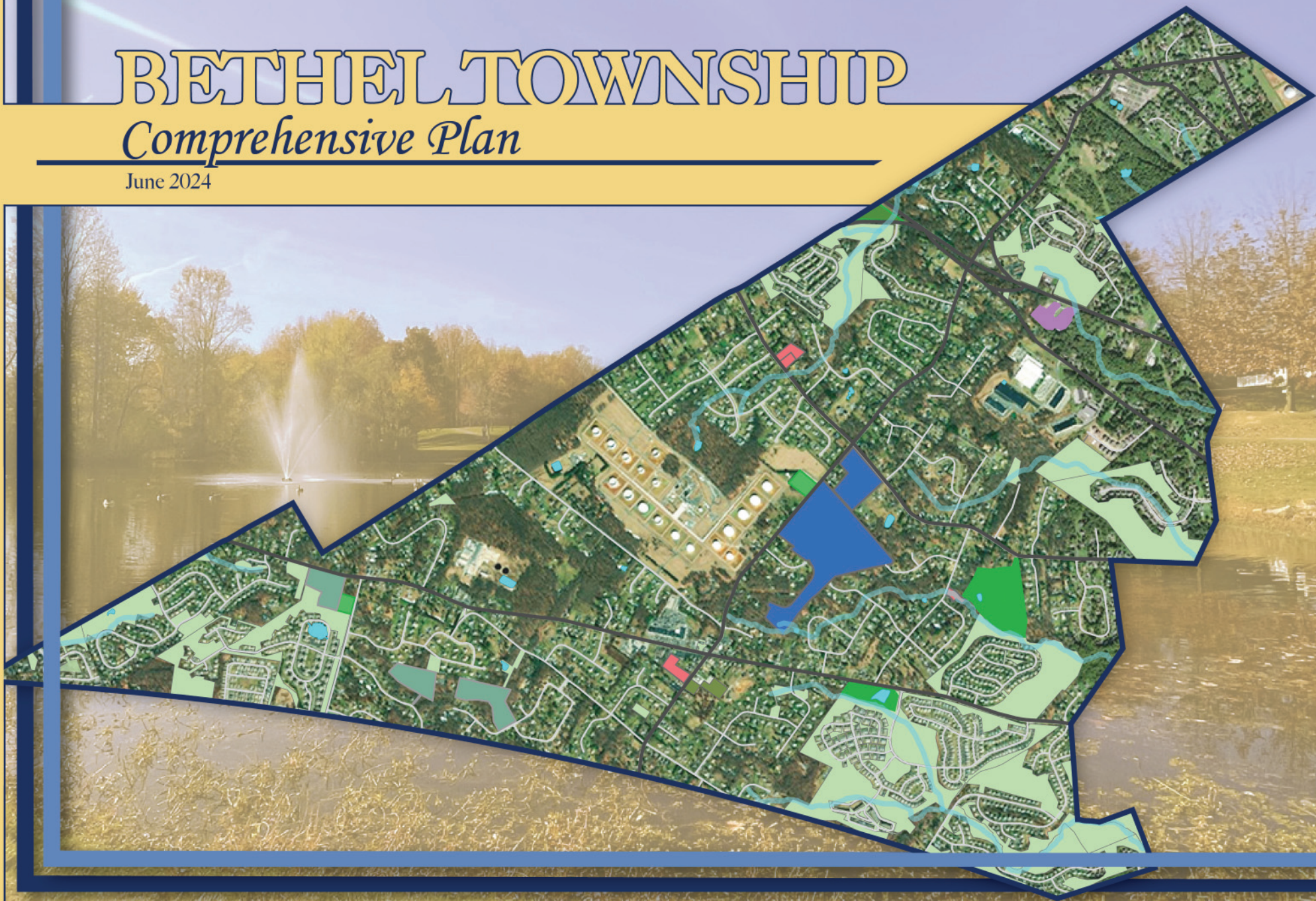


BETHEL TOWNSHIP

Comprehensive Plan

June 2024





BETHEL TOWNSHIP

Delaware County, P.A.

COMPREHENSIVE PLAN STEERING COMMITTEE

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Board of Supervisors Chair

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Bethel Township Resident

GEORGE LINCOLN

Planning Commission Member

ED MILES

Bethel Township Resident

SIMONE COLLINS LANDSCAPE ARCHITECTURE

Comprehensive Planning Consultant



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INTRODUCTION

1



REGIONAL CONTEXT

Bethel Township is located in southern Delaware County, Pennsylvania on the PA – Delaware border. The Township covers 5.4 square miles and is roughly 20 miles from Center City Philadelphia, 52 miles from Trenton, NJ, and 8 miles from Wilmington, Delaware. Bethel Township borders three Pennsylvania municipalities; Upper Chichester Township, Aston Township, and Concord Township, in addition to the Brandywine Census County Division in New Castle County, Delaware.



