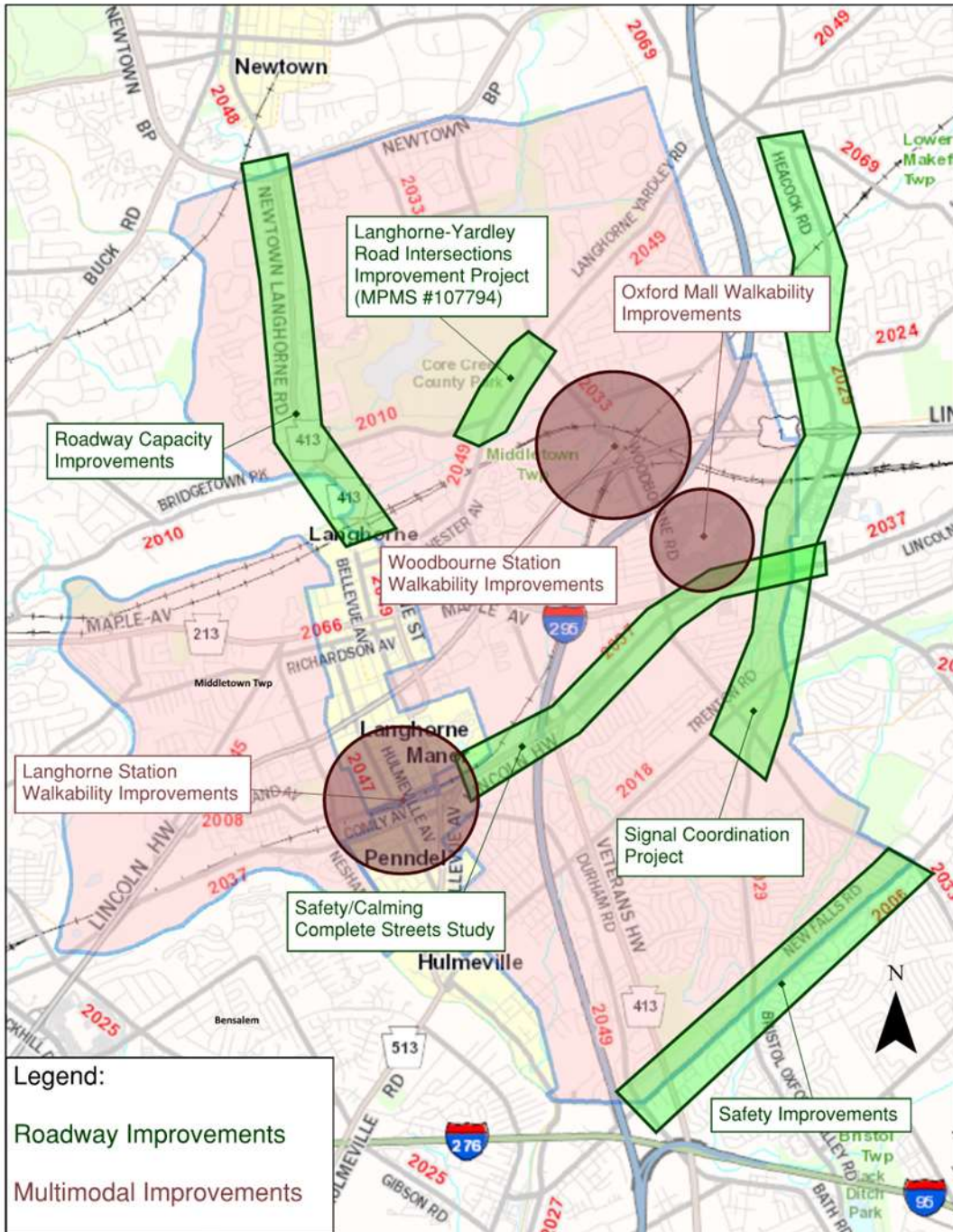
Recreation

Introduction

Middletown Township is blessed with an abundance of environmental resources, including parkland, open space, waterways, and greenways. Over the years, the Board of Supervisors has had the vision and foresight to acquire large tracts of land from willing private owners to protect additional open space from development and preserve it for public recreational use. The Township has also forged partnerships with multiple community and regional groups, providing an array of recreation services and facilities for its residents while adhering to stringent operation and development budgets.

The abundance of acreage and the level of quality with which its parks and recreation facilities have been developed has created high expectations for Middletown residents and for those contemplating a move to the Township. A growing interest in walking and biking has led residents to express a desire for a more ambitious and accessible network of trails in the community. Although current facilities are adequately maintained, they may be insufficient to meet the future needs of a changing population, as identified through the public input provided for this Plan.

Interest in this issue may be high, but it is not new. The 2005 *Recreation, Parks and Open Space Update* of the *Middletown Millennium Plan* identified this growing trend and underscored the Township's excellent opportunities for recreation, exercise, hiking, and bicycle trails development within and connecting parklands and open space. While some of the report's recommendations for trail development were followed, many have yet to be acted upon.

Image 10: Incorporating wayfinding signs, bollards, and small kiosks with maps can help residents feel safer and more comfortable navigating the trails through the many parks located in the Township.

As Middletown looks to the future, the focus should now shift to maintaining what parkland and recreation amenities it has, further developing them where appropriate to suit the needs of its changing population, and coordinating with the County in efforts to promote greenways and trails throughout the Township and beyond.

Validation

Middletown Township controls 138 acres of dedicated parkland for active recreation and 523 acres of greenbelt parcels. Through past land purchases, another 306 acres of open space have been preserved by the municipality, including the Middletown Country Club (101 ac.), Styer Orchards (107 ac.), Langhorne Spring Water Co. (89 ac.), and Spring Valley Farm (10 ac.). The Township is also host to 1,380 acres of Bucks County parkland, much of which is taken up by the largest regional park in the Bucks County system (Core Creek Park). Added to this total are the 519 acres of land owned by the Neshaminy School District, much of which consists of athletic fields and indoor/outdoor recreation facilities that could be more open and accessible to the Township's residents than is currently the case. The largest of these properties is the 125-acre Idlewood Environmental Station behind the high school. Middletown Township's Parks & Recreation Department runs separate programs for adults, teens and youth at the Middletown Community Center and at many of the Township's 19 municipal parks.

Image 11. Lake Luxembourg, located in Core Creek Park, provides opportunity for water activities and wonderful views of the area.

Public Feedback: Desire for Accessibility and Connections

During the public open house event, Township residents expressed their preferences and opinions on the most pressing issues regarding recreation in Middletown. These comments coalesced around the following three issues:

- **Pedestrian and bicycle infrastructure** in and around parks,
- **Upkeep and maintenance** of parks and recreation facilities, and
- **Increased community access** to recreation

Goals

- Create greater community cohesion by connecting parks and recreation facilities.
- Invest in the parks and recreation facilities to sustain and enhance the quality of life.
- Establish greater walkability and bikeability in and surrounding the parks.

Strategies

Strategy #1: Coordinate with Bucks County in greenway planning and implementation

Coordination with Bucks County in its efforts to promote the use of multi-use trails in greenways that run through or alongside Middletown is critical to linking up many of the Township's parks and recreation areas and providing greater access to them. It is also critical to linking Middletown with other trails and greenways in the region. In addition, it would provide increased opportunities for greater pedestrian and bicycle access to the parks from many of the Township's residential neighborhoods. An indication that some coordination with the county is already taking place is the membership of Township staff on a newly formed steering committee overseeing a county-sponsored feasibility study of the Newtown to D&L Canal Towpath Trail.

There are currently four County initiatives underway that involve multi-use trails in greenways in Middletown, all of which have been identified by DVRPC as official greenway corridors. The planned Lower Neshaminy Creek Trail includes a segment that connects Playwicki Park to the Core Creek Park area and another segment that connects Playwicki Park with a number of residential neighborhoods in the Township. The proposed Middle Neshaminy Creek Trail connects Big Meadow Park in neighboring Northampton Township with Core Creek Park. The Mill-Queen Anne-Black Ditch Creek Trail will link Queen Anne Park with Lions Park, Forsythia Crossing Park, and Frosty Hollow Park and will also connect Veterans Memorial Park to Frosty Hollow Park. The Newtown Rail Trail will cross the extreme northwestern portion of the Township and link Middletown with Newtown, The Circuit's Pennypack Trail, and Philadelphia.

The map on the following page shows the general location of these trails.

a. Lower Neshaminy Creek Trail: Core Creek Park to Playwicki Park

Route: The alignment preferred by the County begins at the southwest corner of the Bridgetown Pike-Newtown-Langhorne Road intersection, using the paved trail on the south side of Bridgetown Pike. Proceed west into Lower Southampton Township before re-entering Middletown at Playwicki Park. Use the Park's existing trails to reach the trailhead in the parking lot.

Implementation: The Bridgetown Pike-Newtown-Langhorne Road intersection will serve as the connecting point for three trails, including the Lower Neshaminy Creek Trail, the Middle Neshaminy Creek Trail, and the Newtown Loop Trail. The Township should work with the County as it undertakes significant upgrades to this intersection to facilitate connections between all three trails.
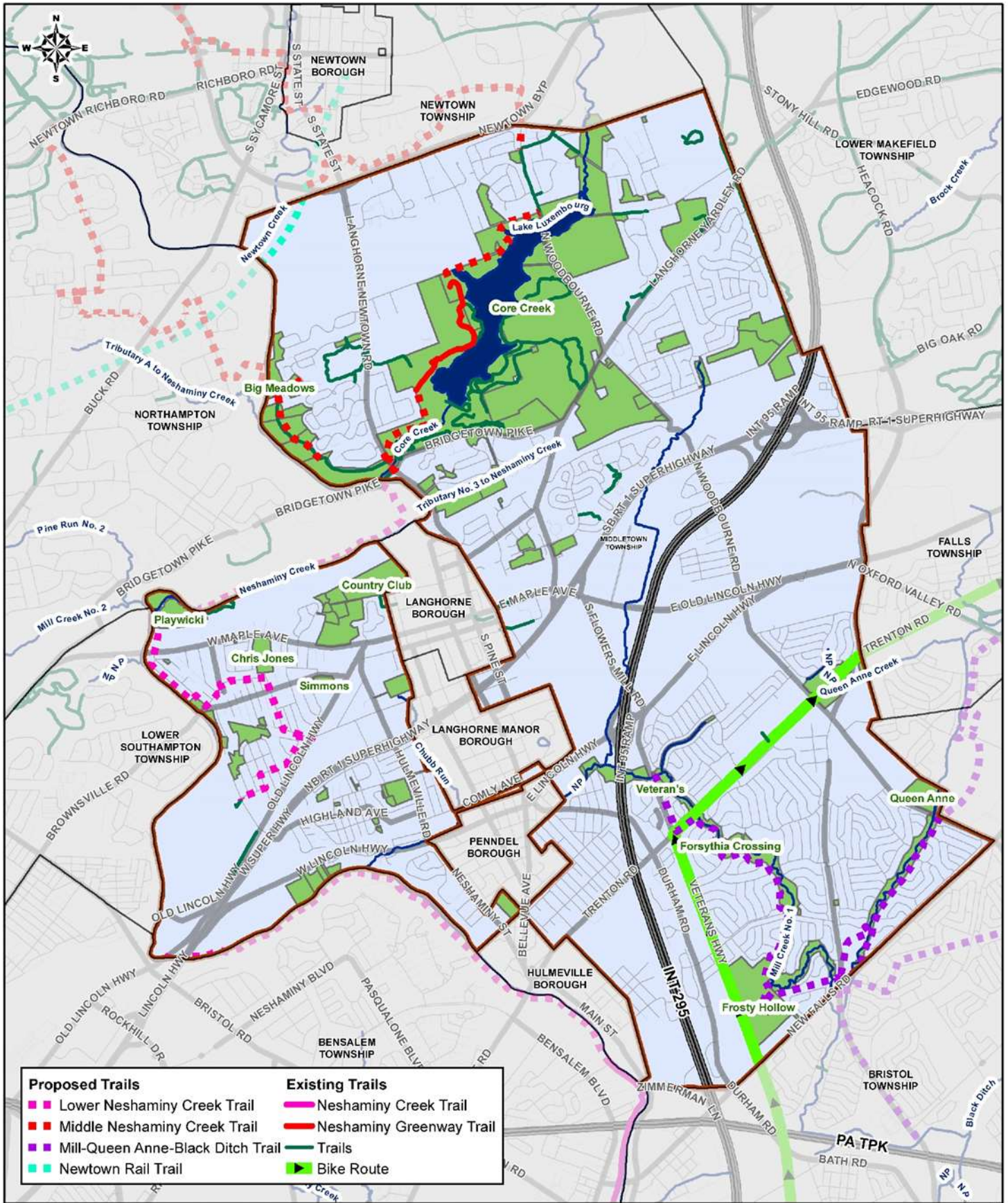
EXISTING & PROPOSED TRAILS

Legend:

Proposed Trails
- Lower Neshaminy Creek Trail
- Middle Neshaminy Creek Trail
- Mill-Queen Anne-Black Ditch Trail
- Newtown Rail Trail

Existing Trails
- Neshaminy Creek Trail
- Neshaminy Greenway Trail
- Trails
- Bike Route

Feet
0   2,250   4,500   9,000
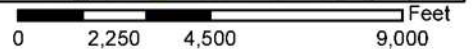
b. **Lower Neshaminy Creek Trail: Playwicki Park via Bridle Drive to Old Lincoln Highway**

Route: Connect the residential neighborhoods of Ivystream, Langhorne Terrace, and Idlewood with Playwicki Park. From Playwicki Park, use the existing entrance drive and pass under the Norfolk Southern railroad bridge. Proceed under the new West Maple Avenue Bridge, continuing on undeveloped private property for 400 feet and onto Bridle Drive/Oriental Drive. Continue as an on-road trail onto a series of residential streets with a spur to Jones Memorial Park, ultimately connecting to Old Lincoln Highway.

Implementation Steps
1) Cooperate with the County in its efforts to acquire easements on the impacted private properties.
2) Work with the County in its efforts to acquire private properties over which easements cannot be obtained.

c. **Middle Neshaminy Creek Trail: Big Meadows Park to Core Creek Park**

Route: Link Big Meadows Park across Neshaminy Creek in neighboring Northampton Township with Core Creek Park, connecting four residential neighborhoods (Sturbridge, Georgetown, Hampton Bridge, and Heatons Mill) to these parks. Begin on a two-span bridge to be constructed over Neshaminy Creek. One branch will veer to the northeast and terminate at Alberts Way. The other veers south through a Middletown-owned greenway along Neshaminy Creek before joining an existing trail which will be widened over its entirety until it reaches Route 413. A new trail will be located in the right-of-way along the west side of Route 413 to its intersection with Bridgetown Pike.

Implementation Steps
1) Coordinate with the County as it erects a protective barrier between vehicular traffic and trail users on the west side of Route 413 in compliance with PennDOT standards.
2) Work with the County in its completion of significant upgrades to the Route 413-Bridgetown Pike intersection to facilitate connections to the future Lower Neshaminy Creek and Newtown Loop Trails, both of which begin at this intersection.

d. **Newtown Loop Trail (Segments 8a,8b & 9): Core Creek Park to Newtown Bypass viaWoodbourne and Silver Lake Roads**

Route: Connects Swan Pointe neighborhood to Core Creek Park and Newtown Bypass and provides links with Lower and Middle Neshaminy Creek Trails. Begin at the northeast corner of the Route 413-Bridgetown Pike intersection and head north onto the vehicular bridge over Core Creek and then into Core Creek Park where it will connect to an existing parking area/trailhead on Park Road. Continue north as an adjacent side path to an

existing trail within the park. Descend to Lake Luxembourg, cross the lake on a floating boardwalk/bridge and run parallel to Tollgate Road to its intersection with Fulling Mill Road. Continue along the Tollgate Road extension, following the lake's shoreline and running parallel to Ellis Road. Continue north on Woodbourne Road on bike lanes and then onto Lower Silver Lake Road on a shared use trail along the Luxembourg Corporate Center property until the Newtown Bypass.

Implementation Steps
1) Coordinate with the County in its erection of a protective barrier between vehicular traffic and trail users on the east side of Route 413 in compliance with PennDOT standards.
2) County needs to acquire an easement across initial 250-ft. segment in the Route 413 right-of-way which will require coordination with PennDOT.

e. **Mill-Queen Anne-Black Ditch Creek Trail: Veterans Memorial Park to Frosty Hollow Park**

Route: Connect Veterans Memorial Park with Forsythia Crossing Park, Everitt Elementary, Lions Park, and Frosty Hollow Park. From Veterans Memorial Park, proceed along the eastern side of Route 413, cross Trenton Road and through Lions Park to the Snowball Gate neighborhood. Connect to the Forsythia Gate neighborhood, Forsythia Crossing Park, and the recreational facilities at Everitt Elementary using existing sidewalks. Go through the Mill Creek greenway and Frosty Hollow Park. Head east within the PECO powerline corridor until the Bristol Township line (the cost for this segment is being shared with the county).

Implementation Steps
1) Work with the county in acquiring an easement to enable the trail to traverse the gas station property at the Route 413-Trenton Road intersection.
2) Coordinate with the county in installing a sidewalk along the north side of Snowball Drive and in providing that portion of the trail along the east side of Snowball Drive in the Township-owned greenway.
3) Where the trail crosses Frosty Hollow Road, enable the County to install a rapid flashing beacon to alert motorists to the trail crossing.
4) Within Frosty Hollow Park, the county will lay a boardwalk where the trail crosses a wetland area.

f. **Mill-Queen Anne-Black Ditch Creek Trail: Queen Anne Park to New Falls Road**

Route: Connect Queen Anne Park with the Cobalt Ridge Park and Quincy Hollow neighborhoods. Begin at the Woodbourne Road-Quincy Drive intersection on Queen Anne Creek's east side opposite Queen Anne Park, proceed through the Township-owned greenway, then use the existing sidewalk and roadway on Quincy Drive. Continue in the greenway to the bridge over Queen Anne Creek, then along the east side of the Queen Anne Creek greenway and enter the PECO powerline corridor. Head southwest, cross over

the Creek and reach Bristol Oxford Valley Road, turning south to connect to other segments of the trail at the New Falls Road-Bristol Oxford Valley Road intersection (the cost for this segment is being shared with the county).

Implementation Steps
1) Encourage the county to connect the trail to the Cobalt Ridge neighborhood via the existing bridge at Quest Road and a smaller existing bridge between Quiet Road and Candytuft Road.
2) The county will acquire an easement over the PECO powerline right-of-way.
3) The county will build a new bridge over Queen Anne Creek just before the trail reaches Bristol-Oxford Valley Road.
4) Replace the existing footbridge over Queen Anne Creek between Quincy Drive and Miller Elementary School with a wider one that can accommodate two-way bicycles and upgrade the path over the bridge that links the proposed trail with the school to a standard bicycle path.
5) Apply for DCNR grants to help fund the Township's portion of the cost for the planning phase.

g. **Newtown Rail Trail: Neshaminy Creek to Route 332 Route:** A 23-mile section of SEPTA's old R8 Newtown/Fox Chase Rail line is being converted to a multi-use trail, a 0.5-mile segment of which crosses Middletown's northwest corner along the western property line of The George School. The trail, which has only 5 miles left to be completed, will connect Middletown with Northampton Township and The Circuit's Pennypack Creek Trail to the southwest and with Newtown Borough and Township to the north.

Implementation :Discuss with the county measures it can take to insulate The George School from any spillover effects from using the trail.

Strategy #2: Update the Middletown Millennium Plan's Recreation, Parks & Open Space Plan

In 2005, the Township updated the *Recreation, Parks and Open Space Plan of the Middletown Millennium Plan*. The update presented a vision for how the Township could conserve and make the best use of its parks, recreation facilities, and open space. With the passage of time, the needs of Middletown's citizens with regard to parks and recreation have changed, while the facilities themselves have aged. Consequently, a new update to the Plan is recommended. The update, which would cover the 19 parks, four preserved properties, and 523 acres of greenbelt parcels, would identify equipment that needs replacement; buildings, structures, and athletic fields that are in need of upgrades; and neighborhoods that lack such facilities. It would also address other issues related to the parks, including improving access, mitigating flooding, and prioritizing improvements. Finally, the update would address the need to maintain the greenbelt parcels and possibly identify additional parcels for future inclusion.

Strategy #3: Implement existing master plan for Twin Oaks Park

The 19-acre Twin Oaks Park is one of the largest and most important parks in the Township's recreation network. A master site improvement plan was prepared in 2010. Current plans for the park, which are adapted from the 2010 Plan, include additional parking, walkways, playgrounds, landscaping, and ball fields, improved access and upgraded stormwater management. Specific plans for renovation of the park have been finalized and are being prioritized. According to the current 5-year Capital Improvement Plan (2020-2024), renovations of the park are planned in 2020.

Implementation: The Township is encouraged to arrive at a consensus on prioritizing the flooding problem, given that it is such a serious and timely concern among the park's users.

Strategy #4: Continue practice of upgrading existing facilities

The Township has recognized that a number of its parks and playgrounds have older equipment and facilities in need of replacement with new equipment and structures. The current Capital Improvement Plan includes a number of such replacements and upgrades. Projects are determined and prioritized each year with the annual budget through coordination of the Township staff and elected officials.

Implementation: The Township is encouraged to adhere to its schedule for park and recreation facility upgrades and to continue to evaluate the need for upgrades at Middletown's other municipal parks beyond 2024.

Strategy #5: Maintain preserves

Middletown's preserved properties include the 100-acre Middletown Country Club, the 109-acre Styer Orchards, the 89-acre Langhorne Spring Water Company, and the 10-acre Spring Valley Farm. Of these, the Country Club and Styer Orchards are the most frequented by the citizens of the municipality. In 2016, a master site improvement plan was completed for the Spring Valley Farm. It included improved access, addition of a parking area, creation of a loop trail system, and preservation of a majority of the property's open space. Last year, the Township received a $142,500 Municipal Open Space matching grant from the county to complete some of the planned improvements and will provide $47,500 of its own funds for the project.

>**Implementation Steps**
>1) Complete the remaining phases of the Spring Valley Farm master plan and coordinate these efforts with Penndel Borough which borders the property.
>2) Prepare a master site improvement plan for the Langhorne Spring Water Company to determine how best to preserve the property and existing structures for the benefit of the Township's residents.

Strategy #6: Increase public access to open space and recreation properties controlled by others

After the County and the Township, the Neshaminy School District is the most significant provider of potential recreation space. Another significant source of open space in the Township is the aggregation of restricted property managed by residential homeowners' associations. The availability of the community's parks and recreation facilities to Middletown's residents depends on a loosely defined network of cooperation between these groups, generally led by the Department of Parks and Recreation (DPR).

Implementation Steps
1) Initiate discussions with the School District to provide more public access to the 125-acre Idlewood Environmental Study Center directly behind Neshaminy High School.
2) Work with residential homeowners' associations with open space properties along proposed multi-use trails to ensure that alignments of the trails take these properties into account.

Image 12: Delaware Park Bridge, located in Delaware Park, represents improvements to parks to increase pedestrian access.

Sustainability

Introduction

In Middletown, sustainability is not just about the environment; it's also about its people. It is about the ability of the Township's citizens to live healthy and productive lives while the community's natural resources are protected so that future generations of Middletowners can have the same if not better advantages and opportunities as today's generation. Meeting the needs of the present without compromising the ability of future generations to meet their own needs is what sustainability is all about.

A commonly accepted definition of the term states that:

> **"Sustainable development is that which meets all the needs of the present without compromising the ability of future generations to meet their own needs." (Our Common Future, Brundtland Report, 1987)**

As the quote above indicates, sustainability relies on establishing and maintaining a balance between accommodating current needs and meeting future needs. Accordingly, decisions made with this balance in mind as a guide will ensure that the community, budget, and environment are benefited, as opposed to sacrificed or compromised.

Validation

In recent years, Middletown has made much progress towards becoming a more sustainable community. With an abundance of natural parkland, open space, greenways, and waterways, the Township had a head start. In their wisdom, successive governing authorities acquired much of this acreage and preserved it for present and future generations. Homeowner associations manage a significant amount of open space in and around their residential developments, thanks to the adoption of §440-423 of the Township's Subdivision and Land Development ordinance which requires such associations to set aside acreage in perpetuity for this purpose. When the abundance of County parkland and preserved School District property in the Township is added to the mix, the total amount of protected land in Middletown is indeed impressive. In addition to providing opportunities for the enjoyment of the natural lands themselves, preservation of natural lands sustains a community by mitigating flooding. While state law requires the protection of wetlands which retain flood waters during storm events, the Township's acquisition of hundreds of acres of drainage parcels serves a similar purpose.

Sustainability of a community is also about preserving its historic resources. The historic buildings, structures, and sites found throughout Middletown underscore the historic significance of the community and serve as reminders of its past. They are an intrinsic part of the Township and help shape its character. For these reasons, preservation of these historic resources is essential to sustaining Middletown's character. In 1992, an inventory of historic sites over 100 years old was assembled by the Middletown Historic Preservation Commission (see Appendix B at the end of this plan). It lists 113 such sites as well as 14 other sites of interest (two

houses on the list are in the National Register of Historic Places). Preserving historic sites and protecting them from demolitions, neglect, and encroachment by development will require a cooperative effort involving community leaders, landowners, developers and representatives of government at all levels. When combined with measures the Township has already taken to preserve natural lands, it is hoped that these actions will serve to maintain the current cultural feel of the community.

Although progress in becoming a sustainable community is most evident in its acquisition and preservation of natural lands and historic sites, Middletown has nonetheless been taking steps toward sustainability in other ways. The following are just four examples:

Image 13: Edgemont, also known as The Jenks Homestead, is one of two historic sites in Middletown on the National Register of Historic Places. Located at 212 Bridgetown Pike, it was originally built around 1820 and was placed on the Register in 1977.

1. The new energy-efficiency upgrade of the Municipal Center's HVAC system is utilizing a State-operated Guaranteed Energy Savings Program which requires vendors to reimburse the Township if the expected energy amounts used are not reduced and expenses are not saved.

2. In 2017, Middletown's streetlights and traffic lights were replaced with 3,000 LED fixtures, thereby reducing energy consumption, saving taxpayer money and shrinking the Township's carbon footprint. Subsequently, other exterior lighting was similarly upgraded. LED bulbs emit a clearer, whiter light with a better range and last up to 20 years, saving the municipality on maintenance costs. A cost savings in excess of $1.1 million is anticipated over the lifespan of the lights.

3. A second public electric vehicle charging station will soon be added to the existing one at the Department of Public Works. The introduction of such stations in the Township should encourage increased ownership of electric and hybrid vehicles in Middletown, thereby reducing dependence on fossil fuels and decreasing greenhouse gas emissions that contribute to climate change.

4. The Pearl S. Buck Elementary School recently earned an Energy Star certification from the U.S. Environmental Protection Agency for achieving energy efficiency without sacrificing comfort. It is the only school in Bucks County to have earned such a prestigious national award.

Despite such progress on numerous fronts, the Township is capable of doing more to ensure a more sustainable future. It can continue to mitigate stormwater pollution and further reduce the effects of flooding to reduce premiums for those homeowners who are paying for flood insurance. It can emulate neighboring Montgomery County which purchases all of its electricity from a combination of wind energy and renewable energy credits derived from wind energy. It can also incentivize the use of solar panels in the private sector and install solar panels on municipal governmental buildings. And it can do more to conserve energy in the administration of the Township and improve awareness of sustainability and sustainable development practices. Middletown's Environmental Advisory Council, which advises the Board of Supervisors on matters concerning conservation and preservation of natural resources, can play a key role in this effort by encouraging sustainable behaviors and making recommendations to the Board.

Goals

- Improve stormwater management in the Township
- Promote energy efficiency in the municipality
- Incentivize renewable energy use such as electric vehicles, solar panels, and wind power
- Increase awareness around sustainability

Strategies

Strategy #1: Provide welcoming gateways to the Township

Historically, the Township has given more attention to acquiring and maintaining its parks, open space, and preserves than to the ways in which it welcomes those who visit and travel through the community. However, with the success of Phase I of the Neighborhood Sign Program, that may no longer the case. In 2019, Middletown undertook an ambitious program to rebrand all neighborhood entrance signage. Phase I replaced existing signs, while Phase II is adding signs to entrances that do not currently have them. By ensuring that all residential neighborhoods in the Township will be easily identifiable, the Township-wide upgrade is enhancing a collective sense of community identity and pride.

Image 14: Welcoming gateways can significantly improve the aesthetics of entrances to the Township to create visually appealing areas of town, attracting visitors and improving quality of life for residents.

Image 15: One of many new identification signs posted at the entrance to a Middletown neighborhood. The signs use a uniform design that is unique to the Township.

Building on the success of the Neighborhood Sign Program, Middletown should consider providing gateways at key roadway entrances to the Township (see Image 15 above for an example of one such gateway at the entrance to another municipality). These gateways would offer the kind of visual and experiential welcome that makes people react favorably to their initial Township experience. Welcoming gateways would improve the way the community looks to those who live, work, visit, play, and travel here. They also benefit their communities in other ways. For example, they improve the sense of belonging to a community and enhance community pride. Middletown citizens who feel this way are more likely to protect and preserve for the future the best of what the municipality has to offer today.

a. **Identify corridor improvement opportunities along main routes leading into and through the Township**

The arrival experience can be made more pleasant by adding attractive features such as signage and landscaping. Middletown is fortunate to have a Community Beautification Committee whose role would be key to implementing this strategy.

> **Implementation Steps**
> 1) Identify key corridors through which travelers enter and cross the Township.
> 2) Utilize the Community Beautification Committee to identify improvement opportunities, prioritize projects, and help pursue grants.
> 3) Assign priorities to potential projects.
> 4) Where county or state routes are involved, coordinate all efforts with representatives of these government authorities.

b. **Identify gateway improvement locations along main routes into the Township**

The places where main roads from neighboring communities enter Middletown are potential sites for gateways that welcome motorists to the Township. Some gateways could be simple signs; others could be intricately designed spaces that include a sign, lighting, and plantings.

Implementation Steps

1) Have the Community Beautification Committee determine which specific locations for gateway improvements would be worth investigating more thoroughly.
2) Determine which combination of improvements (signs, lighting, landscaping) would be appropriate for each location.
3) Where county or state routes are involved, coordinate all efforts with representatives of these government authorities.

Strategy #2: Improve the stormwater management system to mitigate pollution and flooding

For many years, flooding has been a major issue in Middletown, much of it a result of the relatively flat, low elevation of the land that is prone to inundation from the many streams that border and traverse the Township. As Middletown's development accelerated in the 1990's and early 2000's, these conditions were exacerbated by the dramatic increase in the percentage of developed land covered by impervious surfaces, including buildings and paved areas.

In response to the corresponding increase in flooding, the Township's governing authority has made concerted efforts to address this pervasive problem. Fee simple acquisition of greenways through which major water courses flow, conservation and stormwater management easements over flood-prone lands, and restrictions on construction in flood-prone zones are just a few of these efforts. The Township also adopted conservation and stormwater runoff overlay zoning districts. Because the stormwater management ordinances associated with these districts are specific to each of the watersheds in the Township, they govern virtually all proposed development in Middletown. A map of these watersheds appears on the following page.

Image 16: Flooding is a frequent issue along Woodbourne Road as seen in the image above. Improvements to stormwater management practices can reduce flooding concerns, especially along busy roadways.

Although there is a long history of flooding in the Township, heavy flooding suffered by several neighborhoods following major storm events in 1996 and 1999 spurred successive Boards of Supervisors to approve many of the conservation and stormwater management measures that are in place today. Despite all of these efforts, flooding continues to be a chronic, worsening problem in the Township. Frequent flooding along Trenton and Woodbourne

WATERSHED MAP

Legend:
- Newtown Creek
- Brock Creek
- Core Creek
- Queen Anne Creek
- Mill Creek
- Neshaminy Creek
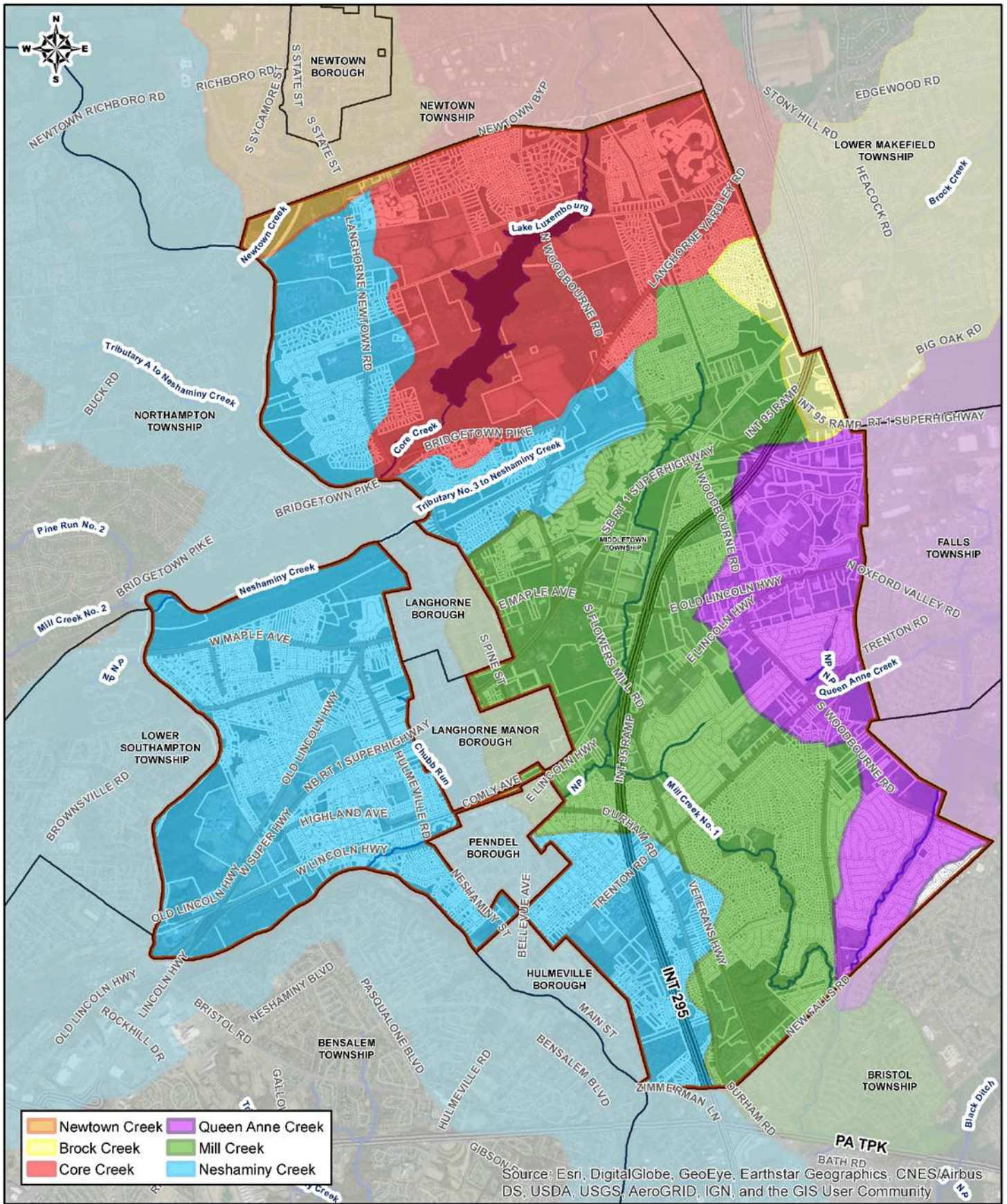
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Feet
0   2,250   4,500   9,000

Roads, and the near cancellation of the entire youth league soccer season in Twin Oaks Park in 2019 due to flooding of the athletic fields, underscore both the severity and currency of the problem.

a. **Develop a community outreach and education program**

Undertaking a community outreach and education program would accomplish two goals: it would educate residents and potential investors that the flooding in 1994 and 1997 were unique events that people need not fear will be repeated; and it would prepare citizens to take appropriate action in the unlikely event that another flood of those proportions ever happens again. Such a program would support and dovetail with the public outreach/education efforts that are required by Middletown's MS4 (Municipal Separate Storm Sewer System) program. The current contest for inlet decals could also be a part of this program.

b. **Utilize the existing Emergency Management Organization to respond to flood events**

The plan for responding to a flash flood typically consists of two parts: an immediate response approach which focuses on Middletown's role of alerting residents but mostly on how residents can prepare themselves to react to a flash flood; and a more long-term response which focuses on establishing an administrative mechanism for responding to floods. Fortunately, Middletown has had an Emergency Management Organization since the early 1990's. Responses to floods can be overseen by this organization and addressed through its Emergency Response Plan.

c. **Maintain the existing flood management system**

Middletown's streams need to remain free of debris and siltation to ensure that flooding can be more effectively controlled, and its impacts mitigated. The Township executes its responsibility for removing debris such as fallen trees from waterways that are outside of County-owned property like Core Creek Park. However, maintenance of the flood management system along Neshaminy Creek is shared with neighboring municipalities and with the County. Consequently, Middletown's efforts to maintain the flood management system under its Emergency Management Plan should also include closer communication and coordination with these governmental jurisdictions.

Implementation Steps
1) Create and distribute an informational flyer regarding flooding in the community.
2) Develop an immediate alert system to warn residents of coming floods.
3) Work with the Township's web designer who is currently redesigning the Township's website to create a web portal for this information and coordinate with the municipal office responsible for maintaining and updating the website.

d. **Participate in FEMA's Community Rating System**

The National Flood Insurance Program's (NFIP) Community Rating System (CRS) is a voluntary incentive program recognizing and encouraging community floodplain management activities that exceed minimum NFIP requirements. As a result, flood

insurance premium rates are discounted to reflect the reduced flood risk resulting from the community's actions, provided certain goals are met. Middletown is currently not enrolled in this program, and it would benefit those residents who have flood insurance with lower rates if the Township were enrolled.

Implementation Steps
1) Adopt a floodplain ordinance which is a prerequisite for participating in the CRS program.
2) Update/add to ordinance for small stormwater projects (residential).
3) Meet the three goals stipulated by CRS (reduce flood damage to insurable property, strengthen and support the insurance aspects of the NFIP, and encourage a comprehensive approach to floodplain management).
4) Apply for and enroll in the CRS program.

Image 17. Example of a stormwater bump out in East Falls Philadelphia which serves to mitigate flooding on the roadway and calm traffic.

e. Take a "greener" approach to stormwater management

Green stormwater management practices prevent stormwater from draining into stormwater collection systems; instead, these systems retain it on-site and redirect it to vegetative areas that absorb the runoff and allow it to seep into the ground where it recharges the water table. Over the long-term, another benefit of such practices is reduced flooding from storm events. Although Middletown's stormwater management regulations encourage the incorporation of low-impact development practices for managing stormwater runoff, these regulations are mere recommendations. In addition, there are currently no incentives that would otherwise generate more low-impact development practices in new development and redevelopment in the Township.

Implementation Steps
1) In parks, open space, and preserved areas, plant more trees and shrubbery since such plantings absorb more stormwater than grassed surfaces which, once saturated, allow rainwater to run off into drainage collection systems.
2) Spearhead redevelopment projects like Middletown's Pennswood Village which retrofitted an aging stormwater detention basin into a naturalized stormwater

system of sedimentation and bioretention basins, swales and a treatment wetland.

3) For development and redevelopment projects, adopt an ordinance that requires the use of green infrastructure practices, such as bioretention basins, small scale bioretention (rain gardens, downspout planter boxes, bioswales, etc.), pervious paving systems, cisterns, and vegetated filter strips.

4) Undertake a campaign to incentivize homeowners to install rain barrels under their roof downspouts and redirect runoff so that it can be used for on-site irrigation and groundwater recharge.

Strategy #3: Promote the more efficient use of energy in the Township

Both the public and private sectors have distinct roles in enabling the transition of communities from dependence on non-renewable sources of energy to a reliance on renewable sources. In the public sector, municipal governing authorities are achieving greater energy efficiencies and benefiting taxpayers from the resulting savings in costs in a number of ways. Simultaneously, builders and developers are contributing to the transition through more energy-efficient new construction and retrofitting of redeveloped properties.

a. **Make municipal buildings more energy efficient**
   Middletown spends approximately 10% of its budget on energy, and those costs are expected to rise in coming years unless additional measures are taken to reduce energy consumption. Off-the shelf green design strategies and technologies can make existing buildings three to four times more resource-efficient than the average building in the U.S. The beneficial impact of an effective energy efficiency campaign can be substantial today and will most likely grow over time.

   Implementation Steps
   1) Enroll in the State's Sustainable Energy Finance Program (PennSEF) which provides technical and legal assistance and low-cost capital for energy improvement projects by municipalities.
   2) For all buildings under municipal control, have Energy Saving Contract Organizations (ESCO's) conduct Energy Audits, the cost of which is covered under PennSEF.
   3) Based on the results of the Audits, identify specific potential savings and prioritize the energy improvements that are possible.
   4) Upgrade public buildings based on the audits' recommendations, giving priority to lighting, where potential cost savings are the greatest, and install rooftop solar panels on municipal buildings for heating and electricity generation.
   5) Like the current upgrade of the Township Municipal Center's HVAC system, complete upgrades of public buildings that come with Guaranteed Energy Savings, i.e., vendor's reimbursement of the Township if the expected energy amounts and expenses are not saved.

6) Explore the possibility of using the PennSEF program to fund other energy conservation initiatives such as distributed generation (e.g., solar PV) and microgrids.

b. Consider more energy-efficient transportation

Middletown manages equipment and vehicles that facilitate provision of services and allow employees to conduct municipal business. These vehicles and equipment emit greenhouse gases as well as other pollutants that degrade air quality, water quality and public health. A "Green Fleet" mitigates these adverse impacts, as well as operating costs, by improving energy efficiency and reducing emissions through the use of alternative vehicles.

Image 18. Electric Vehicle Charging Station, located at the Department of Public Works in Middletown, PA.

To effectively combat range anxiety among electric vehicle (EV) owners and promote the use of zero emission and reduced emission vehicles, the Township can encourage the private use of electric and hybrid vehicles by installing additional EV charging stations. The municipally installed charging station at the Department of Public Works that was funded with a state grant appears in the photo above. The same grant is funding the installation of another station at the Municipal Center. The Township will work to continue adding EV charging stations for its vehicles and fleet to build upon the locations that private development has established throughout Middletown.

Implementation Steps
1) Consider phasing in Township-owned equipment and vehicles to electric and/or hybrid vehicles.
2) Retire older, less energy-efficient and higher maintenance vehicles that cannot be retrofitted or are not used frequently.
3) Identify locations for EV charging stations that are easily visible and accessible to the public, and where drivers can spend time while their vehicles charge (supermarkets, theatres, Sesame Place, etc.).
4) Apply for additional grants to fund the acquisition, installation, operation and maintenance of ZEV fast-charging stations.

5) Apply to the Pennsylvania Department of Environmental Protection's rebate program for Level 2 (240 volt) charging stations.
6) Install EV charging stations at various predetermined locations.

c. **Incentivize more energy-efficient development and redevelopment**

Municipalities have the authority to adopt laws and regulations that incentivize the use of renewable energy and reduce overall energy usage in new developments and redevelopment projects. Builders can be encouraged to use green building technologies and energy efficient standards like LEED and Energy Star certification in land development, rehabilitation and restoration. Incentivizing mixed use development around transit stations can increase walkability and reduce the dependence on the automobile, thereby reducing fuel consumption.