PLAN PURPOSE

This Comprehensive Plan is an update to the previous Township plan completed in 2006 and is intended to serve as a guiding document that will help inform future development and land use decisions in Bethel Township. This plan will help the Township appropriately manage future growth and potential change in a manner that enhances and protects established positive community characteristics.

This Comprehensive Plan adheres to Act 247 of The Pennsylvania Municipalities Planning Code (MPC), which requires that comprehensive plans address the following topics:

- Stated goals and objectives for future development
- Plan for future land use
- Plan for current and future housing needs
- Plan for transportation of both people and goods
- Plan for community facilities
- Interrelationships of plan components
- Short- and long-term implementation strategies
- General congruency of development goals with adjacent municipalities and overarching County plans
- Plan for the protection of natural and historic resources

HISTORIC OVERVIEW

Originally home to Lenni-Lenape Native Americans, Bethel Township was settled by European Quakers in 1683 and was the smallest of the original townships of Chester County. In 1789, the Township was incorporated into Delaware County with a population of approximately 222 as of the 1790 census and grew modestly throughout the 18th and 19th centuries. The Township attracted industry in 1879 in the form of garnet mines, the genesis of the Garnet Valley region namesake. The Township grew steadily beginning in the early 1900s and would experience its greatest growth between 1990 and 2000, when the population nearly doubled. An 1819 relic of the Township's agrarian past, Booth Farm is listed on the National Register of Historic Places.

PLAN IMPLEMENTATION

The recommendation priorities described in Chapter 5, as established by the Township and Steering Committee and informed by citizen voices, will determine short- and long-term implementation strategies. The success of these strategies will be dependent upon coordination between the individuals and organizations responsible for their implementation. This plan identifies funding sources and potential partners that can assist the Township in achieving its planning goals and objectives.



Above: Booths Farm

Below: Garnet mining in Bethel Township in the late 1800s.
Source: Mary and Reece Thomas collection



1959 DVRPC aerial imagery showing the agricultural legacy and rural nature of Bethel, whose population was 1,834 in 1960.

On the next page is a 1990 DVRPC aerial showing several changes in the land use including significant growth in residential development, as the Township population had nearly doubled to 3,330 from 1960 numbers. Agricultural land uses have nearly vanished, the majority of which has reverted to its natural state.







PLANNING CONTEXT: EXISTING CONDITIONS

2



DATA COLLECTION

The data used to inform this comprehensive plan was obtained from various source materials, including:

- Bethel Township,
- United States Census Bureau,
- Previous planning studies from both municipal and county levels,
- Field reconnaissance conducted by the consultant.

Geographic Information System (GIS) mapping software was used to generate field analysis maps using shapefile data made publicly available by various government agencies and planning-oriented organizations.

PUBLIC PARTICIPATION

Public input is integral to a successful planning process that results in a comprehensive plan that is representative of community interests and needs. The consultant team engaged the local community in a robust public participation process in which the public provided valuable feedback on both existing and desired future conditions.

The public was given several opportunities to voice their thoughts and opinions through both public meetings and an online survey. Information gained from these sources was incorporated into this plan where appropriate.

	Meeting Title	Meeting Date
2023	Comprehensive Plan Committee Meeting #1	Thursday, February 23
	Comprehensive Plan Public Meeting #1	Wednesday, May 17
	Comprehensive Plan Committee Meeting #2	Thursday, June 15
2024	Comprehensive Plan Committee Meeting #3	Thursday, October 12
	Comprehensive Plan Committee Meeting #4	Thursday, February 15
	Comprehensive Plan Public Meeting #2	Thursday, March 14
	Board of Supervisors Meeting #1 - Draft Plan	Tuesday, May 14
	Draft Plan Review	June - July
	Board of Supervisors Meeting #2 - Final Plan	Tuesday, August 13



PROJECT MEETINGS

Brief summaries of all meetings are listed below. Attendance lists, key person interview transcripts, and meeting minutes for all meetings can be found in the Appendix.

Comprehensive Plan Committee Meeting #1 February 23, 2023

The consultant team gave a brief introductory presentation to the committee before leading a brainstorming session to gather goals, facts, and concepts.

Comprehensive Plan Public Meeting #1 May 17, 2023

The consultant team introduced the project to the community, provided an overview of the comprehensive plan process, and reviewed preliminary inventory, data, and analysis. The consultants then led a brainstorming session to gather goals, facts, concepts, and potential partners.

Comprehensive Plan Committee Meeting #2 June 15, 2023

The consultant team presented additional data and analysis, initial responses to the public opinion survey, possible opportunities, and engaged in discussion with the committee.

Comprehensive Plan Committee Meeting #3 October 12, 2023

The consultant team presented analysis focusing on housing, economic development, community services, transportation, land use, and zoning. Initial recommendations were discussed.



Comprehensive Plan Committee Meeting #4 February 15, 2024

The consultant team presented updated survey results, additional analysis, a high-level review of the contents of the Draft Plan, a preview of the Draft Plan layout, and an overview of available funding sources.