Implementation Steps
1) Incentivize the installation on existing and proposed buildings of "green" roofs which place an engineered soil medium on roofs that grows vegetation, thereby reducing energy consumption and runoff.
2) Similar to the program initiated by the Borough of Doylestown, adopt a green building incentive program in which builders and renovators can reduce permit costs and fees by utilizing green building methods and materials to conserve energy and resources.
3) Encourage new construction and redevelopment to incorporate renewable materials and purchase building materials that are produced near the building site.

APPENDICES

Appendix A: Environmental Advisory Committee Recommendations for Steering Committee

Middletown
Environmental Advisory Council

Middletown Environmental Advisory Council (EAC)
Middletown Township, Bucks County
3 Municipal Way
Langhorne, PA 19047-3424

Middle Township Steering Committee
Middletown Township, Bucks County
3 Municipal Way
Langhorne, PA 19047-3424

Dear Members of the Steering Committee:

The Environmental Advisory Council's overall goal is to reduce vehicle miles and enhance safe biking and walking for local trips for environmental and health benefits for our residents

The Environmental Advisory Council for Middletown Township, Bucks County,
offers the following recommendations for consideration in developing a plan for the future of Middletown Township:

1. Create a safe crossing from Cider Knoll to Styer Market and Orchard on Woodbourne Road. One suggestion would be to add signs to stop for pedestrians.

2. Enhance safety for students walking on and along Briggs Road to cross Langhorne Yardley to access Maple Point Middle School.

3. Widen Old Lincoln Highway to include a bike lane from Maple Ave to Neshaminy High School. Ownership of the road needs to be determined.

4. Add a sidewalk and a bike lane on Maple Ave from the Borough to Flowers Mill Shopping Center. Much of the land for this bike path and/or sidewalk would be adjacent to Woods School property. Woods School may perceive this as a positive way to help their clients and could be supportive.

5. Add a bike lane on Rt 413 that would connect to Core Creek and/or the trails around Maple Point: make a Township / County Bike trail between these two points to compliment the work at the Community Park.
The Stone Farm developer will be installing sidewalks that would cover the section on Tollgate and Fulling Mill Road. Ellis Road is not heavily traveled and should not be a problem.
Parts of Woodbourne already have a shoulder suitable for bicycles and the remainder of Woodbourne is along Core Creek Park.
It would not be a major project to put a small paved biking / walking path in Core Creek next to Woodbourne for the remainder of the trail (There is one stream crossing that would have to be addressed possibly with a culvert). There are existing paths and also plans in the making for future paths. This would need to be a collaborative effort. Perhaps the impediment for some people to using the trails is access to maintained bikes.
It is recommended that the bike trail initiatives potentially include Bike Share stations. This has been implemented in Philadelphia and other jurisdictions with success.

6. Add a sidewalk on Woodbourne Road connecting Woodbourne Station to the Oxford Valley Mall (OVM). A sidewalk would alleviate congestion if/when the new 200 unit Orchard Tract opens with residents.

7. Re-image the Oxford Valley Mall as a town center. Town Centers, like Mosiac in VA, combine street level restaurants and shopping, with apartments above. The Town Center entity can offer shuttle service to the local Woodbourne train station.

8. Revitalize Levittown economically with trails as outlined in the county's "Mill-Queen Ann-Black Ditch Creek Trail Study".

9. Implement the master plan for Twin Oaks Park. (The Twin Oaks Master Plan was completed in 2008 coincident with the real estate crash and $5million renovation was difficult to comprehend; probably still difficult to imagine at today's dollar.)

10. Add more charging stations within the Township to make the Township more electric car friendly. The Township becomes a destination if electric car owners are confident that they can get home.

The Township's Comprehensive plan can support the county's effort to create the trails rather than creating a parallel effort. http://trails-bucksgis.opendata.arcgis.com/

Thank you for your attention concerning the above list of considerations.

Sincerely,

Middletown Township EAC

Appendix B: Inventory of Historic Sites
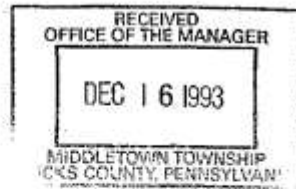
MIDDLETOWN TOWNSHIP

INVENTORY OF HISTORIC SITES

PREPARED BY BARBARA A. RUSSELL

MIDDLETOWN HISTORIC PRESERVATION COMMISSION

SEPTEMBER 28, 1992

REVISED JULY 11, 1993

MIDDLETOWN TOWNSHIP

Inventory of Historic Sites

22-004-004 Worth Farm (Sharon House) - George School, Route 413,
  Newtown, Pa. 18940. Circa 1804
1
    A. Main entrance with extensive paneling, three window
        transom with an ovoid fanlight above and one sidelight
    B. Modified gambrel roof
    C. Four tall thin chimneys, two each gable
    D. Decorative dentill molding around gables and pent
        overhang
    E. Pediment with date stone
    F. Dormers 10/10 with fan lights above
    G. Spring House

22-004-004 George School Barn - George School, Route 413,
  Newtown, Pa. 18940 Largest existing stone barn with
2 original marker. Circa 1814 by J. Worth. Eliptical stone
   walls leading up to barn floor are quite unusual.

22-004-004 Cottage House - George School, Route 413, Newtown, Pa.
  Small one room, one story plastered stone cottage with one
3 large chimney, hipped roof with a gable on each side, palladian
   window one each side, fan light on front gable, front door solid
   panel with sidelights and transom. One of four walls entirely of
   a large walk-in fireplace.

22-004-004 Tate House - George School, Route 413, Newtown, Pa. 18940.
  Modified gambrel roof, unique window in E gable 6/6 with fan
4 transom and keystone above. Reference in GHOST IN BUCKS COUNTY
   by Adi Kent Jeffrey. Spring House.

22-004-004 Friends Meeting - George School, Route 413, Newtown, Pa.
  Circa 1812, moved 1973 from 12th Street, Philadelphia, and
5 reconstructed at present location in 1974. "Twelfth Street
   Meeting House" building constructed of brick, Charles Hoff of
   Conshohocken, PA architect. Slides of the moving and recon-
   struction available.

22-004-007-2 Secrest House - Bernatowicz, Joseph M. and Rosenna,
  1104 Langhorne Newtown Rd., Langhorne, Pa. 19047.
6 Circa 1792, built by the Watson family, referred to in the
   Quaker Saga, front of house pointed cut stone and remainder
   walls plastered, seven fireplaces, classical entrance with
   transom and sidelights.

22-004-023 Davis, John and Jean, 1343 Langhorne Newtown Rd.,
  Langhorne, Pa. 19047. Small one room down and one room up
7 structure with an entrance in the basement to two underground
   vaults used during the underground RR, later a tollhouse for
   Durham Road.

1

22-005-005 Werner House - Donald B. McCoy and James J. Auchinleck
  8 (attorneys) T/A Clover Crest Assoc. 1701 Langhorne Newtown Rd.,
     Pa. 18940. A pretty Victorian structure, typical example of a
     frame home of that period.

22-005-007 Stone Meadows Farm - Stone, Ezra C. and Sara E. Seegar,
  9 Route 413, Box D, Newtown, Pa. 18940. Circa 1850, country manor,
     daylight basement creating four full stories, entrance is a
     double paneled door with Federal style porch and transom.
     Unique feature is a large 1 1/2 story spring house with a cottage
     size section, windows, chimney. Hand dug well, outhouse pointed
     stone, large stone and frame barn.

22-005-012 Pahlman, Edward C Jr. and Mary, 1567 Fulling Mill Rd.,
  10 Langhorne, Pa. 19047. Large pointed fieldstone. JMB datestone
      on 1842 gabled end. (Buchman)

22-005-015-4 Deon, Pasquale, 1717 Fulling Mill Rd., Langhorne, Pa.
  11 Main house , pointed stone, with 1st floor windows 12/12 with a
      stone arch support above them, unusual for Middletown, large
      trees, barn.

22-009-132 Fowler, Joseph, 1377 W. Maple Ave., Langhorne, Pa.
  12 19047, plastered stone, 2 1/2 stories, five bays wide, statley,
      in need of attention, 5.4 acres. Owners address, 71 Lukens St.,
      Trevose, Pa. 19047.

22-012-502-1 Kellet Place - Kemp, Charles & Catherine, 555 Fairhill
  13 Rd., Langhorne, Pa. 19047. White frame house with L additions,
      eyebrow windows, moved from Old Lincoln Highway to its present
      location.

22-013-144-1 Nicholas Waln House - Piper, Arthur H. and Letty R.,
  14 1242 Brownsville Rd., Langhorne, Pa. 19047. Circa 1740, 1780,
      1800 (1682 no longer existing) Large formal pointed fieldstone,
      original home of Middletown Friends Meeting, application in for
      National Registration.

22-013-145 Brogan, John J. Jr. and Brenda, 1228 Brownsville Rd.,
  15 Langhorne, Pa. 19047. Restored barn converted into a residence,
      pointed stone.

22-013-173-025 Fisher House - Harmon, Dan L. & Mattmuller, Kyle A.,
      947 Old Lincoln Highway, Langhorne, Pa. 19047.
  16 Circa 1690, 1811 - 1812, 1900. 1767 milestone to Philadelphia
      (22 miles to Philadelphia)
      A. Large formal structure, windows 9/9, 9/6, 2nd floor.
      B. Entrance, formal paneled door with transom.
      C. Roof extending over a large columned portico.
      D. Portico on N. gable with a large fan transom.
      E. Large double French doors 2nd floor gable and under portico.
      F. Large French doors leading to a formal garden.
      G. Plastered stone wall around garden and reflecting pool.
      H. Center section, possibly oldest and built in 3 stages.

2

75

I. Lt. addition with large pointed stone chimney with a v
   in the center of the flu.
J. Large stone barn.
K. Grant from William Penn.

22-013-174 Vergis House - Moskat, George and Susan Orlin, 823
17 Lincoln Highway, Langhorne, Pa., 19047. Detailed doorway
   transom, some unique details, pointed stone, moderately la
   frame additions.

22-013-303, 304, 319, 320 Maguire House - Phillippi, Todd & Pa
18 1325 Old Lincoln Highway, Langhorne, Pa. 19047. Circa 18
   1860, new and large section. Original one up one down, wa
   fireplace, newer Federal period addition with ice cellar b
   parlor.

22-015-001 Jobson House - Ousterman, E. Everett and L. Patrici
19 2149 Old Lincoln Highway, Langhorne, Pa. 19047. Large, 1
   structure with fan transom side entrance, ovoid fanlight a
   sidelights main entrance, ovoid classical scaloped columns
   unique dormers.

22-016-002 Orourke, Timothy, 1853 Old Lincoln Highway, Langhor
20 Circa 1786. Small 1 1/2 story, one room down, one room up
   plastered stone, 2nd floor nine panes, gabled end narrow a

22-016-006-001 Burnhetter Place - Shenefelt, Jeffrey V. & Kath
21 1830 Old Lincoln Highway, Langhorne, Pa. 19047. Original
   is a tiny one room 1 1/2 story stone structure. Frame add

22-016-017-1 Zacca Place - Reichert, Walter L. and Dolores,
   1573 Highland Ave., Langhorne, Pa. 19047. A good example
22 affluence of a farmer with continued additions, Circa 1807
   1827, 1900's. 1807 section with cooking fireplace.

22-016-107 Comfort Manor - Garber, Gertrude K. EST, and Kreier
   George TR & ET, 1768 Highland Ave., Langhorne, Pa. 19047.
23 Circa 1803. Originaly a double house with two entrances ar
   two enclosed stairways. A grant from William Penn, incluc
   all of Parkland, later belonged to the RR as a farm with a
   station and tower for trains, spring in the basement, spri
   house.

22-020-006 Buckman, J. Hibbs and Jane, 732 Highland Ave., Lang
24 Pa. 19047. Circa 1858, French windows with paneled shutt
   on the 1st floor, barn, spring house, wood shed.

22-020-042-3 Roach, Robert A. and Carol A., 1009 Hulmeville Ro
25 Langhorne, Pa. 19047. Circa 1830, paneled door with side
   and transom.

22-021-007 Middletown Friends Meeting - West Maple Ave., Langh
26 Circa 1793. Presently at the National Registration status

22-021-041   Zimmerman, Earl and Dolores, 686 Langhorne Yardley Rd.,
37   Langhorne, Pa.   19047.   Circa 1815.   Small plastered sone with
     frame addition.   Red tin roof, molding simple.   Built very close
     to the road.

22-021-042-3   Eckert, Abe and Hope D., 529 E. Winchester Ave.,
38   Langhorne, Pa.   19047.   A large formal Bucks County pointed stone
     manor house, windows 9/9, formal entrance with glass sunburst
     transom, pilasters, and narrow ornate sidelights.   Outbuildings.
     Circa 1812.   Part of the underground RR.

22-021-043   Korman, Hyman Co., Langhorne-Newtown Rd., Langhorne, Pa.
39   (North side of Twin Tunnels),   2 1/2 story Victorian Frame.

22-021-044   Mahon Place - Myers, Susan M. and McClinton, William H. Jr
40   940 Langhorne Yardley Rd., Langhorne, Pa.   19047.   Pointed stone
     small structure with frame additions.   Decorative bric-brac
     around the cornice, and unusual oval window in the Lt. gable.
     Circa 1784.

22-021-045-1   Alvey House - Engels, Beatrix, 945 Langhorne Yardley
41   Rd., Langhorne, Pa.   19047.   White frame, 2 1/2 stories, altered
     windows, Victorian vintage.   Newer 2 story frame garage or
     guest house.

22-021-046-1   Schaeffer, Lewis and Janice, 975 Langhorne Yardley Rd.,
42   Langhorne, Pa.   19047.   Main house has an exceptionally squashed
     narrow depth, 1 1/2 story red frame structure with small L addi-
     tion.   Small frame barn.

22-021-049   Home Farm - Attleboro Mansion - Attleboro Assoc. Ltd.,
43   290 E. Winchester Ave., Langhorne, Pa.   19047.   Circa 1680.
     Large formal 2 1/2 story 3 bays by 2 bays deep plastered stone,
     with 2 1/2 story 3 bays wide L addition.   Classical porches added
     later.   Completely intact with few alterations.   Renovated.

22-021-055   Beechwood - Woods Schools, 469 E. Maple Ave., Langhorne,
44   Pa.   19047.   Circa 1854 (John Ely).   Former home of Senator
     Clarence Buckman.   Large five bays wide, two bays deep, windows
     1st floor floor to ceiling fan shaped dormers, post and lentil
     construction, decorative molding, porch across front and both
     sides, carriage steps.   Pointed fieldstone, red tin roof, main
     entrance transom and side-lights, 2 story plastered stone and
     1 story frame L addition.   Large circular stone spring house,
     outbuildings.   Restored.   Registered on the National Registry of
     Historic Places.

22-021-062   (Zachmann) - Oppenheimer, David and Lynne, 685 Langhorne
45   Yardley Rd., Langhorne, Pa.   19047.   Large 2 1/2 story pointed
     stone house, central large stone chimney after an extension of
     the original stone structure, a unique feature in Bucks County.

22-021-063   Buehl, Ernie - Wood Lane, Langhorne, Pa.   2 1/2 story,
46   1st story stone and 2nd story frame, additions, pent roof.

5

22-021-076 Wildman House - Arena, Kathleen R., 365 N. Flowers Mill
47   Rd., Langhorne, Pa. 19047. Circa 1687. Original blueprints
      1687 and 1747. Original structure, entrance offers most unusual
      features such as a large hand carved sunburst transom with side-
      lights, large foyer with fireplace. Large 2 1/2 story pointed
      stone structure, large glassed solarium with fireplace, attached
      smoke house, corn crib may be oldest in Bucks County, tunnels
      from basement in underground RR

22-021-084 Ridgewood - Woods Schools, Langhorne, Pa. 19047. The
48   coach house original to Harewood (demolished in 1981), renovated
      and used as a residential and security building. Large white
      frame structure. May no longer be standing.

22-021-086 Widenmeyer, John C. VMD, S. Flowers Mill Rd., Langhorne,
49   Pa. 19047. Circa 1808. Large 2 1/2 story 5 bay wide and 2 bay
      deep plain Quaker farmhouse with quarried stone and quoins, large
      2 1/2 story pointed stone addition. Barns, outbuildings.

22-023-008 Mesveskas, Thelma, Fotheringham Court, W. Maple Ave.,
50   Langhorne, Pa. Large 2 1/2 story stone house, recently
      modernized with plastic or aluminim siding, owners address is
      Southampton, Pa.

22-023-028-1 Messinger, Robert L. and Nancy, 664 Old Lincoln Highway,
51   Langhorne, Pa. 19047. Circa 1735. A typical small Bucks County
      stone farmhouse, referred to as a "ghost house".

22-023-043 Tea House - Regan, John J. and Eileen M., 624 W. Richard-
52   son Ave., Langhorne, Pa. 19047. Circa 1832. A cottage look
      with unique long sloping tall brick chimney, unique and unusual
      windows, possibly a much earlier house. Used as a rest stop for
      passengers on the stagecoach while the horses were changed
      further down the road. Later used as a kindergarten by Mrs.
      Mitten. Hidden room in the attic used as part of the under-
      ground RR.

22-026-009 Bridge, John R. and Florence, 257 Hulmelville Rd.,
53   Langhorne, Pa. 19047. Horses changed for the stagecoach
      while the passengers rested at the "Tea House".

22-026-019 Keene, Robert E. and Sharon K., 373 Hulmeville Rd.,
54   Langhorne, Pa. 19047.

22-031-005 Hammock Villa - Sommer, Anna (McLaughlin), 1780 Langhorne
      Yardley Rd., Langhorne, Pa. 19047. Formal plastered stone five
55   bays wide with a large double door entrance and transom, refer-
      ence in the Quaker Saga as the "Hannock Volla" as a summer
      retreat for Philadelphians. Upon arrival at the Woodbourne RR
      station they were taken by horse and buggy to the villa. The
      Wildmans and Watsons built the first octagon schoolhouse on this
      property. Present owner calls their home "Maple Point".

6

22-031-006 Miller House - Matthew Place - County of Bucks, Adminis-
56 tration Building, Doylestown, Pa. 18901. Location - Tollgate Rd
    at second entrance of Core Creek Park, Langhorne, Pa. 19047.
    Circa 1745. The miller for the fulling mill where Lake Luxen-
    berg now exists. A small pointed stone structure with quoins.

22-031-007 Penn Oak Tree - Core Creek Park, County of Bucks, Adminis-
57 tration Building, Doylestown, Pa. 18901. Location - adjacent to
    the Miller House, Tollgate Rd., can be seen across the lake on
    the Woodbourne Bridge. Fell 1990.

22-031-012 Walton, Richard, Jimenz, Kathleen W. et al trust, Box 302
58 RD#5, Ellis Road, Langhorne, Pa. 19047. Typical Bucks County
    pointed stone, 2 1/2 story, farmhouse built by the Jenks family.
    Later 1 story frame addition.

22-031-014/015 Camel Back Bridge - County bridge, County of Bucks,
59 Administration Building, Doylestown, Pa. 18901. Location -
    Silver Lake Rd., Langhorne, Pa. 19047. Circa 1875. High two
    arch, one lane, quarried stone bridge.

22-031-015 Village Farm - Today Inc., 295 Woodbourne at Ellis Rd.,
60 Langhorne, Pa. 19047. Owner County of Bucks, Administration
    Building, Doylestown, Pa. 18901. Built 1776 by Joseph Jenks.
    One large manor house, nine bays wide, two bays deep paneled
    entrance, glass enclosure extending over the driveway, carriage
    shed, tenant house(Amos Carson 1851 date stone, three barns,
    smoke house. Presently used as a drug and alcohol reha-
    bilitation center.

22-031-016 Core Creek Farmhouse, Banks Rd., Langhorne, Pa. 19047.
61 Owner - County of Bucks, Administration Building, Doylestown,
    Pa. 18901. Small frame structure built around the 1860's,
    outbuildings.

22-031-020 Naylor, Charles F. and Phyllis, Silver Lake and Swift Rd,
61 Box 291, RD #3, Langhorne, Pa. 19047. Circa 1757. Paneled door
    with fan transom, fan light Rt. gable, dormers moon shaped, addi-
    tion with three stories on front and 2 1/2 stories on back, seven
    fireplaces, dutch oven, stone smoke house and outhouse, barn.

22-031 027 Milnor House - Fleming, David amd Beverly,
63 Box 286, RD #1, Village Rd., Langhorne, Pa. 19047. Circa 1700.
    Large square plastered stone farmhouse with one exceptionally
    wide plastered chimney (4 flues) at Lt. gable, date of 1700 is
    cut into the chimney of the fireplace in the original kitchen.
    Some alterations, frame addition used as an apartment. Large
    frame barn and frame carriage house demolished by fire 9/17/92.
    One steer barn.

22-031-028-1 Subers Family Homestead - Elias, Elmer J. Jr. and Mary,
64 2710 Village Rd., Langhorne, Pa. 19047. Large country farmhouse
    with walk-in fireplace dated and initialed beam, large foyer,
    paneling below chair-railing in parlor, smokehouse. Possibly

the "Great Highway" to Philadelphia passed in front of this
structure. Pointed stone 2 1/2 story with stone/frame addition.

22-031-029-3 Bergen, Donald C. and Debra, 289 Silver Lake Road, RD #1
65 Langhorne, Pa. 19047. Original structure a log cabin, early
1800's addition formal pointed stone 2 1/2 story, 3 bay wide
and 2 bay deep, formal paneled entrance with fan transom.

22-031-030 Maple Point School - Zettick, Harry and Tatiana,
66 2020 Langhorne Yardley Rd., Pa. 19047. The second school house
built at Wildman's Corner, now Maple Point. Circa 1840.
Provided education for the area including the Wildman, Watson,
and Jenks families. Presently used as a residence.