Comprehensive Plan Public Meeting #2 March 14, 2024

The consultant team presented updated survey results, additional analysis, and a preview of the Draft Plan.

Board of Supervisors Meeting #1 (Draft Plan) May 14, 2024

The consultant team presented a draft of the comprehensive plan to the Board and gathered feedback.

Board of Supervisors Meeting #2 (Final Plan) August 13, 2024

The consultant team presented the final comprehensive plan to the Bethel Township Board of Supervisors.

KEY PERSON INTERVIEWS

The consultant team conducted interviews with key individuals and organization representatives who have knowledge, experience, and specific interests in advancing Bethel Township comprehensive planning goals.

Bethel Township

- Marco Agostini, Finance Director
- Peter Barsz, Treasurer
- Matthew Houtman, Engineer
- Steve Wasylszyn, Zoning Officer

Township Emergency Management

- Bruce Egan, Administrative Director
- Ray Stiles, EMS Coordinator

Township Police Department

- John Egan, Police Chief
- John McCarthy, Police Lieutenant

Township Fire Company and Highway Department

- Jeffrey Kane, Fire Chief
- Brett Small, Deputy Fire Chief, Roadmaster

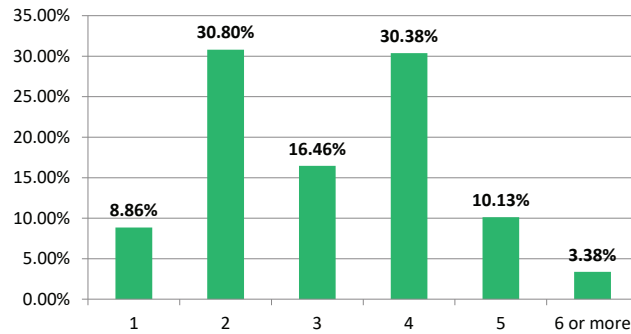
Delaware County Planning Department

- Rebecca Ross, Principal Planner
- Tom Shaffer, Community and Regional Planning Manager

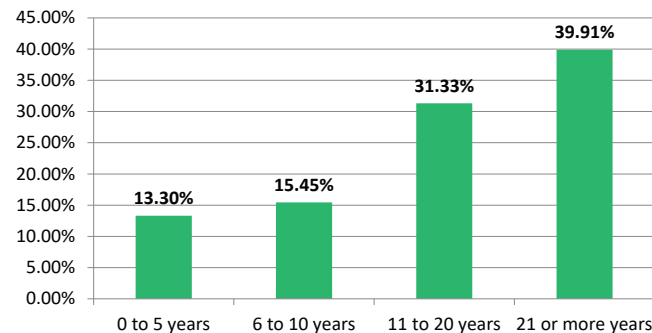
ONLINE SURVEY

An online survey was developed by the consultant team and distributed to the public to gather opinions and ideas towards the new plan, in addition to supplemental demographic data. The survey was open from March 2023 through February 2024 and received 243 responses. Key questions are presented below, and the complete survey with response data is included in the appendix.

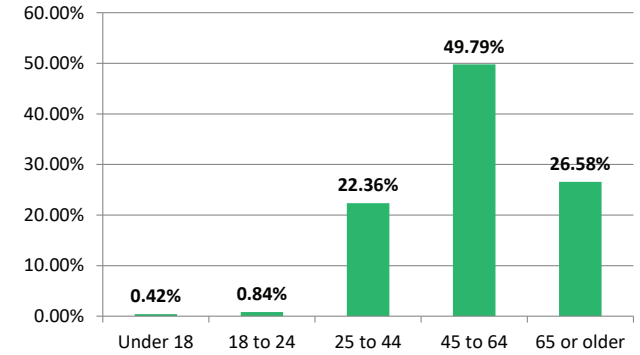
How many people currently live in your household?



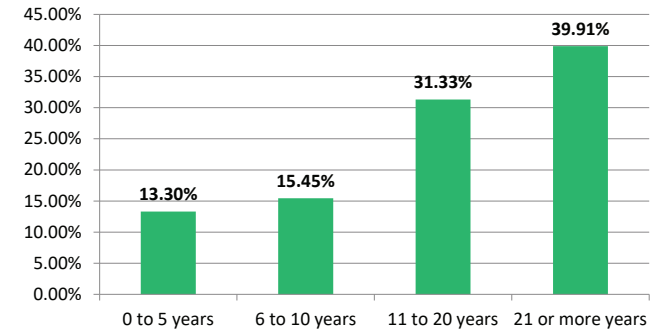
If you live in Bethel, how long have you lived in the Township?