22-031-33 Fulmer House - Core Creek Park, County of Bucks, Adminis-
67 tration Building, Doylestown, Pa. 18901. Location - 295 A
Woodbourne Rd., Pa. overlooking Lake Luxembourg. Beautiful,
large pointed stone, 5 bays wide, 2 bays deep manor, double brick
chimneys at each gable, formal paneled entrance with fan transom,
Was built by the Jenks family and is possibly "Jenks Hall".
Senator Thomas Jenks, Jr. House datestone (1781 T. J. Jr.)
Circa 1764 and 1840.

22-031-036 Moon Nursery - Langhorne Yardley, Langhorne, Pa. 19047.
68 Owners - Middletown Township, Trenton Rd., Levittown, Pa. 19056.
Building destroyed by fire January 1992 (Full three story house
with a crescent shaped roof, underground vegetable cellar in
front yard. Circa 1750's) stone walls of structure leveled
May 1992. Outbuildings of some historic value and old barn
remain.

22-031-037 Old Yardley Hotel - (Freeman) - Snipes Nursery, 2880 Lang-
69 horne Yardley Rd., Langhorne, Pa. 19047. Owners - Snipes,
Bradshaw, and Ingeborgl, U.S. Rt. 1, Morrisville, Pa. 19067.
Large square frame house, built by the Watsons, square
dumbwaiter, windows altered, newer barn used for nursery
business. Reference in the Quaker Saga.

22-031-041-1 Wall, John C. and Patricia, 1257 Langhorne Yardley Rd.,
70 Langhorne, Pa. 19047. A unique, small red framed house, tin
roof, low ceilings on first floor with low, small, narrow stair-
case. Windows altered, 3 bay wide and 1 bay deep, fireplace.
L small frame addition earlier, then larger 1 1/2 frame addition
added later creating a square building.

22-031-042 Price, Stanford, Langhorne Yardley Rd., Langhorne, Pa
71 (adjacent to Styers orchards. Owner - 111 E. Richardson Ave.,
Langhorne, Pa. 19047. Nondescript small plastered stone and
frame structure with Victorian windows. No maintenance evident.

22-031-051 Styer, Walter, 250 Woodbourne Rd., RD #1 Langhorne, Pa.
72 Location - Behind the Styer Store. Circa 1875. Large 2 1/2
story frame, brick lined covered with weather boarding. Second
house built on this foundation.

8

22-031-054 Lechlieter Farm - Day, Daniel, 2017 Langhorne Yardley Rd.,
73 Langhorne, Pa. 19047. Owner - Daniel W. Day, 2801 E. Lincoln
    Highway, Langhorne. An unaltered 2 1/2 story frame 5 bays wide
    and 1 bay deep with 2 1/2 story L addition. Two plastered
    chimneys, windows 2/2, framed outbuildings and small barn in
    need of repair. Property has quickly deteriorated since present
    owner took possession.

22-031-055 Chalmer, Alex and Mary, 2423 Langhorne Yardley Rd.,
74 Langhorne, Pa. 19047. Small frame structure, cape cod or salt-
    box design with extensive alterations.

22-031-055-1 Anders, Reuben and Margaret, 2385 Langhorne Yardley Rd.,
75 Langhorne, Pa. 19047. A typical large, well built farmhouse of
    the 1850's of pointed stone with stone addition, large frame barn
    with new additions.

22-031-059 Russell, James D. and Barbara A., 2651 Langhorne Yardley
76 Road, Langhorne, Pa. 19047. Circa 1758. An original tollhouse
    with a cash drawer built into the window of the "hall" or old
    kitchen. Large working walk-in fireplace, fine paneling and
    woodwork throughout the house. Plastered fieldstone 2 1/2 story
    with 1 1/2 story frame addition. Barn dismantled in 1940's.
    One tool shed, one wood shed, and a carriage house built in 1988.

22-031-062-1 Kogut, Matthew and Valerie, 2811 Langhorne Yardley Rd.,
77 Langhorne, Pa. 19047. A typical Bucks County farm. The house
    is constructed of both stone and brick with a 2 story frame
    addition. Small frame barn.

22-031-063 Guzikowski, Joseph and Adele, 8 Polo Rd. Langhorne, Pa.
    Location - Laurel dev off Langhorne Yardley Rd. A large white
78 frame house built for a new bride, formal farm house. The only
    structure in Middletown with brick and clay filled walls.
    Eyebrow windows.

22-031-064 Guzikowski, Edward, 4 Polo Rd., Langhorne, Pa. 19047.
79 A typical small frame farmhouse with frame addition, some alter-
    ations and modernization. Not maintained by owner.

22-031-073 Lawn Barn - 240 Woodbourne Rd., Langhorne, Pa. 19047.
80 Owner - Halkias, Nicholas P. and Marilyn C., 434 E. Holland Rd,
    Langhorne, Pa 19047. Large frame barn converted into a lawn
    service sales and repair shop.

22-031-076 Lentine, Michael L. and Lois B., 243 Woodbourne Rd.,
81 Langhorne, Pa. 19047. Circa 1890. Old Woodbourne RR station,
    mortise and tenon construction, moved in 1952 from the tracks
    to its present location. Presently used as a residence.

22-031-078 Ejdys, Henry and Mildred, 1010 Woodbourne Rd., Langhorne,
82 Pa. 19047. Small pointed stone house with small addition.
    "Gingerbread" in design.

9

22-031-088 Wiley, Owen L. and Bertha R., 1010 Woodbourne Rd.,
  83 Langhorne, Pa. 19047. Small plastered stone 2 1/2 story, 3 bay
     wide and 1 bay deep, with victorian windows.

22-033-006-1 Miquelez Farm - Neshaminy Point Inc., 314 Neshaminy
  84 Street, Penndel, Pa. 19047. Large stone 2 1/2 story. Basement
     at ground level in back with windows 6/6, an entrance with
     transom , bake oven, small stone barn, carriage house, spring
     house. All outbuildings demolished by developer. Early dormers
     removed by the developer and replaced with an asphalt roof and
     aluminium trim.

22-036-001 Spring Valley Farm - Evans, George W. and Elizabeth,
  85 Walnut and Bristol Rd., Hulmeville, Pa. 19047.
     Circa 1706 11 o'clock house, stone used from quarry in back,
     unusual spring house with red door with tulip hinges, barn
     mortise and tenon with pegs construction, sycamore tree
     pre 1700.

22-036-293 Dunckley, Allen and Catherine, 815 Cypress Ave., Langhorne
  86 Pa. 19047, circa 1730, 2 1/2 story plastered stone with gabled
     end framed, lean to 1 story framed one car garage & enclosed
     porch halfway across the front, framed above the porch, all new
     windows and doors, roof cedar shingled with 2 dormers, original
     arces 2200.

22-037-041 Crawford, Edward and Catherine, 3900 Durham Rd., Bristol,
  87 Pa. 19007. Abandoned and deteriorating, vine covered stone
     walls remaining. Mailing address, PO Box 153, Croydon, Pa. 19020.

22-038-006 Laborde, Steven C. and Alberta M., 715 Main Street,
  88 Hulmeville, Pa. 19047. Possibly Circa 1680-1690. Small 2 1/2
     story plastered stone, very narrow windows 6/6, small one room
     basement with fireplace and one room up with fireplace and tiny
     attic. Cement block addition in rear.

22-039-013 Basara Farm - Rue/Bispham Cemetery, Durham Meadows, Durham
  89 Rd, Langhorne, Pa.

22-039-014 Winder, Harold Z. and Margaret, 2100 Durham Rd.,
  90 Langhorne, Pa., 19047. Stone house with frame barn.

22-040-007 Old Flowers Mill on S. Flowers Mill Rd., Langhorne, Pa.
  91 Owner - Middletown Township, 2140 Trenton Rd., Levittown, Pa.
     Vine covered standing stone walls.

22-040-008-1 Brickman Industries, 375 S. Flowers Mill Rd., Langhorne,
  92 Pa. 19047. Plastered stone 2 1/2 story with plastered stone
     additions, windows 6/6, bake oven in the basement, interior
     altered by present owner and being used for office space.
     Owner - Brickman, Theodore W. and Robert O. c/o Brickman Leasing
     Long Grove Rd., Long Grove, Il. 60047.

10

22-040-008-6 Belm Investment Stone, Morrisey, James D. Inc. Old
93 Lincoln Highway, Langhorne, Pa., (owner address, 9119 Frankford
Ave., Philadephia, Pa. 19114), small plain 2 1/2 story white
frame structure, facing railroad tracks, original site of the
Glen Lakes Railroad Station presently located in Newtown, Pa.

22-040-015 Pickering Estate - Woodbourne Rd., RD #1, Langhorne, Pa.
94 Adjacent to I 95 overpass. Owner - Salek and Beim Investments,
Box 426, Morristown, N.J., 07960. Former owner - Daniel B.
Louis Retirement Center, Century Plaza, Lansdale, Pa. Some refer
to this structure as the "William Paxson House". Circa 1753.
Long, narrow pointed fieldstone with a formal small later addi-
tion with cut stone on gabled end, carriage shed (demolished),
large frame barn (demolished), and large trees. Structure
vandalized and torched, roof collapsed, frame additions also
burned and collapsing. Cut stone from the Edgehill Quarry.

22-040-040 Edgehill School - Ren Gar Ridge, 1939 E. Lincoln Highway,
95 Langhorne, Pa. 19047. Circa 1894. One of the last one room
school houses built in the area. Constructed of pointed stone,
large 9/9 windows 3 on each side, entrance on each gable ends,
small palladian window over front entrance. Presently used as a
used car lot, all large trees removed and lawn covered with
blacktop.

22-041-001 Casmirri's Restaurant - Anthony Casmirri, 1033 Bellevue
96 Ave., Langhorne, Pa. Large frame structure, mansard roof with
many alterations, circa 1886.

22-044-061-3 Galgano, Edward, 1802 First Street, Langhorne Gardens,
97 Langhorne, Pa. 19047. Large pointed stone, 2 1/2 story, windows
9/6 1st floor and 6/6 2nd floor, 6 bays long, 2 front entrances,
large stone chimneys gable ends, frame additions.

22-048-013 Arda Corporation - Buch, Gary and Gesmonda, Renate and
98 Ryman, Ridgely Trading as Rengaridge, 210 Woodbourne Rd.,
Langhorne, Pa. 19047. Small 2 1/2 story plastered stone with
L one story frame addition. Used for offices. Adjacent to
McCafferty Car Dealer.

22-049-002 Herson, Lawrence and Glena, 1124 Trenton Rd., Langhorne,
99 Pa. 19047. Large, formal plastered stone with unusual roof
design.

22-049-015 Celotto, James A., 970 Durham Rd., Penndel, Pa. 19047.
100 Corner of Trenton and Durham Roads. Stagecoach stop to Trenton
from Philadelphia. Shown on the Davis Centennial Map as Hotel
Hellings, 2 1/2 story plastered stone with 2 story frame addition
and 1 small plastered chimney. attn. Matilda Celotto, 2638
Summit Ave., Broomall, Pa. 19008.

11

22-049-020 Yeager, Eugene T., 1508 Trenton Rd. Penndel, Pa. 19047.
101 Corner of Trenton and Durham Roads. Small 2 1/2 story pointed
fieldstone, 3 bays wide with 1 1/2 story pointed stone addition,
3 stone chimneys on gable ends.

22-049-077 Riggs House - Prettyman, Charles and Julie, 1011 Durham
102 Rd., Langhorne, Pa. 19047. Pointed 2 1/2 story stone house with
a large pointed stone addition done by the grandson of the
original mason. Large buttonwood tree growing around and into
the corner of the house.

22-051-194 Vile, Edwin S. and Lillian D., 2532 Trenton Rd., Levittown
103 Pa. 19047. White frame, 2 1/2 story, greatly altered and
modernized structure, 3 bays wide, 1 brick chimney at each gable
and 1 story addition across the back.

22-053-282 Old School House - Wisnia, Michail M., 310 Frosty Hollow
104 Rd., Levittown, Pa. Circa 1880. Small 1 1/2 story plastered
stone with 2 story flat roof frame addition. Adjacent to
Snowball Gate on Frosty Hollow Rd.

22-059-014 Carrol, John J. and Alma M., 2240 Durham Rd., Penndel,
105 Pa. 19047. 2 1/2 story brick house with five fireplaces,
windows 6/6 with original shutters on first floor, additions,
old sycamore tree 13 feet in circum.

22-059-020 Wislar House - (Joyce Hallock), Fred R. Petrone, 4001 New
106 Falls Rd., Bristol, Pa. 19007. Circa 1830. Grandfather of
previous owner made the bricks from the clayed soil on the
property, windows 8/12, 2 1/4 fan windows on each gable.
Structure is 2 1/2 story brick, 4 bays wide, double pile deep,
2 large chimneys. House vacant and deteriorating.

22-060-110 Granados, Ramon L. and Phyllis N., 381 Frosty Hollow Rd.,
107 Levittown, Pa. 1 1/2 story pointed fieldstone, windows 1/1,
one later large dormer, 1 plastered brick chimney, 1 story frame
addition.

22-062-340 James Headley Place - Ettinger - Hartman, Todd, 233
108 Quincy Drive, Levittown, Pa. Circa 1705. Part of an orig-
inal grant from William Penn to Edmund Lovett. Oldest frame
house still unaltered, unusual siding. The Ettinger sisters,
decendents of the Lovetts, said that the family lived in a cave
nearby while building the house.

22-071-001-1 Rendall, Douglas B. and Elizabeth, 235 Green Valley Rd.,
109 Langhorne, Pa. 19047. Originally a small farmhouse, 2 1/2 story
plastered stone, 2 bay and 1 pile with eyebrow windows, 2 1/2
story plastered stone addition on one side and 2 1/2 story
pointed stone addition on other side. Additions are at different
levels. Windows 8/8 and 6/6. Combination springhouse and smoke-
house, frame barn, and stone foundation of a former barn.

12

22-073-265 Healy House — Durham, Stephen K. and Ricky R., 12 Healy
110 Way, Langhorne, Pa. 19047. Plastered stone (formal section)
with plastered brick additions and a frame addition. formal
entrance with fan transom.

22-074-010 Callahan, Charles David and Judy, 1743 Janney Terrace,
111 Langhorne, Pa., a typical small stone farmhouse, circa 1830, with
a small enclosed stairway around the "kitchen" fireplace, an
unusually small fireplace without mantle in bedroom over the
parlor. Large frame addition built in the 1970's.

Lipson, Crede & Richard   504
22-074-127 Canby House - new owner — Heaton Mill Rd, Langhorne-Newtown
112 Rd, Langhorne, Pa. 19047. A large formal pointed stone, a fine
example of use of cut stones on corner with the rest of
fieldstone, windows 1st floor 9/9, circa 1804 & 1814. Large
stone barn and outbuildings leveled by developer in 1988,
Joseph & Rebecca Richardson House

22-081-377 Styer House - Daly, William L. II & Cathe, 299 Dillworth
113 Lane, Langhorne, Pa. 19047 (Laurel Oaks Development). The only
frame house with full 3 stories, elaborate dentil work under the
overhang, recently modernized in 1988, poorly done.

OTHER SITES OF INTEREST:

114 - Langhorne Spring Water Works, 1886 pump house.

- Graveyards
  115 Red Rose Gate - VanHorn
  116 Snowball Gate - Hellings

- Bridges
  117 Twin Bridges/Tunnels, Durham Rd. (route 413)
  118 Camelback Stone Bridge, Durham Rd. (routes 413 & Bridgetown Pike)
  119 Railroad Bridge, Baltimore & Ohio RR, Neshaminy Creek, Playwicki
       Park.
  59   Core Creek Camelback Bridge, Silver Lake Rd.
  121 Tunnel Hatchery Stone Tunnel, RR Bridge, Woodbourne Rd.
  122 Two Tunnel/Railroad Bridges, Langhorne Yardley Rd.
  123 Iron Bridge on Neshaminy Creek, Bridgetown Pike
  124 Old Lincoln Highway Bridge over Neshaminy Creek, Bristol Road
       and Old Lincoln Highway
  125 Hulmeville Road Tunnel/Railroad Bridge
  126 South Flowers Mill Road Tunnel/Railroad Bridge

- Churches
127 Langhorne Presbyterian Church
         Gillam and Bellevue Ave.

- Flowers Mill - Owner Middletown Twp.
91   Old Flowers Mill Rd.

- Markers
   5-A George School 22-004-004
   16 A Fisher House 27-13-173-025

13

Appendix C: Apartment Complexes List

APARTMENT LIST

Chesterfield Apts. (247 Units)
Mgr. Tara Maldonado
1338 New Rodgers Road
Levittown, PA 19056
(215) 757-7040

Country Club Park Apts. (112 Units)
Mgr. Robin Ford
1228 New Rodgers Road
Levittown, PA 19056
(215) 757-3268

Country Manor Apts. (200 Units)
Mgr. Christina Yeager
2151 E. Lincoln Highway
Levittown, PA 19056
(215) 945-1699
(215) 945-1699 - Fax

Foxwood Manor Apts. (304 Units)
Mgr. Amy Buckling-Babus *Wendy Smith
2180 New Rodgers Road
Levittown, PA 19056
(215) 547-2170

Hamilton Park Apts. (413 Units)
Mgr. Edwin Torres & Migdalia
2130 New Rodgers Road
Levittown, PA 19056
(215) 949-0609

Heathergate Apts. (202 Units)
Mgr. Kathy Schipper
8101 Woodbourne Road
Langhorne, PA 19047
(215) 891-5500

Longview Gardens Apts.   (46 Units)
Mgr. Nancy MacDonald
1501 Woodbourne Road
Levittown, PA 19056
(215) 949-0829 or (215) 547-1131

Middletown Trace Apts.   (508 Units)
Mgr. Diane Petras (DianeP@Jcmliving.com)   *Nancy
800 Trenton Road
Langhorne, PA 19047
(215) 757-1840
(215) 752-8902 – Fax

Orchard Square Apts.   (204 Units)
Mgr.
1801 Old Lincoln Highway
Langhorne, PA 19047
(215) 752-4927
(215) 741-1812

Racquet Club East Apts.   (466 Units)
Mgr. Crystal Campbell   *Lynn   *Debbie
1970 New Rodgers Road
Levittown, PA 19056
(215) 943-1600
(215) 943-8199 – Fax

Racquet Club South Apts.   (103 Units)
Mgr. Crystal Campbell
2000 New Rodgers Road
Levittown, PA 19056
(215) 943-1600

Summit Trace Apts.   (252 Units)
Mgr. Nancy Garcia
255 Summit Trace Road
Langhorne, PA 19047
(215) 968-0160
(215) 860-8334 - Fax

Tareyton Apts.   (112 Units)
Mgr. Cheri Hersch
100 Barclay Court
Langhorne, PA 19047
(215) 752-8907

Twin Terrace Apts.   (56 Units)
Mgr. Kathy Blumenthal
201 S. Woodbourne Road
Levittown, PA 19056
(215) 547-1131

Reserve
Windsor at Harper's Crossing Apts. (377 Units)
Mgr. Cara Jones   *Nicole
100 Harpers Crossing Road
Langhorne, PA 19047
(215) 752-6700
(215) 752-7135 - Fax

Woodbourne Apts.   (177 Units)
Mgr. Christina Neckles
1350 Woodbourne Road
Levittown, PA 19057
(215) 949-2050
(215) 949-3499 – Fax

Attleboro Village
Mgr. Mary Kender
290 E. Winchester Ave
Langhorne, PA 19047
(215) 750-7575
Contact Name: Joanie MacGarvin

Pennswood Village   (312 Units)
Mgr. Nancy Spears
1382 Newtown-Langhorne Road
Langhorne, PA 19047
(215) 968-9110
(215) 651-7807 - Bob

George School
Mgr. Gloria Brophy
1623 Newtown-Langhorne Road
Langhorne, PA 19047
(215) 579-6502

Appendix D: Fire Companies and Tax Information

Here's some more:

Fire Companies/Rescue

Langhorne Middletown Fire Company
114 E. Maple Avenue, Langhorne

Penndel Fire Company
220 Centre Street, Penndel

Parkland Fire Company (only fire company actually located within the township)
831 Avenue D, Langhorne

William Penn Fire Company
123 Main Street, Langhorne

Penndel-Middletown Emergency Squad
616 E Lincoln Highway, Langhorne

Our police department is located at the municipal center, but their address is listed as 5 Municipal Way

Taxes
Earned Income Tax: 0.5%
Real Estate Tax: 17.57 mills (school district is 159.5, county is 24.45)
Local Service Tax: $52 per year ($47 to twp, $5 to school district), on each person employed within the township
Per Capita Tax: $15 per person over 18 ($5 for twp, $10 for school district)
Amusement Tax: combined 10% from twp and school on gross receipts
Parking Tax: 10% on gross receipts
Mercantile Tax: has a few categories – see this link for the breakdown...
http://www.middletownbucks.org/community/tax_information/mechantile_tax.php

That's all for this round!

Scott Sadowsky
Assistant to the Township Manager

Middletown Township
5 Municipal Way
Langhorne, PA 19047

1

Appendix E: List of Schools

1)	Neshaminy High School	2001 W Old Lincoln Highway
2)	Maple Point Middle School	2250 Langhorne-Yardley Road
3)	Sandburg Middle School	30 Harmony Road
4)	Pearl Buck Elem	143 Top Road
5)	Schweitzer Elem	10 Harmony Road
6)	Hoover Elem	501 Trenton Road
7)	Bucks IU@ Everitt	105 Forsythia Drive South
8)	Miller Elem	10 Cobalt Ridge South
9)	Newtown Friends	1450 Langhorne-Newtown Road
10)	George School	1690 Langhorne-Newtown Road
11)	Wood School Complex	Brookwood School @ Wood Services
12)	Obermeyer School	@ Wood Services.

1

Appendix F: DVRPC Regional, County, and Municipal Population Forecasts, 2015-2045

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

ADR 022 I July 2016

Analytical Data Report

County- and Municipal-Level
Population Forecasts, 2015–2045

DELAWARE
VALLEY
data

The Delaware Valley Regional Planning Commission is dedicated to uniting the region's elected officials, planning professionals, and the public with a common vision of making a great region even greater. Shaping the way we live, work, and play, DVRPC builds consensus on improving transportation, promoting smart growth, protecting the environment, and enhancing the economy. We serve a diverse region of nine counties: Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey. DVRPC is the federally designated Metropolitan Planning Organization for the Greater Philadelphia Region — leading the way to a better future.

The symbol in our logo is adapted from the official DVRPC seal and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole while the diagonal bar signifies the Delaware River. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey.

DVRPC is funded by a variety of funding sources, including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA); the Pennsylvania and New Jersey departments of transportation; and DVRPC's state and local member governments. The authors, however, are solely responsible for the findings and conclusions herein, which may not represent the official views or policies of the funding agencies.

The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested.

DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program, or to obtain a Title VI Complaint Form, please call (215) 592-1800 or email public_affairs@dvrpc.org.

As the region's metropolitan planning organization, DVRPC provides technical assistance and services to its member state and local governments. Delaware Valley Data is our periodic series of free data bulletins, analytical data reports, data reference guides, and data snapshots.

Background

Population and employment forecasts are a critical component of long-range land use and transportation planning. As a part of the Delaware Valley Regional Planning Commission's (DVRPC's) long-range planning activities, the Commission is required to maintain forecasts with at least a 20-year horizon, or to the horizon year of the long-range plan. DVRPC last adopted forecasts through the year 2040 in January 2012. Since that time, the Census Bureau has released 2015 population estimates, and both the nation and the region have continued to recover from the significant economic recession that officially began in December 2007 and ended in June 2009.

In order to incorporate the 2015 Census estimates and maintain a 30-year planning horizon, DVRPC has prepared 2045 population forecasts for its member counties and municipalities. These forecasts were formally adopted by the DVRPC Board on July 28, 2016, and serve as the basis for DVRPC planning and modeling activities. Employment forecasts in five-year increments through 2045 are scheduled to be adopted in October 2016.

Three alternative sets of county- and municipal-level 2045 population forecasts were developed based on the method described below, and sent to the county planning staffs for review and comment. Agreement was first reached on the county- and municipal-level 2045 population forecasts; forecasts for 2020, 2025, 2030, 2035, and 2040 were then calculated by DVRPC, based on the population growth rate predicted over each five-year increment by the Commission's age-cohort survival model. These mid-cycle forecasts were again sent to the counties for review, and their suggested revisions were incorporated to produce the final set of 2045 forecasts.

Method for Calculating County-Level 2045 Population Forecasts

Three alternative 2045 population forecasts were calculated for each county based on three separate methods, the results of which define a reasonable range of values within which each county's 2045 population total is expected to fall. This process replicates the process employed in 2007 and again in 2011, to develop the Commission's adopted 2035 and 2040 population forecasts. The three alternative methods are as follows:

- An initial set of draft county-level 2045 forecasts was obtained by running the traditional age-cohort survival model used in the previously forecasted round, but updating the model to incorporate 2000, 2005, 2010, and 2015 population data in five-year age/sex cohorts. When the analysis for this report was conducted, the Census Bureau had released 2015 estimates of the total population in each county, but had not yet released 2015 estimates by age/sex cohorts. The percentage of the population in each age/sex cohort in 2014 was therefore applied to the 2015 county estimates, to approximate 2015 age/sex breakdowns. The model incorporates birth, death, survival, and migration rates as follows:

1

- **Birth rate**: The model uses the number of live births per 1,000 women by five-year age cohort in New Jersey in 2013, assuming that New Jersey state-wide data is a better proxy for the Greater Philadelphia region's fertility rate than state-wide data from Pennsylvania (which has many non-metropolitan counties).

- **Survival rate**: Survival rate data (and, conversely, mortality rate data) was obtained from the National Vital Statistics System of the Center for Disease Control and Prevention (CDC). Future survival rates were adjusted to account for expected improvements in mortality related to medical advances and lifestyle changes, based on average increases in life expectancy over the past 20 years.

- **Migration**: The model assumes that migration (the change in the population that cannot be accounted for through births and deaths) in future years will be the same as the average migration rate experienced by each five-year age/sex cohort in each county between 2000 and 2015. Using the average migration rates between 2000 and 2015 accounts for changes in migration experienced prior to the economic recession, during the recession, and post-recession.

This age-cohort model replicates the model used in 2007 and again in 2011, but incorporates recent data to more accurately portray recent demographic trends. These trends include higher in-migration of seniors to certain areas of the region, declining overall fertility rates but higher fertility rates among women over age 35, and in-migration to Philadelphia and some of the region's older suburbs.

- A second set of county-level forecasts was developed utilizing the region-wide 2045 population forecast from the age-cohort model described above, but redistributing the total 2045 regional population to each of the nine counties based on the county percentages from the adopted 2040 forecasts. This alternative acknowledges that the longer-term development trends agreed upon during the process of developing the 2040 forecasts may be more important in some counties than the age-cohort births/deaths and shorter-term migration trends reflected in the county-level age-cohort method described above. It therefore continues those longer-term growth trends by reassigning the 2045 regional population among the nine counties, essentially adjusting migration rates to compensate for birth-death effects.

- A third alternative set of county-level forecasts was developed by applying the growth rates between each five-year time period from DVRPC's adopted 2040 forecasts to the previous five-year total, but using 2015 American Community Survey data as the base. The expected growth rate between 2040 and 2045 was based on the average change in the forecasted growth rate for each five-year increment between 2015 and 2040.

This alternative ignores the results of the most recent age-cohort model and simply extends to 2045 the growth rates agreed upon during the process of developing the 2040 forecasts, as applied to the new 2015 base. This method assumes future population growth will follow previously adopted trends but adjusts for the differences in growth that actually occurred between 2010 and 2015.

2

96

The two alternatives to the age-cohort model incorporate the value of local planning knowledge and recognize that the adopted 2040 forecasts did not simply reflect the age-cohort results, but included significant input from the county planning staffs. Based on the above steps, three alternative sets of 2045 forecasts were developed for each of the nine counties, creating expected minimum and maximum 2045 county-level forecasts.

Method for Calculating Municipal-Level 2045 Population Forecasts

Each set of alternative county-level 2045 forecasts was disaggregated to the municipal level using the following method:

- The difference between the municipal-level 2015 Census population estimate and DVRPC's 2015 population forecast was calculated for each municipality.

- These differences were added or subtracted as appropriate from the adopted municipal-level 2040 forecasts. These adjusted 2040 forecasts were then used as a base for the calculation of the 2045 municipal forecasts.

- The adjusted 2040 population forecasts were summed and, for each set of alternatives, the percentage of the population forecasted to live in each municipality in 2040 (based on the adjusted 2040 forecasts) was applied to each of the 2045 county-level alternatives to create preliminary 2045 municipal forecasts, with the sum of all municipalities within each county matching the county-level 2045 forecast for each of the three alternatives.

This method assumes that the proportion of the county's population living in each municipality in 2040 will remain the same in 2045 and, when applied to the three alternative county-level forecasts, produced three alternative sets of municipal-level 2045 forecasts. These alternatives were sent to DVRPC's member counties' planning staff for review and comment, and consensus was reached on a full set of 2045 county and municipal forecasts.

Method for Developing Mid-Year Population Forecasts

Once agreement was reached on the county- and municipal-level 2045 population forecasts, forecasts for 2020, 2025, 2030, 2035, and 2040 were developed by DVRPC, based on the population growth predicted for each mid-year increment by the regional age-cohort survival model. The age-cohort model predicted a slight curve (rather than a straight line), with slightly more growth in the early years and a slight slowing near the end.

Obviously, the population of every municipality is not going to increase at exactly the same rate during each five-year interval. These mid-year numbers were simply intended to provide a logical starting point for discussion, and were sent to the county planning staffs for final review, based on their local knowledge of pending and approved development proposals and population growth trends. Their suggested revisions were incorporated to produce the final set of 2045 forecasts. Table 1 summarizes DVRPC's adopted regional and county forecasts in five-year increments through 2045, and municipal-level forecasts are provided in Appendix A.

Table 1: Forecasted Population by County, 2015-2045

County	2010 Census	2015 Census Estimate	2020 Forecast	2025 Forecast	2030 Forecast	2035 Forecast	2040 Forecast	2045 Forecast	2015-2045 Absolute Change	2015-2045 Percentage Change
Bucks County	625,248	627,367	640,496	654,792	668,299	681,273	691,111	699,498	72,131	11.5%
Chester County	498,886	515,939	543,702	571,641	599,932	624,832	645,562	662,283	146,344	28.4%
Delaware County	558,979	563,894	568,337	572,758	577,248	581,136	584,329	587,037	23,143	4.1%
Montgomery County	799,874	819,264	840,934	863,327	884,367	903,114	918,916	932,820	113,556	13.9%
Philadelphia County	1,526,006	1,567,443	1,594,787	1,616,816	1,643,971	1,667,290	1,683,402	1,696,133	128,690	8.2%
Five Pennsylvania Counties	**4,008,994**	**4,093,907**	**4,188,255**	**4,279,333**	**4,374,837**	**4,457,645**	**4,523,322**	**4,577,771**	**483,864**	**11.8%**
Burlington County	448,734	450,226	459,344	468,426	475,978	482,560	488,026	492,709	42,483	9.4%
Camden County	513,657	510,923	514,006	517,073	520,189	522,886	525,101	526,997	16,074	3.1%
Gloucester County	288,288	291,479	307,766	323,969	340,425	354,677	366,383	376,308	84,829	29.1%
Mercer County	367,511	371,398	377,328	383,227	389,219	394,407	398,669	402,283	30,885	8.3%
Four New Jersey Counties	**1,618,190**	**1,624,026**	**1,658,444**	**1,692,697**	**1,725,811**	**1,754,530**	**1,778,179**	**1,798,296**	**174,270**	**10.7%**
Nine-County DVRPC Region	**5,627,184**	**5,717,933**	**5,846,699**	**5,972,030**	**6,100,648**	**6,212,175**	**6,301,501**	**6,376,067**	**658,134**	**11.5%**

Source: Delaware Valley Regional Planning Commission, July 2016.

4

98

Table 2 identifies the 20 municipalities expected to gain the most residents between 2015 and 2045, and Table 3 identifies municipalities with the highest forecasted percentage change in population. Figure 1 illustrates the 2040 population forecasts by municipality, with concentrations of population seen in Philadelphia and the region's mature suburbs and along major highway corridors, including Route 422, Route 30, Mercer County's Route 1 corridor, and the Route 55 in Gloucester County and southern Camden County. Figures 2 and 3 illustrate absolute and percent change in population by municipality between 2015 and 2045, respectively.

Figure 4 illustrates the absolute increase in population per square mile in each of the region's 352 municipalities. This map illustrates not just where the population is increasing, but also the impact of relatively small population increases on the population density in specific municipalities. Significant increases in density are forecast not just in the City of Philadelphia, but also in many of the region's smaller boroughs, including Phoenixville, Atglen, Parkesburg, Oxford, Avondale, West Grove, and Kennett Square in Chester County; Bridgeport and Conshohocken in Montgomery County; and Riverside and Beverly in Burlington County.

Highlights

- The DVRPC region is forecast to gain over 658,000 residents between 2015 and 2045 (an 11.5 percent increase).

- As it has since the mid-2000s, the population of the City of Philadelphia increased between 2010 and 2015, with the city adding more than 41,000 residents. This trend is forecast to continue, with the city's population expected to increase by over 8 percent by 2045, adding over 128,000 residents. The share of the region's population living in the city is expected to increase slightly by 2045, from 26 percent, in 2015, to 27 percent.

- The population of the region's five southeastern Pennsylvania counties is forecast to increase by 11.8 percent between 2015 and 2045, while the population of the four New Jersey counties is expected to increase by 10.7 percent.

- The largest percentage increases in population are expected in municipalities in Gloucester County, New Jersey (where the county's population is forecast to increase by over 29 percent) and Chester County, Pennsylvania (where the population is forecast to increase by more than 28 percent).

- The largest absolute increase in population is forecast for Chester County, which is expected to gain over 146,000 residents and surpass Delaware County to become the region's fourth most populous county by 2045. Other counties forecast to see a significant number of additional residents include Philadelphia (as mentioned above), Montgomery County (with a forecasted increase of over 113,000 people), and Gloucester County, New Jersey (forecast to add almost 85,000 residents).

Table 2: Municipalities with the Greatest Forecasted Absolute Change in Population, 2015–2045

Rank	Municipality or City Planning Area	County	Absolute Change	Rank	Municipality or City Planning Area	County	Absolute Change
1	Central	Philadelphia	30,406	11	Harrison Township	Gloucester	7,666
2	Lower North	Philadelphia	16,360	12	Washington Township	Gloucester	7,504
3	University/Southwest	Philadelphia	14,586	13	Bristol Township	Bucks	6,766
4	Monroe Township	Gloucester	13,519	14	Mantua Township	Gloucester	6,667
5	Woolwich Township	Gloucester	12,362	15	River Wards	Philadelphia	6,566
6	Phoenixville Borough	Chester	9,052	16	East Whiteland Township	Chester	6,250
7	North	Philadelphia	8,607	17	Glassboro Borough	Gloucester	6,063
8	West	Philadelphia	8,278	18	Lower Merion Township	Montgomery	6,054
9	Bensalem Township	Bucks	7,838	19	Upper Providence Township	Montgomery	6,050
10	South	Philadelphia	7,767	20	Horsham Township	Montgomery	5,954

Source: Delaware Valley Regional Planning Commission, July 2016.

Table 3: Municipalities with the Greatest Forecasted Percentage Change in Population, 2015–2045

Rank	Municipality or City Planning Area	County	Absolute Change	Rank	Municipality or City Planning Area	County	Absolute Change
1	Woolwich Township	Gloucester	100.5%	11	London Grove Township	Chester	52.4%
2	Elk Township	Gloucester	70.3%	12	South Coatesville Borough	Chester	50.5%
3	Atglen Borough	Chester	63.9%	13	West Brandywine Township	Chester	48.2%
4	Elverson Borough	Chester	62.6%	14	East Vincent Township	Chester	47.6%
5	Modena Borough	Chester	62.5%	15	East Brandywine Township	Chester	47.0%
6	Sadsbury Township	Chester	62.3%	16	Penn Township	Chester	46.5%
7	Harrison Township	Gloucester	59.0%	17	Charlestown Township	Chester	46.5%
8	East Whiteland Township	Chester	58.4%	18	New Hanover Township	Montgomery	46.3%
9	West Sadsbury Township	Chester	54.5%	19	Hainesport Township	Burlington	45.5%
10	Phoenixville Borough	Chester	54.3%	20	Mantua Township	Gloucester	44.3%

Source: Delaware Valley Regional Planning Commission, July 2016.

100

Figure 1:
2045 Municipal Population Forecast

2045 Municipal Population Forecast
Absolute Change: 2015—2045

dvrpc

People

- -501 or Fewer
- -500 to 500
- 501 to 1,500
- 1,501 to 5,000
- 5,001 or More
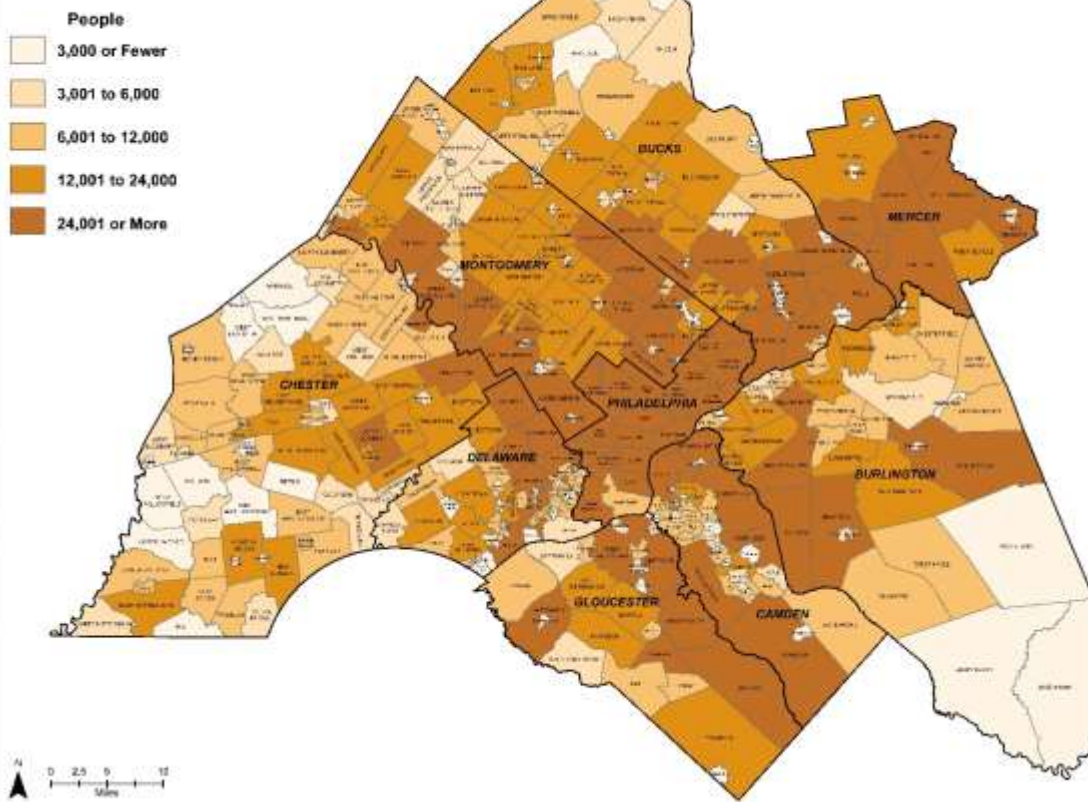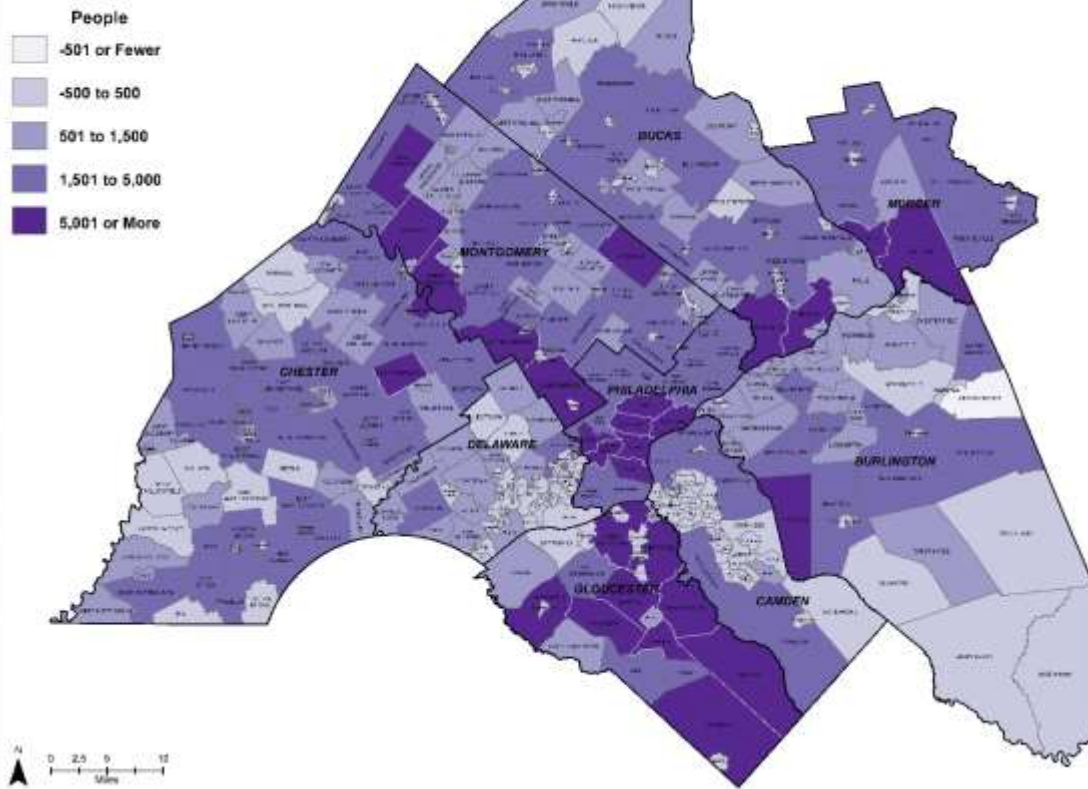
Figure 3:
2045 Municipal Population Forecast
Percentage Change: 2015—2045