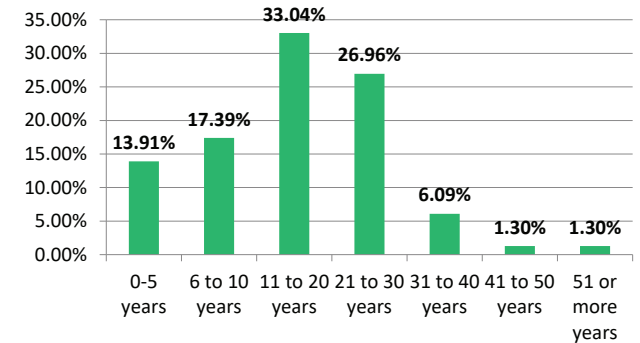
What is your age?



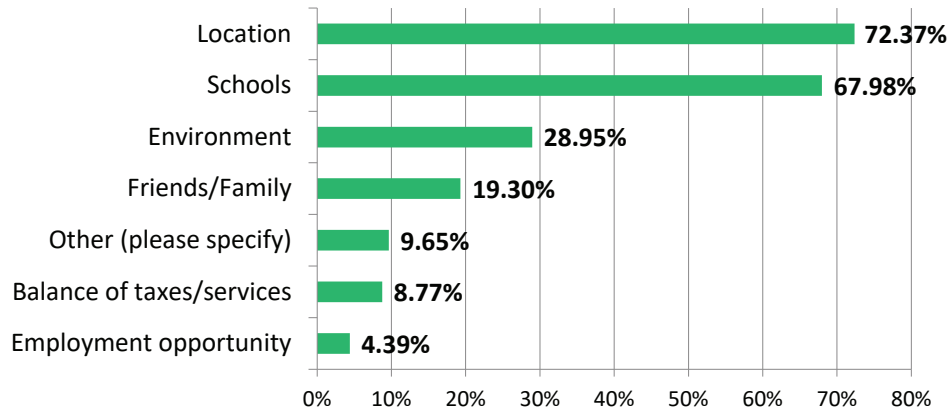
If you live in Bethel, how long have you lived in the Township?



How long have you lived at your place of residence?

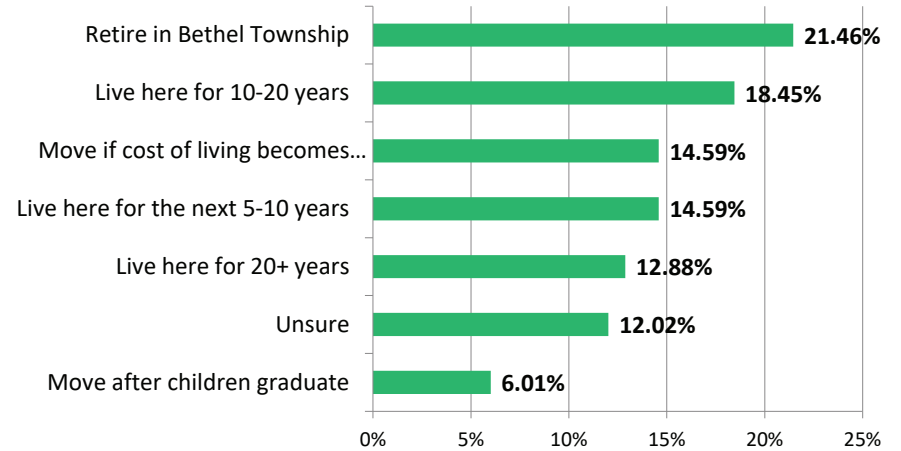


If you are a resident of Bethel Township, which of these influenced your decision to move here? (Please check all that apply.)