Legend:
- Decline (Below -5%)
- Stable (-5% to +5%)
- Moderate Growth (+6% to +25%)
- Significant Growth (+26% to +50%)
- Exceptional Growth (Above +50%)
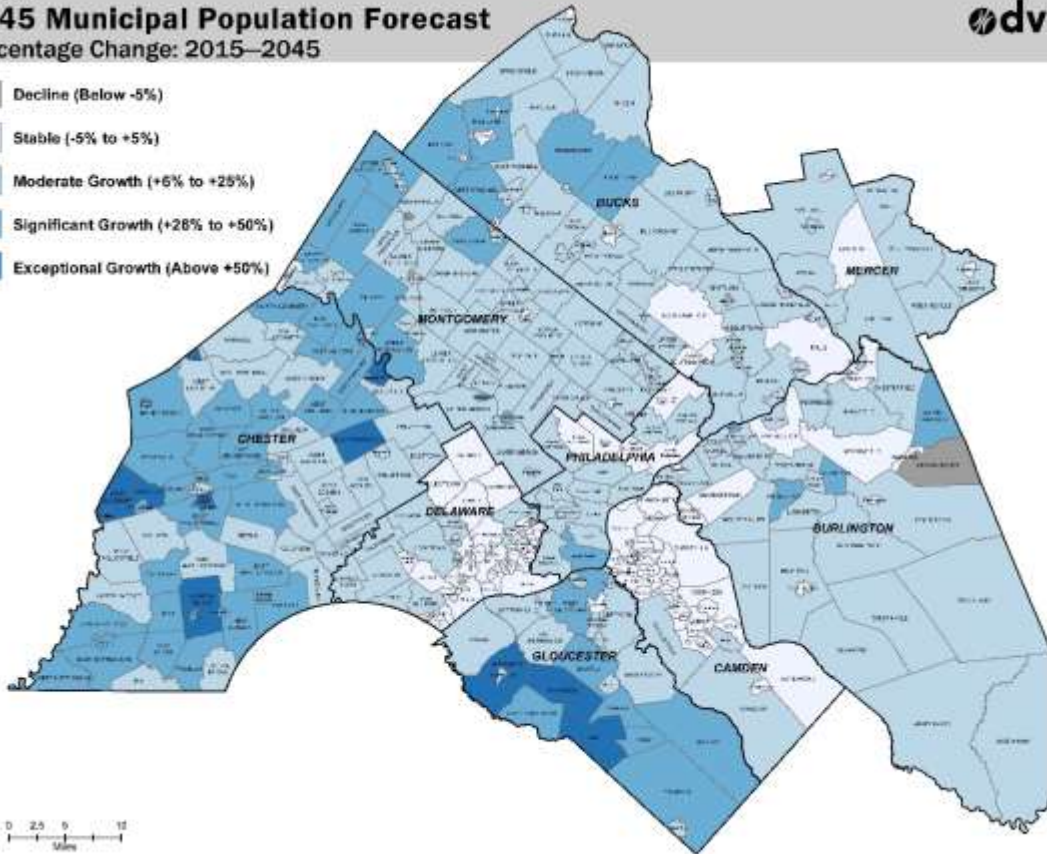
Figure 4:
2045 Municipal Population Forecast
Absolute Change per Square Mile by Municipality: 2015–2045

People
- 100 or Fewer
- 101 to 300
- 301 to 700
- 701 to 1,500
- 1,501 or More
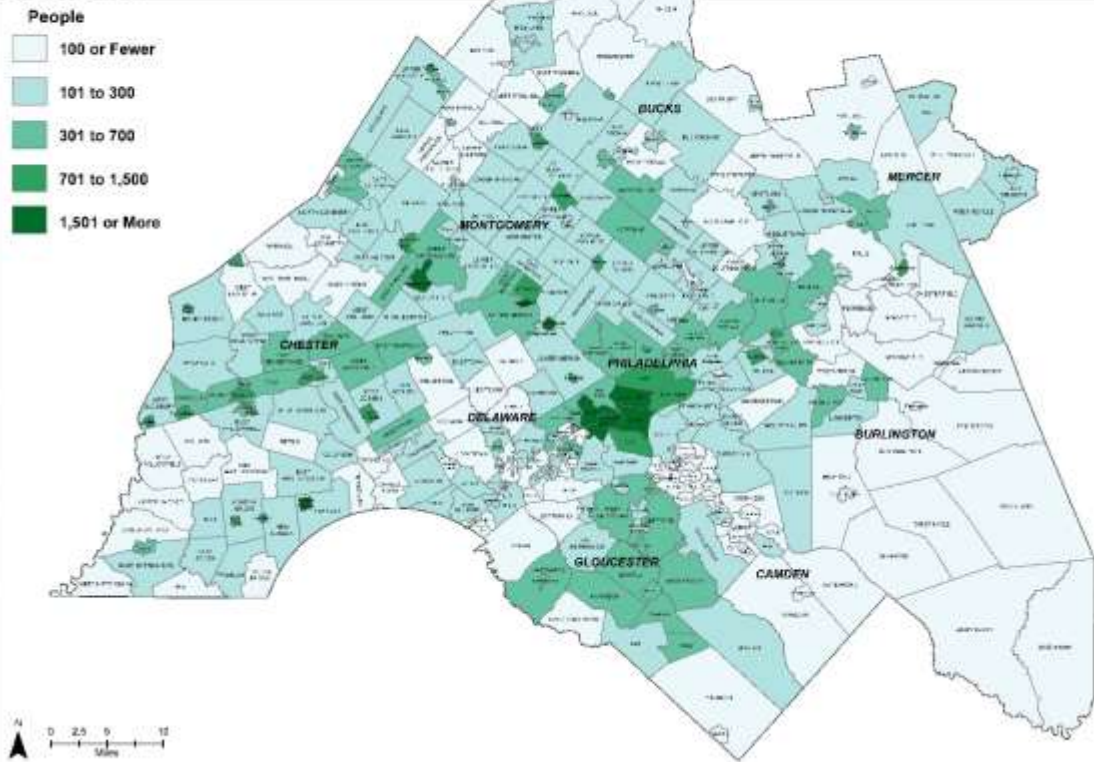
Summary

This report summarizes the method used to develop 2045 and interim-year population forecasts, which were adopted by the DVRPC Board on July 28, 2016. The population of the nine-county DVRPC region is forecast to increase by 11.5 percent between 2015 and 2045, with much of this growth concentrated in the suburbs, particularly in Chester County, Pennsylvania, and Gloucester County, New Jersey. The population of the City of Philadelphia is expected to increase by over 8 percent by 2045, and the share of the region's population living in the city is expected to increase slightly, from 26 percent in 2015 to 27 percent in 2045.

Population and employment forecasts are a critical component of long-range land use and transportation planning. The adopted population forecasts provided in this report will serve as the basis for DVRPC's planning and modeling activities. Employment forecasts in five-year increments through 2045 will be prepared and adopted in October 2016. The population and employment forecasts will be included in and support *Connections 2045*, the region's long-range plan update, scheduled for adoption in July 2017.

Appendix A: Forecasted Population by County and Municipality, 2015-2045

County / Municipality	2000 Census	2010 Census	2015 Census Estimate	2020 Forecast	2025 Forecast	2030 Forecast	2035 Forecast	2040 Forecast	2045 Forecast	Absolute Change (2015-2045)	Percentage Change (2015-2045)
Bucks County	**597,636**	**625,249**	**627,367**	**640,485**	**654,792**	**669,299**	**681,273**	**691,111**	**699,498**	**72,131**	**11.5%**
Bedminster Township	4,800	6,574	7,037	7,407	7,775	8,149	8,473	8,739	8,965	1,928	27.4%
Bensalem Township	58,428	60,427	60,374	61,878	63,377	64,898	66,212	67,296	68,312	7,838	13.0%
Bridgeton Township	1,410	1,277	1,283	1,309	1,335	1,361	1,384	1,402	1,418	135	10.5%
Bristol Borough	9,923	9,726	9,569	9,674	9,778	9,884	9,976	10,051	10,115	546	5.7%
Bristol Township	55,521	54,582	54,086	54,380	56,166	57,990	59,127	60,090	60,852	6,766	12.5%
Buckingham Township	16,440	20,075	20,385	21,079	21,770	22,471	23,078	23,577	24,000	3,615	17.7%
Chalfont Borough	3,900	4,009	4,069	4,495	4,559	4,626	4,672	4,699	4,726	657	16.1%
Doylestown Borough	8,230	8,380	8,301	8,368	8,435	8,502	8,561	8,609	8,650	349	4.2%
Doylestown Township	18,387	17,565	17,563	17,806	18,048	18,293	18,506	18,681	18,829	1,266	7.2%
Dublin Borough	2,065	2,158	2,169	2,221	2,273	2,326	2,371	2,406	2,440	271	12.5%
Durham Township	1,313	1,144	1,144	1,175	1,206	1,238	1,265	1,288	1,307	163	14.2%
East Rockhill Township	5,200	5,706	5,742	5,924	6,106	6,290	6,450	6,581	6,692	950	16.5%
Falls Township	34,865	34,300	33,901	34,074	34,245	34,420	34,571	34,695	34,800	899	2.7%
Haycock Township	2,190	2,225	2,218	2,266	2,315	2,363	2,406	2,441	2,470	252	11.4%
Hilltown Township	12,300	15,029	15,262	15,807	16,349	16,900	17,376	17,768	18,100	2,838	18.6%
Hulmeville Borough	898	1,003	996	1,007	1,017	1,028	1,037	1,045	1,051	55	5.5%
Ivyland Borough	492	1,041	1,053	1,071	1,089	1,108	1,124	1,137	1,148	95	9.0%
Langhorne Borough	1,980	1,622	1,599	1,618	1,638	1,657	1,674	1,688	1,700	101	6.3%
Langhorne Manor Borough	925	1,442	1,431	1,449	1,467	1,486	1,501	1,514	1,525	94	6.6%
Lower Makefield Township	32,691	32,559	32,755	33,663	34,074	34,474	34,855	35,181	35,500	2,745	8.4%
Lower Southampton Township	19,275	18,909	19,142	19,266	19,389	19,515	19,623	19,712	19,788	646	3.4%
Middletown Township	44,140	45,436	45,407	46,097	46,784	47,480	48,084	48,580	49,000	3,593	7.9%
Milford Township	8,810	9,992	10,053	10,555	11,055	11,562	12,002	12,363	12,660	2,619	26.0%
Morrisville Borough	10,020	8,728	8,605	8,623	8,796	8,968	9,074	9,160	9,231	929	7.3%
New Britain Borough	2,358	3,152	3,057	3,090	3,143	3,207	3,263	3,308	3,347	330	10.9%
New Britain Township	10,698	11,070	11,236	11,653	12,068	12,489	12,864	13,164	13,408	2,173	19.3%
New Hope Borough	2,350	2,528	2,560	2,550	2,590	2,631	2,666	2,695	2,719	209	8.3%
Newtown Borough	2,310	2,248	2,222	2,284	2,345	2,407	2,461	2,506	2,543	321	14.4%
Newtown Township	18,206	19,299	19,704	20,059	20,412	20,770	21,081	21,338	21,552	1,848	8.4%
Nockamixon Township	3,520	3,441	3,413	3,491	3,568	3,647	3,715	3,771	3,819	406	11.9%
Northampton Township	39,384	39,726	39,587	39,841	40,262	40,691	41,012	41,276	41,500	1,913	4.8%
Penndel Borough	2,420	2,328	2,221	2,283	2,345	2,408	2,462	2,507	2,545	324	14.6%
Perkasie Borough	8,830	8,511	8,671	8,671	8,869	9,071	9,248	9,389	9,511	1,040	12.3%
Plumstead Township	11,410	12,442	13,511	14,417	15,318	16,233	17,025	17,676	18,228	4,717	34.9%
Quakertown Borough	8,935	8,979	8,855	8,912	8,965	9,025	9,075	9,115	9,150	295	3.3%
Richland Township	9,920	13,052	13,155	13,855	14,561	15,258	15,871	16,374	16,800	3,645	27.7%

Appendix A - Page 1

107

County / Municipality	2000 Census	2010 Census	2010 Census Estimate	2020 Forecast	2025 Forecast	2030 Forecast	2035 Forecast	2040 Forecast	2045 Forecast	2015-2045 Absolute Change	Percentage Change
Richlandtown Borough	1,285	1,327	1,312	1,319	1,327	1,334	1,340	1,346	1,350	38	2.9%
Riegelsville Borough	863	868	858	865	873	880	886	892	896	38	4.4%
Sellersville Borough	4,564	4,249	4,212	4,297	4,382	4,469	4,544	4,606	4,667	445	10.6%
Silverdale Borough	1,000	871	856	863	869	876	881	886	890	34	4.0%
Solebury Township	7,740	8,692	8,609	8,796	8,892	9,020	9,131	9,223	9,300	691	7.7%
Springfield Township	4,965	5,035	5,036	5,239	5,440	5,645	5,823	5,968	6,092	1,056	21.0%
Telford Borough (part)	2,201	2,207	2,193	2,214	2,234	2,266	2,273	2,287	2,300	107	4.9%
Tinicum Township	4,205	3,995	3,963	4,136	4,307	4,482	4,633	4,757	4,882	899	22.7%
Trumbauersville Borough	1,060	974	960	967	975	983	990	995	1,000	41	4.3%
Tullytown Borough	2,035	1,872	1,869	1,906	1,953	2,000	2,042	2,075	2,104	245	13.2%
Upper Makefield Township	7,180	8,190	8,255	8,477	8,697	8,921	9,115	9,275	9,410	1,155	14.0%
Upper Southampton Township	15,765	15,152	15,121	15,271	15,419	15,570	15,701	15,809	15,900	779	5.2%
Warminster Township	31,383	32,682	32,594	33,035	33,473	33,918	34,304	34,620	34,889	2,295	7.0%
Warrington Township	17,580	23,418	23,942	24,796	25,646	26,510	27,257	27,871	28,393	4,450	18.6%
Warwick Township	11,975	14,437	14,694	14,972	15,249	15,531	15,774	15,974	16,144	1,450	9.9%
West Rockhill Township	4,230	5,256	5,277	5,389	5,733	6,098	6,337	6,534	6,700	1,423	27.0%
Wrightstown Township	2,840	2,995	3,110	3,107	3,284	3,373	3,449	3,512	3,565	455	14.6%
Yardley Borough	2,500	2,434	2,441	2,497	2,554	2,611	2,660	2,701	2,736	284	12.0%
Chester County	423,532	498,886	515,930	545,702	571,641	598,932	624,832	645,562	662,283	146,344	28.4%
Atglen Borough	1,215	1,406	1,408	1,632	1,863	1,858	2,030	2,203	2,304	900	63.9%
Avondale Borough	1,110	1,265	1,399	1,490	1,581	1,672	1,762	1,818	1,873	474	33.9%
Birmingham Township	4,220	4,208	4,262	4,320	4,377	4,435	4,488	4,527	4,562	300	7.0%
Caln Township	11,916	13,817	14,115	15,025	15,929	16,846	17,644	18,299	18,852	4,737	33.6%
Charlestown Township	4,050	5,571	5,690	6,198	6,703	7,217	7,661	8,095	8,336	2,646	46.5%
Coatesville City	10,838	13,100	13,148	13,666	14,182	14,706	15,160	15,532	15,848	2,700	20.5%
Downingtown Borough	7,590	7,891	7,946	8,508	9,068	9,636	10,129	10,532	10,875	2,929	36.9%
East Bradford Township	9,405	9,942	10,038	10,470	10,900	11,338	11,714	12,025	12,288	2,250	22.4%
East Brandywine Township	5,825	6,742	6,295	9,044	9,789	10,545	11,201	11,739	12,195	5,900	47.0%
East Caln Township	2,855	4,838	4,873	5,073	5,273	5,478	5,651	5,795	5,917	1,044	21.4%
East Coventry Township	4,565	6,636	6,753	7,173	7,592	8,017	8,385	8,687	8,943	2,190	32.4%
East Fallowfield Township	5,160	7,440	7,570	7,992	8,412	8,839	9,208	9,513	9,769	2,199	29.0%
East Goshen Township	16,820	16,926	18,339	18,686	19,028	19,378	19,680	19,928	20,139	1,800	9.9%
East Marlborough Township	6,315	7,036	7,283	7,850	8,414	8,986	9,482	9,890	10,235	2,952	40.5%
East Nantmeal Township	1,785	1,803	1,842	1,871	1,899	1,929	1,954	1,974	1,992	150	8.1%
East Nottingham Township	5,515	8,660	8,930	9,571	10,206	10,855	11,415	11,878	12,258	3,335	37.4%
East Pikeland Township	6,590	7,079	7,359	7,982	8,602	9,081	9,683	9,995	10,344	2,985	40.6%
East Vincent Township	5,493	6,821	6,920	7,552	8,182	8,821	9,374	9,829	10,214	3,294	47.6%
East Whiteland Township	9,335	10,650	10,702	12,002	13,196	14,309	15,288	16,221	16,952	6,250	58.4%

Appendix A - Page 2

County / Municipality	2000 Census	2010 Census	2015 Census Estimate	2020 Forecast	2025 Forecast	2030 Forecast	2035 Forecast	2040 Forecast	2045 Forecast	2015-2045 Absolute Change	2015-2045 Percentage Change
Easttown Township	10,295	10,477	10,620	10,966	11,309	11,659	11,961	12,209	12,420	1,800	16.9%
Elk Township	1,490	1,681	1,695	1,753	1,810	1,868	1,919	1,960	1,995	300	17.7%
Downington Borough	880	1,225	1,314	1,473	1,629	1,788	1,926	2,040	2,138	823	62.6%
Franklin Township	3,850	4,352	4,518	4,861	5,202	5,548	5,848	6,094	6,303	1,785	39.5%
Highland Township	1,125	1,272	1,289	1,332	1,375	1,419	1,457	1,488	1,514	225	17.5%
Honey Brook Borough	1,285	1,713	1,758	1,873	1,986	2,104	2,205	2,288	2,358	600	34.1%
Honey Brook Township	6,280	7,647	8,124	8,510	8,940	9,523	10,058	10,596	10,924	2,800	34.5%
Kennett Square Borough	5,275	6,072	6,167	6,866	7,163	7,667	8,104	8,463	8,767	2,600	42.2%
Kennett Township	6,450	7,595	8,172	8,690	9,208	9,730	10,184	10,556	10,872	2,700	33.0%
London Britain Township	2,795	3,135	3,266	3,314	3,360	3,406	3,447	3,480	3,508	240	7.3%
London Grove Township	5,265	7,475	8,592	9,213	9,969	10,842	11,702	12,595	13,093	4,500	52.4%
Londonderry Township	1,630	2,149	2,400	2,553	2,706	2,860	2,996	3,105	3,198	798	33.3%
Lower Oxford Township	4,320	5,200	5,001	5,289	5,576	5,867	6,119	6,336	6,501	1,500	30.0%
Malvern Borough	3,060	2,998	3,430	3,557	3,684	3,813	3,924	4,015	4,093	663	19.3%
Modena Borough	610	530	528	591	654	718	774	819	858	330	62.5%
New Garden Township	9,080	11,984	12,096	12,730	13,360	14,000	14,555	15,010	15,396	3,300	27.3%
New London Township	4,585	5,931	5,944	6,438	6,930	7,429	7,862	8,217	8,518	2,574	43.3%
Newlin Township	1,150	1,286	1,356	1,415	1,474	1,534	1,586	1,629	1,665	309	22.8%
North Coventry Township	7,380	7,888	8,024	8,397	8,851	9,376	9,891	10,409	10,724	2,700	33.6%
Oxford Borough	4,315	5,077	5,385	5,871	5,798	6,080	8,318	6,577	6,738	1,350	25.1%
Parkesburg Borough	3,375	3,593	3,687	3,974	4,260	4,551	4,802	5,009	5,184	1,497	40.6%
Penn Township	2,810	5,364	5,475	5,964	6,451	6,945	7,373	7,724	8,022	2,547	46.5%
Pocopson Township	3,505	3,604	3,699	3,763	3,867	3,972	4,064	4,138	4,202	513	14.8%
Phoenixville Borough	14,795	16,440	16,658	18,806	20,725	22,481	24,002	25,061	25,710	9,062	54.3%
Pocopson Township	3,350	4,582	4,806	5,080	5,264	5,471	5,649	5,796	5,921	1,085	21.9%
Sadsbury Township	2,580	3,570	3,850	4,311	4,769	5,239	5,638	5,969	6,250	2,400	62.3%
Schuylkill Township	6,965	8,518	8,576	8,922	9,265	9,619	9,917	10,165	10,376	1,800	21.0%
South Coatesville Borough	995	1,303	1,435	1,574	1,713	1,853	1,975	2,075	2,160	725	50.5%
South Coventry Township	1,895	2,604	2,646	2,729	2,825	2,931	3,023	3,098	3,182	548	20.9%
Spring City Borough	3,305	3,323	3,322	3,514	3,706	3,898	4,066	4,204	4,321	999	30.1%
Thornbury Township	2,678	3,017	3,343	3,503	3,662	3,824	3,964	4,079	4,177	834	24.9%
Tredyffrin Township	29,065	29,332	29,559	30,232	30,900	31,578	32,166	32,648	33,059	3,500	11.8%
Upper Oxford Township	2,095	2,484	2,504	2,594	2,684	2,776	2,855	2,920	2,975	471	18.8%
Upper Uwchlan Township	6,850	11,227	11,545	12,179	12,809	13,449	14,004	14,459	14,845	3,300	28.6%
Uwchlan Township	16,575	18,098	18,072	19,763	20,461	21,149	21,754	22,251	22,872	3,800	18.9%
Valley Township	5,115	6,794	7,632	8,187	8,740	9,301	9,787	10,186	10,524	2,892	37.9%
Wallace Township	3,240	3,456	3,636	3,865	4,270	4,660	4,811	5,017	5,192	1,494	40.8%
Warwick Township	2,555	2,507	2,580	2,610	2,671	2,732	2,786	2,828	2,865	315	12.4%
West Bradford Township	10,775	12,223	12,779	13,519	14,255	15,003	15,651	16,183	16,634	3,855	30.2%