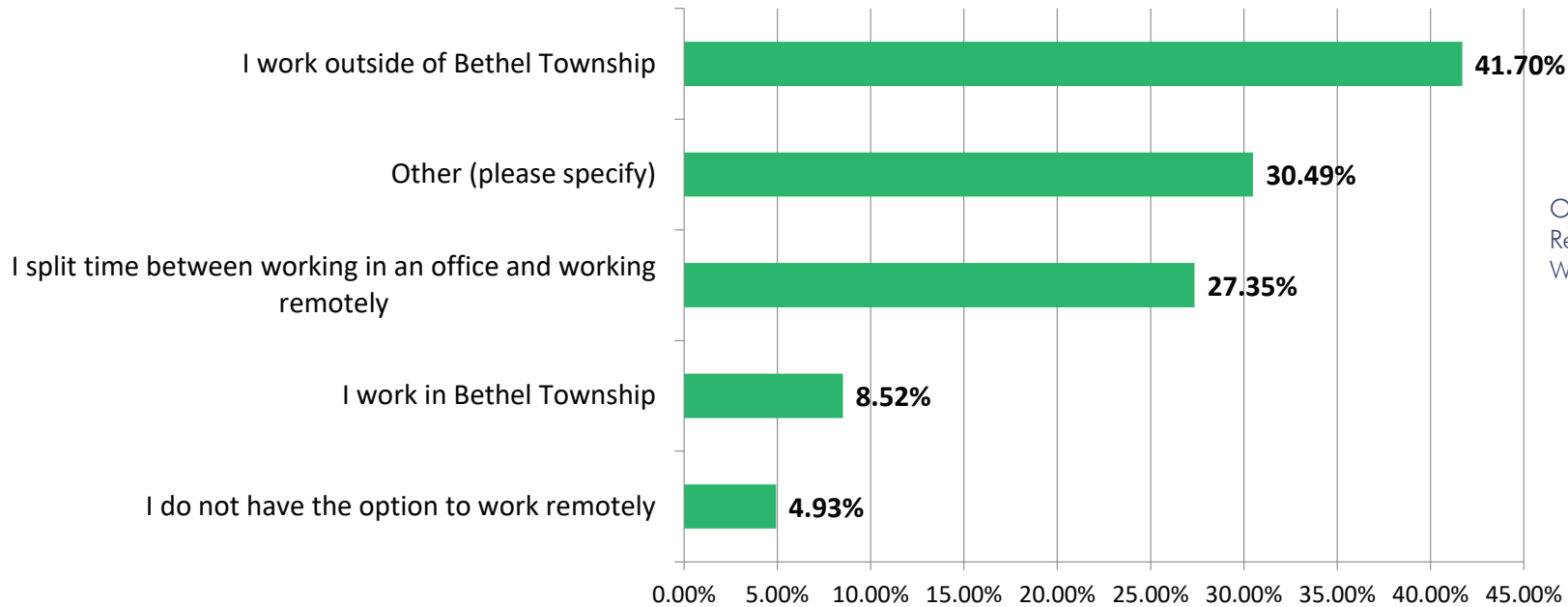


Other options include: 55+ Community, Lifelong resident, Open space

If you are a resident of Bethel Township, what are your long-term plans?

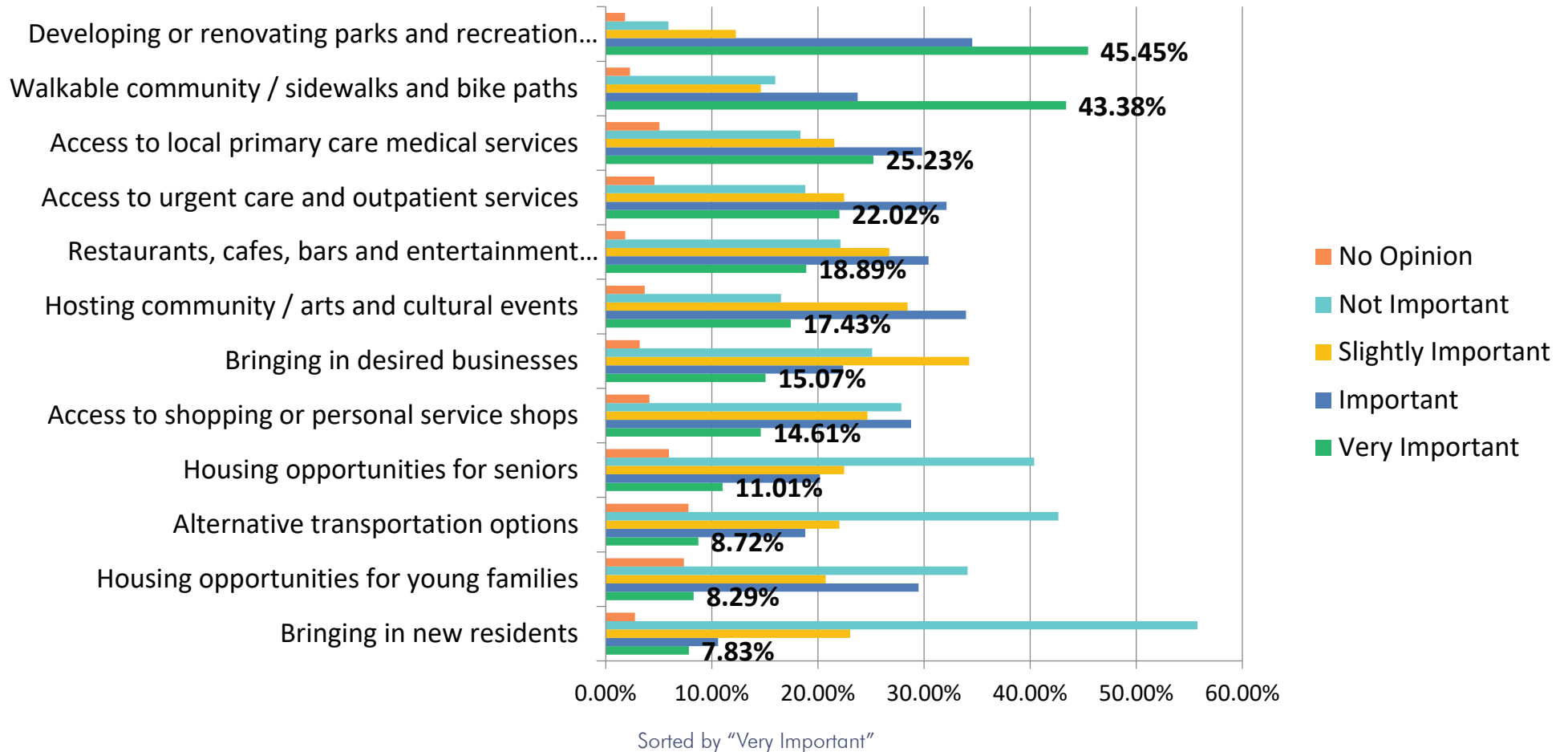


Where do you currently work from? (Please check all that apply.)

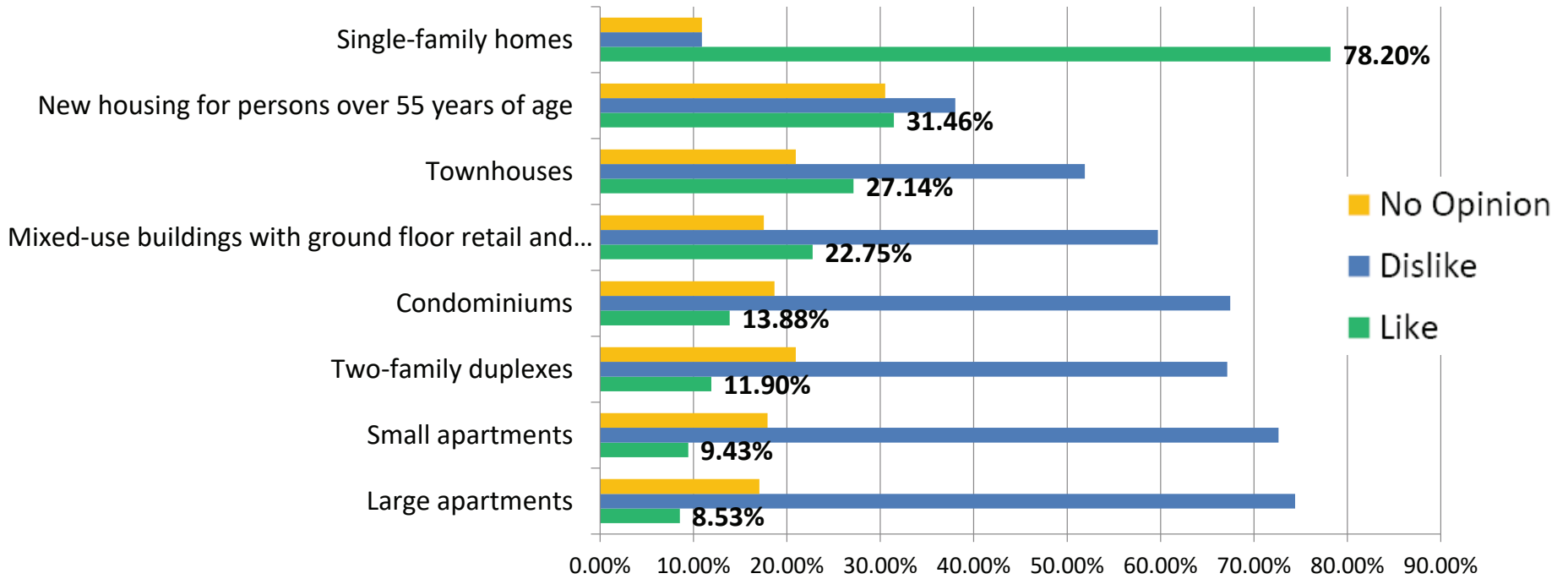


Other options include:
Retired
Work remotely part-time

Thinking about land use planning in Bethel Township, how important to you is each of the following issues?