Appendix A - Page 3

County / Municipality	2000 Census	2010 Census	2015 Census Estimate	2020 Forecast	2025 Forecast	2030 Forecast	2035 Forecast	2040 Forecast	2045 Forecast	2015-2045 Absolute Change	2015-2045 Percentage Change
West Brandywine Township	7,360	7,384	7,468	8,159	8,847	9,545	10,150	10,647	11,068	3,600	48.2%
West Caln Township	7,055	9,014	9,085	9,539	9,990	10,449	10,846	11,172	11,449	2,364	26.0%
West Chester Borough	17,861	18,461	19,542	20,361	20,876	21,400	21,853	22,325	22,542	2,700	13.8%
West Fallowfield Township	2,485	2,500	2,596	2,626	2,653	2,683	2,708	2,728	2,746	150	5.8%
West Goshen Township	20,495	21,866	23,137	23,713	24,284	24,868	25,369	25,786	26,137	3,000	13.0%
West Grove Borough	2,650	2,854	2,859	3,002	3,144	3,288	3,413	3,518	3,603	744	26.0%
West Marlborough Township	855	814	821	830	838	847	855	861	866	45	5.5%
West Nantmeal Township	2,030	2,170	2,190	2,294	2,397	2,502	2,592	2,667	2,730	540	24.7%
West Nottingham Township	2,694	2,722	2,706	2,979	3,051	3,225	3,377	3,501	3,606	900	33.3%
West Pikeland Township	3,550	4,024	4,085	4,324	4,562	4,803	5,013	5,184	5,330	1,245	30.5%
West Sadsbury Township	2,440	2,444	2,475	2,651	2,884	3,150	3,408	3,667	3,825	1,350	54.5%
West Vincent Township	3,170	4,567	5,038	5,230	5,422	5,616	5,784	5,993	6,040	1,002	19.9%
West Whiteland Township	16,500	18,274	18,450	19,266	20,077	20,901	21,614	22,201	22,698	4,248	23.0%
Westtown Township	10,352	10,827	10,913	11,426	11,936	12,454	12,902	13,271	13,583	2,670	24.5%
Willistown Township	10,015	10,497	10,905	11,177	11,448	11,724	11,962	12,158	12,324	1,419	13.0%
Delaware County	**551,069**	**558,979**	**563,894**	**568,337**	**572,758**	**577,248**	**581,136**	**584,329**	**587,037**	**23,143**	**4.1%**
Aldan Borough	4,315	4,152	4,165	4,186	4,208	4,230	4,248	4,264	4,277	113	2.7%
Aston Township	16,205	16,592	16,799	16,942	17,083	17,227	17,362	17,465	17,541	742	4.4%
Bethel Township	6,420	8,791	9,166	9,369	9,580	9,748	9,914	10,052	10,170	1,004	11.0%
Brookhaven Borough	7,985	8,006	8,078	8,138	8,198	8,259	8,311	8,355	8,391	313	3.9%
Chadds Ford Township	3,170	3,640	3,740	3,848	3,955	4,064	4,159	4,237	4,302	562	15.0%
Chester City	36,855	33,972	34,092	34,281	34,468	34,669	34,824	34,960	35,078	983	2.9%
Chester Heights Borough	2,481	2,531	2,626	2,647	2,667	2,688	2,706	2,721	2,733	107	4.1%
Chester Township	4,005	3,940	4,103	4,140	4,176	4,216	4,248	4,275	4,298	195	4.8%
Clifton Heights Borough	6,780	6,652	6,684	6,709	6,733	6,758	6,780	6,798	6,813	129	1.9%
Collingdale Borough	8,665	8,786	8,792	8,866	8,939	9,014	9,079	9,132	9,177	385	4.4%
Colwyn Borough	2,455	2,546	2,563	2,584	2,615	2,646	2,673	2,695	2,714	151	6.3%
Concord Township	11,235	17,231	17,663	18,150	18,636	19,127	19,554	19,904	20,201	2,538	14.4%
Darby Borough	10,300	10,687	10,687	10,756	10,825	10,898	10,958	11,006	11,049	362	3.4%
Darby Township	9,625	9,264	9,318	9,322	9,326	9,330	9,333	9,336	9,338	20	0.2%
East Lansdowne Borough	2,585	2,668	2,665	2,673	2,682	2,690	2,697	2,703	2,709	44	1.7%
Eddystone Borough	2,440	2,410	2,407	2,414	2,420	2,427	2,433	2,438	2,442	35	1.5%
Edgmont Township	3,915	3,987	4,069	4,214	4,358	4,504	4,631	4,735	4,823	754	18.5%
Folcroft Borough	6,980	6,606	6,837	6,831	6,825	6,819	6,814	6,810	6,806	-31	-0.5%
Glenolden Borough	7,475	7,153	7,173	7,194	7,215	7,236	7,255	7,270	7,283	110	1.5%
Haverford Township	49,609	48,491	49,067	49,279	49,500	49,724	49,918	50,078	50,213	1,155	2.4%
Lansdowne Borough	11,044	10,620	10,639	10,655	10,671	10,688	10,700	10,714	10,724	85	0.8%
Lower Chichester Township	3,590	3,469	3,477	3,488	3,499	3,510	3,519	3,527	3,534	57	1.6%

Appendix A - Page 4

County / Municipality	2000 Census	2010 Census	2016 Census Estimate	2020 Forecast	2025 Forecast	2030 Forecast	2035 Forecast	2040 Forecast	2045 Forecast	2015-2045 Absolute Change	2015-2045 Percentage Change
Marcus Hook Borough	2,315	2,397	2,397	2,415	2,433	2,451	2,466	2,479	2,490	93	3.9%
Maple Township	23,735	23,428	23,745	23,794	23,846	23,898	23,942	23,979	24,011	266	1.1%
Media Borough	5,530	5,327	5,363	5,445	5,526	5,608	5,679	5,738	5,788	425	7.9%
Middletown Township	16,065	15,807	15,998	16,185	16,371	16,560	16,724	16,866	16,972	974	6.1%
Millbourne Borough	945	1,159	1,162	1,178	1,194	1,210	1,223	1,235	1,244	82	7.1%
Morton Borough	2,715	2,669	2,695	2,707	2,720	2,732	2,743	2,752	2,760	65	2.4%
Nether Providence Township	13,456	13,706	13,808	13,893	13,977	14,063	14,138	14,199	14,251	443	3.2%
Newtown Township	11,705	12,216	12,754	12,849	12,943	13,038	13,121	13,189	13,246	492	3.9%
Norwood Borough	5,985	5,890	5,898	5,917	5,935	5,954	5,970	5,984	5,995	97	1.6%
Parkside Borough	2,265	2,328	2,334	2,349	2,365	2,380	2,394	2,405	2,414	80	3.4%
Prospect Park Borough	6,595	6,454	6,481	6,515	6,548	6,582	6,612	6,636	6,656	175	2.7%
Radnor Township	30,880	31,531	31,612	31,809	32,009	32,205	32,373	32,513	32,633	1,021	3.2%
Ridley Park Borough	7,195	7,002	7,035	7,071	7,106	7,143	7,174	7,200	7,221	186	2.6%
Ridley Township	30,790	30,788	31,053	31,129	31,205	31,281	31,348	31,402	31,449	396	1.3%
Rose Valley Borough	945	913	949	970	991	1,012	1,031	1,045	1,058	109	11.5%
Rutledge Borough	860	784	795	798	801	804	807	809	811	16	2.0%
Sharon Hill Borough	5,465	5,697	5,702	5,733	5,764	5,796	5,822	5,845	5,863	161	2.8%
Springfield Township	23,675	24,211	24,401	24,612	24,822	25,036	25,220	25,372	25,500	1,089	4.5%
Swarthmore Borough	6,170	6,194	6,211	6,249	6,287	6,326	6,360	6,386	6,409	198	3.2%
Thornbury Township	5,787	8,028	7,857	8,039	8,219	8,403	8,562	8,692	8,803	946	12.0%
Tinicum Township	4,355	4,091	4,109	4,113	4,117	4,120	4,124	4,126	4,129	20	0.5%
Trainer Borough	1,905	1,828	1,844	1,833	1,822	1,810	1,801	1,793	1,786	-58	-3.1%
Upland Borough	2,980	3,239	3,251	3,263	3,274	3,286	3,296	3,304	3,311	60	1.8%
Upper Chichester Township	16,875	16,738	17,003	17,177	17,350	17,526	17,678	17,803	17,909	906	5.3%
Upper Darby Township	81,821	82,795	82,878	83,699	84,521	85,354	86,073	86,662	87,187	4,289	5.2%
Upper Providence Township	10,310	10,142	10,448	10,592	10,735	10,881	11,007	11,110	11,198	750	7.2%
Yeadon Borough	11,762	11,443	11,523	11,526	11,533	11,539	11,543	11,547	11,550	27	0.2%
Montgomery County	**748,975**	**799,874**	**819,264**	**840,934**	**863,327**	**884,307**	**903,114**	**918,918**	**932,820**	**113,556**	**13.9%**
Abington Township	56,105	55,310	55,590	56,172	56,754	57,336	57,918	58,500	59,083	3,493	6.3%
Ambler Borough	6,426	6,417	6,505	6,657	6,810	6,963	7,116	7,269	7,422	917	14.1%
Bridgeport Borough	4,370	4,554	4,564	4,964	5,464	5,633	5,602	5,671	5,740	1,176	25.8%
Bryn Athyn Borough	1,350	1,375	1,392	1,408	1,423	1,439	1,453	1,484	1,474	82	5.9%
Cheltenham Township	36,880	36,793	37,014	37,364	37,714	38,148	38,578	39,092	39,607	2,593	7.0%
Collegeville Borough	4,930	5,089	5,287	5,360	5,432	5,505	5,560	5,622	5,666	379	7.2%
Conshohocken Borough	7,590	7,833	7,966	8,706	9,436	9,877	10,297	10,567	10,837	2,891	36.2%
Douglass Township	9,104	10,195	10,432	10,950	11,464	11,987	12,440	12,812	13,128	2,696	25.8%
East Greenville Borough	3,305	2,951	2,985	3,047	3,109	3,171	3,233	3,295	3,358	373	12.5%
East Norriton Township	13,211	13,590	14,082	14,256	14,430	14,608	14,759	14,884	14,990	908	6.4%

County / Municipality	2000 Census	2010 Census	2015 Census Estimate	2020 Forecast	2025 Forecast	2030 Forecast	2035 Forecast	2040 Forecast	2045 Forecast	2015-2045 Absolute Change	2015-2045 Percentage Change
Franconia Township	11,525	13,064	13,241	13,796	14,355	14,912	15,469	16,026	16,584	3,343	25.2%
Green Lane Borough	580	508	500	508	515	523	530	535	540	40	8.0%
Hatboro Borough	7,380	7,360	7,411	7,591	7,770	7,962	8,110	8,240	8,349	938	12.7%
Hatfield Borough	2,605	3,290	3,306	3,342	3,378	3,415	3,447	3,473	3,496	189	5.7%
Hatfield Township	16,712	17,249	17,568	18,057	18,563	19,057	19,493	19,851	20,155	2,597	14.8%
Horsham Township	24,234	26,147	26,587	26,987	28,519	29,668	31,023	31,845	32,541	5,954	22.4%
Jenkintown Borough	4,475	4,422	4,431	4,467	4,504	4,541	4,572	4,599	4,621	190	4.3%
Lansdale Borough	16,070	16,269	16,512	17,019	17,523	18,035	18,479	18,843	19,152	2,640	16.0%
Limerick Township	13,535	18,074	16,798	19,854	20,904	21,970	22,894	23,653	24,296	5,498	29.2%
Lower Frederick Township	4,706	4,840	4,802	4,965	5,076	5,171	5,263	5,385	5,447	555	11.3%
Lower Gwynedd Township	10,420	11,405	11,548	11,732	11,916	12,100	12,284	12,468	12,651	1,103	9.6%
Lower Merion Township	58,740	57,825	58,177	59,676	61,027	62,135	62,983	63,732	64,231	6,054	10.4%
Lower Moreland Township	11,380	12,982	13,220	13,426	13,631	13,839	14,020	14,168	14,294	1,074	8.1%
Lower Pottsgrove Township	11,913	12,099	12,174	12,565	12,954	13,350	13,692	13,973	14,212	2,038	16.7%
Lower Providence Township	22,390	25,438	26,187	26,679	27,168	27,664	28,094	28,448	28,747	2,560	9.8%
Lower Salford Township	12,895	15,950	15,344	15,922	16,497	17,081	17,587	18,002	18,355	3,011	19.6%
Marlborough Township	3,110	3,178	3,308	3,405	3,501	3,599	3,683	3,753	3,812	504	15.2%
Montgomery Township	22,025	24,790	26,025	26,545	27,063	27,588	28,044	28,418	28,735	2,710	10.4%
Narberth Borough	4,235	4,282	4,309	4,378	4,447	4,517	4,578	4,627	4,669	360	8.4%
New Hanover Township	7,385	10,939	12,495	13,605	14,708	15,829	16,800	17,595	18,274	5,779	46.3%
Norristown Borough	31,280	34,324	34,412	34,777	35,212	35,737	36,344	36,942	37,543	3,131	9.1%
North Wales Borough	3,340	3,229	3,250	3,277	3,304	3,332	3,356	3,375	3,392	142	4.4%
Pennsburg Borough	2,730	3,843	3,873	3,942	4,010	4,080	4,140	4,190	4,232	359	9.3%
Perkiomen Township	7,095	9,139	9,265	9,466	9,729	9,969	10,180	10,364	10,501	1,256	13.6%
Plymouth Township	16,045	16,525	17,603	18,094	18,527	18,969	19,353	19,688	19,934	2,281	12.9%
Pottstown Borough	21,859	22,377	22,664	22,959	23,253	23,551	23,800	24,021	24,201	1,537	6.8%
Red Hill Borough	2,195	2,383	2,383	2,411	2,498	2,607	2,607	2,649	2,684	301	12.6%
Rockledge Borough	2,575	2,543	2,541	2,553	2,565	2,577	2,588	2,596	2,604	63	2.5%
Royersford Borough	4,245	4,752	4,771	4,820	5,014	5,136	5,243	5,330	5,404	633	13.3%
Salford Township	2,365	2,504	2,964	3,088	3,222	3,368	3,475	3,572	3,664	700	23.7%
Schwenksville Borough	1,395	1,385	1,398	1,422	1,445	1,469	1,489	1,506	1,521	123	8.8%
Skippack Township	9,915	13,715	14,392	15,475	15,958	16,441	16,924	17,407	17,891	2,899	19.3%
Souderton Borough	6,725	6,618	6,747	6,917	7,088	7,298	7,406	7,528	7,632	885	13.1%
Springfield Township	19,530	19,418	19,574	19,766	19,957	20,151	20,318	20,457	20,574	1,000	5.1%
Telford Borough (pt.)	2,474	2,685	2,668	2,720	2,771	2,823	2,868	2,905	2,937	269	10.1%
Towamencin Township	17,600	17,578	18,272	18,756	19,238	19,723	20,146	20,493	20,787	2,515	13.8%
Trappe Borough	3,210	3,509	3,583	3,686	3,788	3,882	3,952	4,026	4,089	516	15.1%
Upper Dublin Township	25,875	25,569	26,211	26,880	27,715	28,601	28,996	29,383	29,745	3,534	13.5%
Upper Frederick Township	3,140	3,523	3,564	3,662	3,760	3,860	3,948	4,018	4,076	512	14.4%

County / Municipality	2000 Census	2010 Census	2015 Census Estimate	2020 Forecast	2025 Forecast	2030 Forecast	2035 Forecast	2040 Forecast	2045 Forecast	Absolute Change	Percentage Change
Upper Gwynedd Township	14,245	15,552	15,928	16,116	16,304	16,492	16,679	16,865	17,053	1,125	7.1%
Upper Hanover Township	4,688	6,464	7,287	7,696	8,105	8,516	8,874	9,168	9,417	2,130	29.2%
Upper Merion Township	26,863	28,395	28,620	30,147	31,068	32,607	33,393	34,003	34,491	5,871	20.5%
Upper Moreland Township	24,990	24,015	24,231	24,522	24,812	25,107	25,362	25,572	25,749	1,516	6.3%
Upper Pottsgrove Township	4,105	5,215	5,483	5,774	6,065	6,357	6,649	6,941	7,233	1,750	31.9%
Upper Providence Township	15,395	21,219	23,460	24,622	25,777	26,951	27,967	28,809	29,510	6,050	25.8%
Upper Salford Township	3,025	3,299	3,378	3,507	3,636	3,765	3,894	4,024	4,154	775	23.0%
West Conshohocken Borough	1,445	1,320	1,381	1,411	1,442	1,472	1,499	1,521	1,539	158	11.4%
West Norriton Township	14,900	15,663	15,779	16,145	16,509	16,878	17,198	17,461	17,684	1,905	12.1%
West Pottsgrove Township	3,815	3,874	3,884	3,915	3,945	3,976	4,003	4,025	4,044	160	4.1%
Whitemarsh Township	16,702	17,349	17,663	18,503	19,040	19,486	19,858	20,197	20,476	2,813	15.9%
Whitpain Township	18,562	18,875	19,180	19,464	19,747	20,034	20,283	20,487	20,661	1,481	7.7%
Worcester Township	7,789	9,799	10,435	10,917	11,396	11,882	12,304	12,650	12,943	2,508	24.0%
Philadelphia County	**1,517,550**	**1,526,006**	**1,567,443**	**1,594,787**	**1,616,818**	**1,643,971**	**1,667,290**	**1,683,402**	**1,696,133**	**128,690**	**8.2%**
Central	100,188	117,132	126,629	133,848	137,233	143,015	148,841	153,321	157,035	30,406	24.0%
Central Northeast	72,179	78,208	79,870	81,333	82,568	83,813	84,123	84,490	84,713	4,843	6.1%
Lower Far Northeast	71,657	70,540	70,596	71,526	72,319	73,060	73,586	74,067	74,502	3,906	5.5%
Lower North	96,139	96,176	101,692	106,060	108,227	111,607	114,601	116,878	118,062	16,380	16.1%
Lower Northeast	93,471	100,230	102,654	103,621	104,301	104,837	105,110	105,080	105,424	2,770	2.7%
Lower Northwest	51,869	50,799	52,319	53,241	54,072	54,730	55,162	55,406	55,811	3,492	6.7%
Lower South	4,318	5,150	5,499	5,747	5,998	6,501	6,749	7,001	7,336	1,808	33.1%
Lower Southwest	41,642	42,117	42,462	43,268	43,711	44,064	44,804	45,183	45,439	2,977	7.0%
North	141,061	137,849	138,049	138,663	140,022	142,061	144,724	145,620	146,606	8,607	6.2%
North Delaware	96,005	100,631	101,261	102,310	102,563	102,844	102,909	103,041	103,280	2,029	2.0%
River Wards	66,321	68,489	70,365	72,360	73,004	74,203	75,613	76,270	76,951	6,586	9.3%
South	131,616	132,904	137,110	138,842	140,432	141,808	143,712	144,223	144,877	7,767	5.7%
University/Southwest	83,699	81,746	87,719	92,946	94,735	97,599	99,807	101,667	102,305	14,586	16.6%
Upper Far Northeast	64,485	66,605	67,286	68,387	69,071	69,803	69,943	70,370	70,680	2,874	3.9%
Upper North	134,560	144,381	145,913	146,833	147,696	149,046	149,901	150,207	150,422	4,509	3.1%
Upper Northwest	83,851	85,093	85,633	86,046	87,079	88,209	89,309	89,432	89,918	4,282	5.0%
West	111,973	105,642	106,922	107,403	108,060	109,844	112,163	114,009	115,200	8,278	7.7%
West Park	47,592	43,454	44,754	45,102	45,533	46,257	46,781	47,217	47,556	2,802	6.3%
Burlington County	**423,397**	**448,734**	**450,226**	**456,344**	**462,428**	**475,976**	**482,560**	**488,026**	**492,709**	**42,483**	**9.4%**
Bass River Township	1,510	1,443	1,449	1,483	1,516	1,550	1,580	1,604	1,624	175	12.1%
Beverly City	2,680	2,577	2,589	2,710	2,859	3,011	3,143	3,251	3,343	784	30.6%
Bordentown City	3,970	3,924	3,882	4,012	4,141	4,273	4,387	4,480	4,559	677	17.4%
Bordentown Township	8,375	11,367	11,935	11,965	11,996	12,027	12,053	12,075	12,094	159	1.3%

County / Municipality	2000 Census	2010 Census	2015 Census Estimate	2020 Forecast	2025 Forecast	2030 Forecast	2035 Forecast	2040 Forecast	2045 Forecast	2015-2045 Absolute Change	2015-2045 Percentage Change
Burlington City	9,740	9,920	9,808	10,010	10,280	10,414	10,690	10,738	10,858	1,050	10.7%
Burlington Township	20,100	22,594	22,826	22,906	23,045	23,156	23,252	23,331	23,398	572	2.5%
Chesterfield Township	5,955	7,699	7,572	7,715	7,857	8,002	8,127	8,230	8,317	745	9.8%
Cinnaminson Township	14,595	15,569	16,651	16,880	17,108	17,339	17,540	17,704	17,844	1,193	7.2%
Delanco Township	3,335	4,283	4,541	4,644	4,746	4,849	4,939	5,013	5,075	534	11.8%
Delran Township	15,535	16,896	16,767	16,959	17,150	17,343	17,511	17,649	17,766	999	6.0%
Eastampton Township	6,205	6,069	6,011	6,450	6,887	7,331	7,715	8,031	8,298	2,287	38.0%
Edgewater Park Township	7,865	8,881	8,768	8,995	9,200	9,409	9,590	9,738	9,864	1,076	12.2%
Evesham Township	42,275	45,538	45,577	47,546	49,519	49,847	50,175	50,504	50,831	5,254	11.5%
Fieldsboro Borough	522	540	532	539	547	554	560	565	570	38	7.1%
Florence Township	10,745	12,109	12,688	12,864	13,038	13,216	13,368	13,485	13,602	914	7.2%
Hainesport Township	4,125	6,110	6,053	6,582	7,108	7,643	8,105	8,486	8,808	2,755	45.5%
Lumberton Township	10,455	12,569	12,428	12,712	12,995	13,281	13,530	13,734	13,907	1,479	11.9%
Mansfield Township	5,090	8,544	8,574	8,735	8,896	9,058	9,200	9,315	9,414	840	9.8%
Maple Shade Township	19,080	19,131	18,963	19,071	19,178	19,287	19,381	19,469	19,524	561	3.0%
Medford Lakes Borough	4,175	5,148	4,085	4,097	4,109	4,122	4,132	4,141	4,149	64	1.6%
Medford Township	22,250	23,033	23,414	23,916	24,415	24,922	25,361	25,721	26,027	2,613	11.2%
Moorestown Township	19,090	20,726	20,504	20,745	20,925	21,107	21,265	21,385	21,505	941	4.6%
Mount Holly Township	10,728	9,536	9,403	9,620	9,747	9,876	9,987	10,078	10,156	663	7.0%
Mount Laurel Township	40,225	41,864	41,842	42,342	42,839	43,346	43,784	44,146	44,449	2,607	6.2%
New Hanover Township	9,744	7,385	6,078	7,927	7,777	7,626	7,493	7,384	7,292	786	9.7%
North Hanover Township	7,347	7,678	7,609	8,049	8,486	8,930	9,315	9,630	9,808	2,289	30.1%
Palmyra Borough	7,090	7,398	7,314	7,420	7,525	7,632	7,726	7,801	7,860	551	7.5%
Pemberton Borough	1,210	1,409	1,383	1,390	1,397	1,404	1,410	1,415	1,419	36	2.6%
Pemberton Township	28,575	27,912	27,771	28,279	28,784	29,297	29,741	30,108	30,418	2,645	9.5%
Riverside Township	7,910	8,079	7,997	8,254	8,511	8,771	8,996	9,181	9,338	1,341	16.8%
Riverton Borough	2,760	2,779	2,748	2,753	2,758	2,763	2,768	2,771	2,774	26	0.9%
Shamong Township	6,465	6,490	6,419	6,494	6,568	6,644	6,709	6,763	6,809	390	6.1%
Southampton Township	10,388	10,484	10,337	10,730	11,131	11,533	11,881	12,167	12,409	2,072	20.0%
Springfield Township	3,225	3,414	3,355	3,386	3,417	3,448	3,475	3,498	3,517	162	4.8%
Tabernacle Township	7,170	6,949	6,954	7,051	7,147	7,244	7,329	7,398	7,457	503	7.2%
Washington Township	621	687	674	681	689	697	703	708	713	39	5.8%
Westampton Township	7,217	8,813	8,726	8,932	9,137	9,345	9,525	9,673	9,799	1,073	12.3%
Willingboro Township	33,010	31,629	31,270	31,831	32,391	32,969	33,451	33,855	34,198	2,928	9.4%
Woodland Township	1,290	1,788	1,793	1,833	1,873	1,913	1,948	1,977	2,001	208	11.6%
Wrightstown Borough	750	802	796	801	806	811	815	819	822	26	3.3%
Camden County	**508,929**	**513,657**	**510,923**	**514,006**	**517,073**	**520,189**	**522,886**	**525,101**	**526,997**	**16,074**	**3.1%**
Audubon Borough	9,180	8,819	8,730	8,690	8,668	8,637	8,600	8,587	8,568	-162	-1.9%