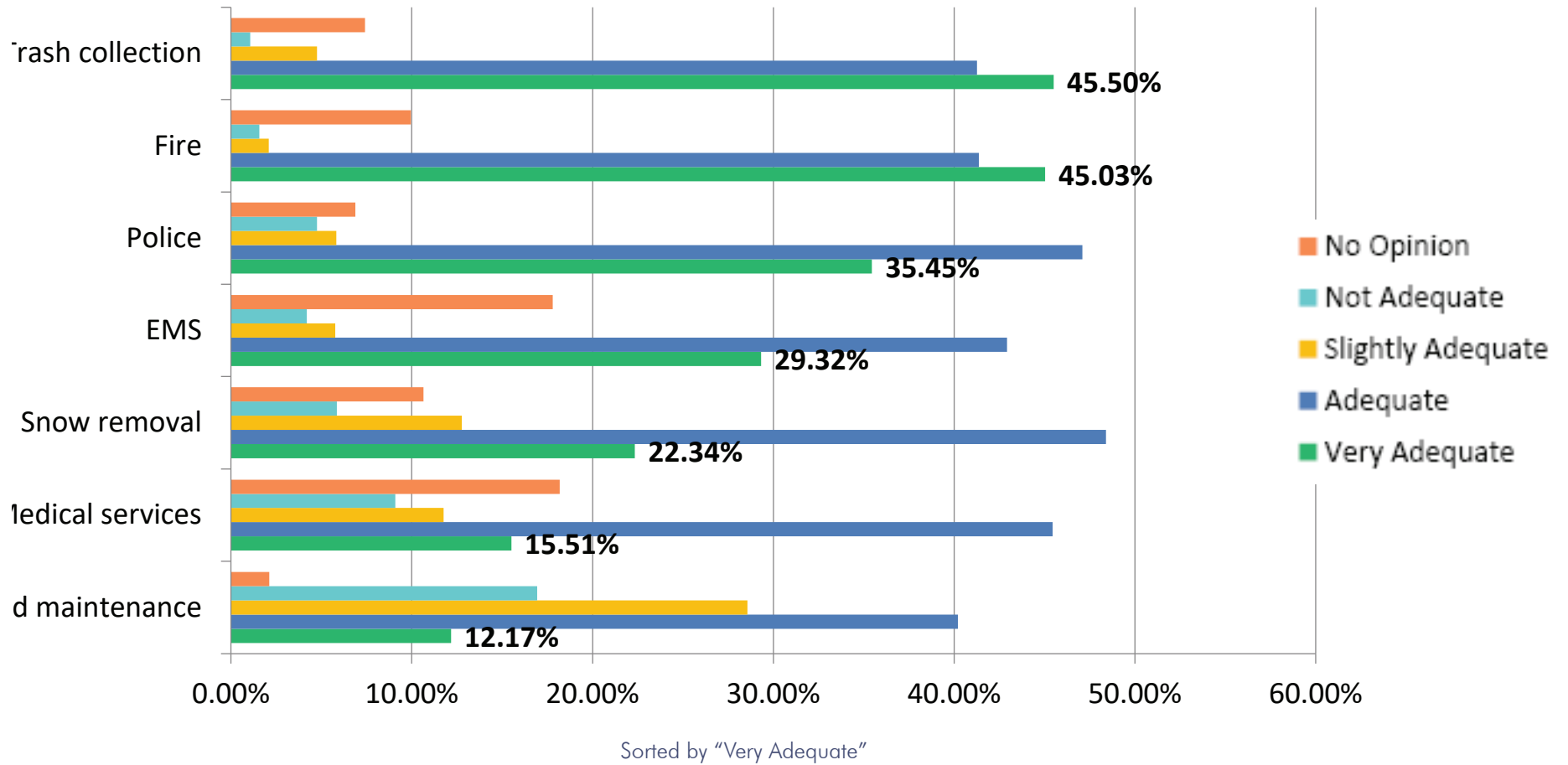


Which of the following specific types of housing would you like to see in Bethel Township?