Appendix A - Page 8

County / Municipality	2000 Census	2010 Census	2015 Census Estimate	2020 Forecast	2025 Forecast	2030 Forecast	2035 Forecast	2040 Forecast	2045 Forecast	2015-2045 Absolute Change	2015-2045 Percentage Change
Audubon Park Borough	1,100	1,023	1,011	1,008	1,006	1,003	1,001	999	997	-14	-1.4%
Barrington Borough	7,064	6,983	6,817	6,816	6,815	6,814	6,813	6,812	6,811	-6	-0.1%
Bellmawr Borough	11,265	11,583	11,462	11,464	11,467	11,469	11,470	11,471	11,473	10	0.1%
Berlin Borough	6,150	7,588	7,590	7,688	7,785	7,884	7,970	8,040	8,100	510	6.7%
Berlin Township	5,290	5,357	5,434	5,439	5,444	5,448	5,453	5,456	5,459	25	0.5%
Brooklawn Borough	2,355	1,955	1,933	1,939	1,945	1,951	1,956	1,960	1,964	31	1.6%
Camden City	79,905	77,344	76,119	76,512	76,904	77,302	77,643	77,929	78,169	2,050	2.7%
Cherry Hill Township	69,960	71,045	71,340	71,903	72,462	73,031	73,523	73,927	74,270	2,930	4.1%
Chesilhurst Borough	1,520	1,634	1,834	1,632	1,631	1,629	1,628	1,627	1,626	8	0.5%
Clementon Borough	4,985	5,000	4,947	4,981	5,014	5,048	5,077	5,102	5,122	175	3.5%
Collingswood Borough	14,326	13,926	14,000	13,997	13,994	13,991	13,988	13,986	13,984	16	0.1%
Gibbsboro Borough	2,435	2,274	2,244	2,242	2,239	2,236	2,234	2,233	2,231	13	0.6%
Gloucester City	11,484	11,456	11,329	11,326	11,323	11,320	11,319	11,316	11,314	15	0.1%
Gloucester Township	64,350	64,634	63,939	64,859	65,777	66,707	67,514	68,176	68,737	4,798	7.5%
Haddon Heights Borough	7,545	7,473	7,514	7,474	7,434	7,393	7,368	7,329	7,309	205	-2.8%
Haddon Township	14,651	14,707	14,543	14,580	14,617	14,656	14,688	14,714	14,737	194	1.3%
Haddonfield Borough	11,661	11,593	11,414	11,412	11,410	11,408	11,407	11,405	11,404	10	0.1%
Hi Nella Borough	1,035	870	800	860	859	859	859	858	858	2	0.2%
Laurel Springs Borough	1,970	1,908	1,884	1,883	1,882	1,882	1,881	1,880	1,880	-4	-0.2%
Lawnside Borough	2,892	2,945	2,919	2,917	2,915	2,913	2,911	2,909	2,908	-11	-0.4%
Lindenwold Borough	17,410	17,613	17,458	17,449	17,441	17,432	17,424	17,418	17,413	45	0.3%
Magnolia Borough	4,405	4,341	4,296	4,290	4,282	4,274	4,267	4,260	4,256	-42	-1.0%
Merchantville Borough	3,800	3,821	3,778	3,778	3,777	3,777	3,777	3,776	3,776	-2	-0.1%
Mount Ephraim Borough	4,495	4,670	4,639	4,637	4,636	4,634	4,633	4,632	4,631	-8	-0.2%
Oaklyn Borough	4,188	4,038	4,032	4,001	4,010	4,019	4,026	4,033	4,038	46	1.2%
Pennsauken Township	35,737	35,885	35,628	35,924	36,219	36,518	36,778	36,990	37,171	1,543	4.3%
Pine Hill Borough	10,860	10,233	10,510	10,501	10,492	10,482	10,474	10,468	10,462	-48	-0.5%
Pine Valley Borough	20	12	12	12	12	12	12	12	12	0	0.0%
Runnemede Borough	8,535	8,488	8,381	8,380	8,378	8,377	8,376	8,375	8,374	-7	-0.1%
Somerdale Borough	6,192	5,151	5,460	5,444	5,427	5,411	5,397	5,385	5,378	-85	-1.6%
Stratford Borough	7,270	7,040	7,013	7,047	7,081	7,116	7,146	7,170	7,191	178	2.5%
Tavistock Borough	24	5	5	5	5	5	5	5	5	0	0.0%
Voorhees Township	28,130	29,131	29,370	29,308	29,240	29,174	29,117	29,071	29,031	-339	-1.2%
Waterford Township	10,494	10,549	10,753	10,749	10,744	10,740	10,736	10,733	10,747	-6	-0.1%
Winslow Township	34,611	39,499	39,019	39,910	40,797	41,698	42,478	43,119	43,662	4,643	11.9%
Woodlynne Borough	2,795	2,978	2,944	2,943	2,941	2,940	2,939	2,938	2,937	-7	-0.2%
Gloucester County	**205,719**	**288,288**	**291,479**	**307,766**	**323,969**	**340,425**	**354,677**	**366,383**	**376,308**	**84,829**	**29.1%**
Clayton Borough	7,135	8,179	8,493	9,013	9,531	10,067	10,512	10,886	11,203	2,710	31.9%

County / Municipality	2000 Census	2010 Census	2015 Census Estimate	2020 Forecast	2025 Forecast	2030 Forecast	2035 Forecast	2040 Forecast	2045 Forecast	2015-2045 Absolute Change	2015-2045 Percentage Change
Deptford Township	26,770	30,561	30,569	31,601	32,626	33,671	34,674	35,316	35,945	5,376	17.6%
East Greenwich Township	5,430	9,585	10,380	10,706	11,214	11,637	12,003	12,305	12,558	2,178	21.0%
Elk Township	3,615	4,216	4,156	4,717	5,274	5,841	6,331	6,734	7,076	2,920	70.3%
Franklin Township	16,470	16,820	16,609	17,714	18,753	19,808	20,722	21,473	22,110	5,441	32.6%
Glassboro Borough	19,070	18,579	19,246	20,380	21,538	22,715	23,733	24,570	25,279	6,033	31.6%
Greenwich Township	4,880	4,899	4,857	4,942	5,027	5,113	5,188	5,249	5,301	444	9.1%
Harrison Township	8,785	12,417	12,984	14,456	15,920	17,407	18,696	19,753	20,650	7,666	59.0%
Logan Township	6,085	6,042	5,983	6,217	6,450	6,687	6,890	7,061	7,203	1,220	20.4%
Mantua Township	14,217	15,217	15,054	16,334	17,608	18,901	20,021	20,941	21,721	6,667	44.3%
Monroe Township	28,967	36,129	36,862	39,459	42,040	44,662	46,934	48,709	50,381	13,519	36.7%
National Park Borough	3,205	3,036	2,999	3,053	3,107	3,162	3,210	3,249	3,282	283	9.4%
Newfield Borough	1,616	1,583	1,534	1,561	1,588	1,616	1,639	1,659	1,675	141	9.2%
Paulsboro Borough	6,160	6,097	5,989	6,054	6,118	6,184	6,241	6,287	6,327	338	5.6%
Pitman Borough	9,330	9,011	8,898	9,092	9,285	9,482	9,652	9,791	9,910	1,012	11.4%
South Harrison Township	2,415	3,162	3,138	3,297	3,655	3,917	4,144	4,331	4,489	1,351	43.1%
Swedesboro Borough	2,055	2,584	2,613	2,686	2,758	2,831	2,896	2,947	2,991	378	14.5%
Washington Township	48,155	48,559	47,862	49,302	50,738	52,192	53,452	54,486	55,386	7,524	15.7%
Wenonah Borough	2,315	2,278	2,254	2,318	2,382	2,447	2,503	2,549	2,588	334	14.8%
West Deptford Township	19,370	21,677	21,420	22,806	23,886	24,683	25,634	26,414	27,076	5,656	26.4%
Westville Borough	4,500	4,288	4,224	4,338	4,451	4,566	4,668	4,747	4,816	592	14.0%
Woodbury City	10,305	10,174	10,020	10,105	10,190	10,276	10,351	10,412	10,464	444	4.4%
Woodbury Heights Borough	2,990	3,065	3,010	3,054	3,098	3,143	3,181	3,213	3,240	230	7.6%
Woolwich Township	3,030	10,200	12,295	14,669	17,030	19,428	21,606	23,211	24,667	12,362	100.5%
Mercer County	320,527	387,511	371,398	377,328	383,227	389,219	394,407	398,860	402,283	30,886	8.3%
East Windsor Township	24,915	27,190	27,603	28,068	28,531	29,002	29,409	29,743	30,027	2,424	8.8%
Ewing Township	35,710	35,790	36,486	37,076	37,660	38,254	38,760	39,192	39,550	3,064	8.4%
Hamilton Township	87,109	88,464	89,030	90,099	91,163	92,243	93,178	93,947	94,598	5,568	6.3%
Hightstown Borough	5,215	5,494	5,517	5,662	5,807	5,653	5,693	5,725	5,753	236	4.3%
Hopewell Borough	2,035	1,922	1,929	1,932	1,936	1,939	1,942	1,944	1,946	17	0.9%
Hopewell Township	16,105	18,302	18,606	19,460	20,310	21,174	21,921	22,506	23,066	4,460	23.9%
Lawrence Township	29,160	33,472	33,242	33,511	33,779	34,052	34,287	34,481	34,645	1,403	4.2%
Pennington Borough	2,695	2,585	2,598	2,654	2,710	2,766	2,818	2,855	2,890	292	11.2%
Princeton**			28,572	29,603	30,084	30,559	31,044	31,463	31,808	32,100	2,497	8.4%
Robbinsville	10,275	13,642	14,176	14,784	15,390	16,008	16,538	16,978	17,347	3,171	22.4%
Trenton City	85,403	84,913	84,225	85,213	86,197	87,194	88,060	88,767	89,372	5,147	6.1%
West Windsor Township	21,905	27,165	28,383	28,885	29,385	29,892	30,332	30,693	30,999	2,616	9.2%

Source: Delaware Valley Regional Planning Commission, June 2016. ** In January 2013, Princeton Township and Princeton Borough, in Mercer County, merged to form one single municipality, known simply as Princeton.

Appendix A - Page 10

116

ABSTRACT: This report presents the Delaware Valley Regional Planning Commission's (DVRPC's) adopted 2045 county- and municipal-level population forecasts and describes the method used to develop them. Population and employment forecasts are a critical component of long-range land use and transportation planning. As a part of DVRPC's long-range planning activities, the Commission is required to maintain forecasts with at least a 20-year horizon, or to the horizon year of the long-range plan. DVRPC last adopted forecasts through the year 2040 in January 2012. Since that time, the Census Bureau has released 2015 population estimates, and both the nation and the region have continued to recover from the significant economic recession that officially began in December 2007 and ended in June 2009.

In order to incorporate the 2015 Census estimates and maintain a 30-year planning horizon, DVRPC has prepared 2045 population forecasts for its member counties and municipalities. These forecasts were formally adopted by the DVRPC Board on July 28, 2016, and serve as the basis for DVRPC planning and modeling activities. Employment forecasts in five-year increments through 2045 are scheduled to be adopted in October 2016.

Appendix G: Floodplains and Streams

MIDDLETOWN TOWNSHIP, BUCKS COUNTY, PA
FLOODPLAIN MAP
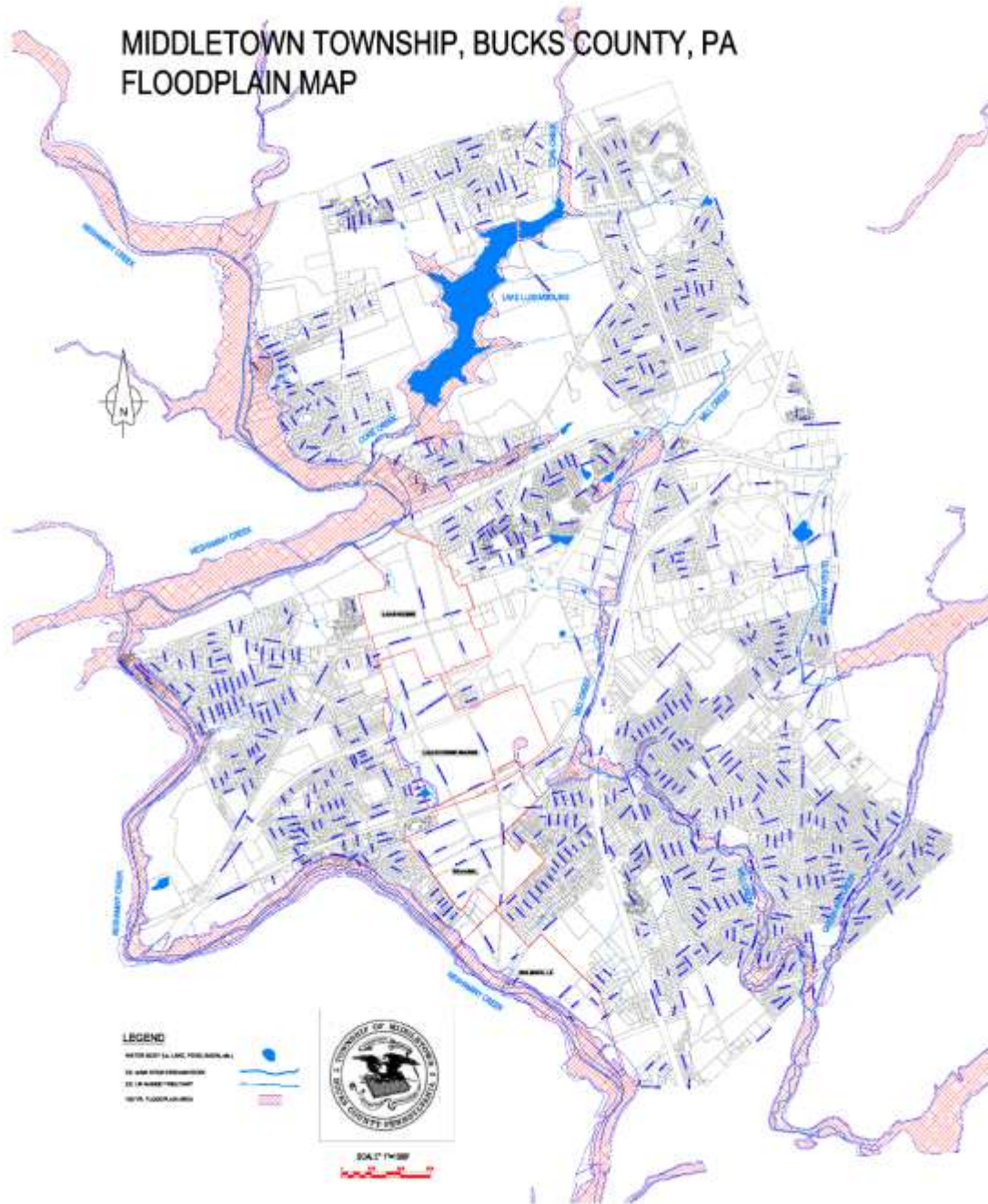
Appendix H: Consistency with Pennsylvania Municipalities Planning Code

MPC requirement	Where it can be found in the Comprehensive Plan
Statement of community development objectives	Each chapter contains objectives related to community development.
Plan for land use	Introduction, Redevelopment/Housing Chapter
Plan to meet housing needs	Redevelopment/Housing Chapter
Plan for movement of people and goods	Transportation Chapter
Plan for community facilities	Recreational Chapter, Sustainability Chapter
Statement of interrelationship among various plan components.	Organization of the Plan
Short- and long-term implementation strategies	Each chapter contains implementation strategies
Statement that existing and proposed development is compatible with existing and proposed development in adjacent communities and consistent with the County Comprehensive Plan.	Organization of the Plan
Plan for protection of natural and historic resources	Sustainability Chapter
Plan to be reviewed in 10 years	Action items will be reviewed/updated in 10 years
Analysis of all of the elements	Plan developed with Township staff, officials, and community residents.
Adoption process with Bucks County	Document will be provided to County

Appendix I: Image Sources

Image	Source
Image 1	Middletown Township Municipal Center. Middletown Township Website, Government, http://www.middletownbucks.org/government/index.php, Accessed: 20 January 2020.
Image 2	Oxford Valley Mall Apartments Rendering. Cornerstone Tracy, cornerstonetracy.com/portfolio/, Accessed: February 20, 2020
Image 3	Levittown. Source: Everett Historical, Shutterstock.com, Accessed 30 January 2020
Image 4	King of Prussia Town Center Complete. IMC Construction. Published 5 October 2017, https://imcconstruction.com/king-prussia-town-center-complete/. Accessed 24 February 2020
Image 5	Oxford Valley Mall Apartments Rendering. Source: Cornerstone Tracy, cornerstonetracy.com/portfolio/, Accessed: February 19, 2020
Image 6	Goodnoes Corner. Source: Stampfl Associates, "Goodnoe's Corner", https://stampflassociates.com/goodnoes-corner/ , Accessed: 16 January 2020
Image 7	The Station at Bucks County. Source: The Station at Bucks County, Image 10 of 10, Petrucci Residential, https://www.stationatbuckscounty.com/, Accessed: 16 January 2020
Image 8	Foxwood Manor Apartments. Source: NHP Foundation, Foxwood Manor, http://nhpfoundation.org/foxwood-manor/, Accessed: 30 January 2020
Image 9	Traffic congestion on Woodbourne Road. Source: Bucks County Courier Times, "CSX and Middletown fight over traffic stoppages in Bucks County Court" Published: 4 October 2016, https://www.buckscountycouriertimes.com/20ab1486-8685-11e6-9a6c-6b0f04b7c202.html, Accessed 24 February 2020
Image 10	Lancaster Junction Recreation Trail. Source: "Lancaster Junction Recreation Trail", Lancaster County, Pennsylvania, https://co.lancaster.pa.us/279/Lancaster-Junction-Recreation-Trail , Accessed: 16 January 2020
Image 11	Lake Luxembourg. Source: Scenic Bucks County, "Core Creek Park" , http://scenicbuckscounty.com/CoreCreekPark/CoreCreekPark.html Accessed 16 January 2020
Image 12	Delaware Park Bridge. Source: Middletown Township, http://www.middletownbucks.org/community/parks_and_recreation/delaware_park.php, Accessed: 30 January 2020
Image 13	Edgemont/The Jenks Homestead. Source: Jack E. Boucher, photographer - http://hdl.loc.gov/loc.pnp/hhh.pa1989/photos.044942p. Accessed 21 January 2020
Image 14	Welcoming Gateway. Source: Carmel Arts and Design District, "One of four towering gateways, built of brick, stone and steel, greet visitors as they enter the District." http://www.carmelartsanddesign.com/pressmedia/pressmedia.html, Accessed: 16 January 2020
Image 15	Neighborhood Identification Sign. *Source: Township of Middletown 2020 Budget, p. 169*
Image 16	Woodbourne Road Flooding. Source: David Garrett, "Heavy rain closed a number of roads in Bucks County" , Bucks County Courier Times, Published: 16 April 2018 https://www.buckscountycouriertimes.com/photogallery/pa/20180416/news/416009997/PH/1 , Accessed: 16 January 2020
Image 17	Stormwater Management Bump out. Source: Philly Watersheds, "Queen Lane Water Treatment Plant", http://archive.phillywatersheds.org/what_we're_doing/green_infrastructure/projects/QueenLane, Accessed: 16 January 2020
Image 18	Electric Vehicle Charging Station. Isaac Kessler