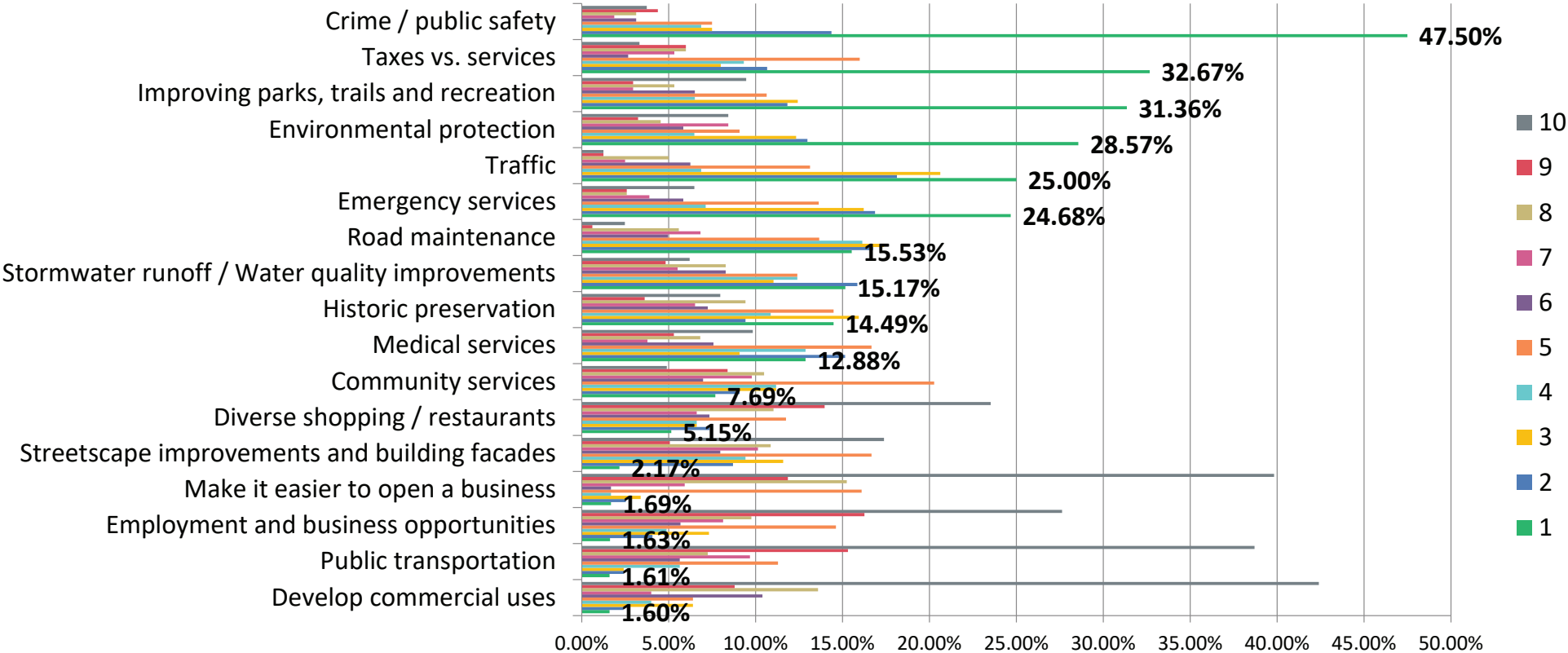


Sorted by "Like"

How adequate do you find the following services in the Township?

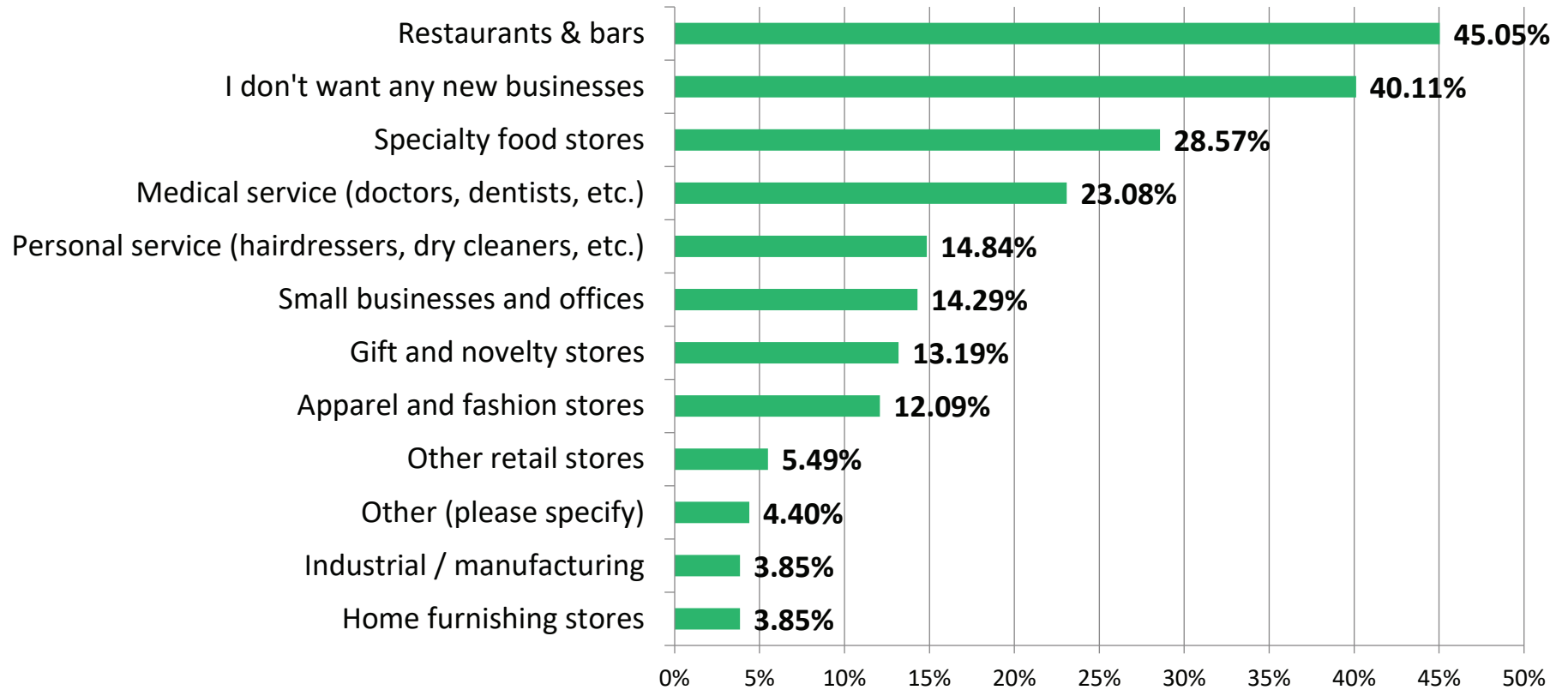


Rank from 1 to 10 the top priorities for Bethel Township. Please rank each of the following according to the scale (1=High Priority, 10=Low Priority).



Sorted by "1 = High Priority"

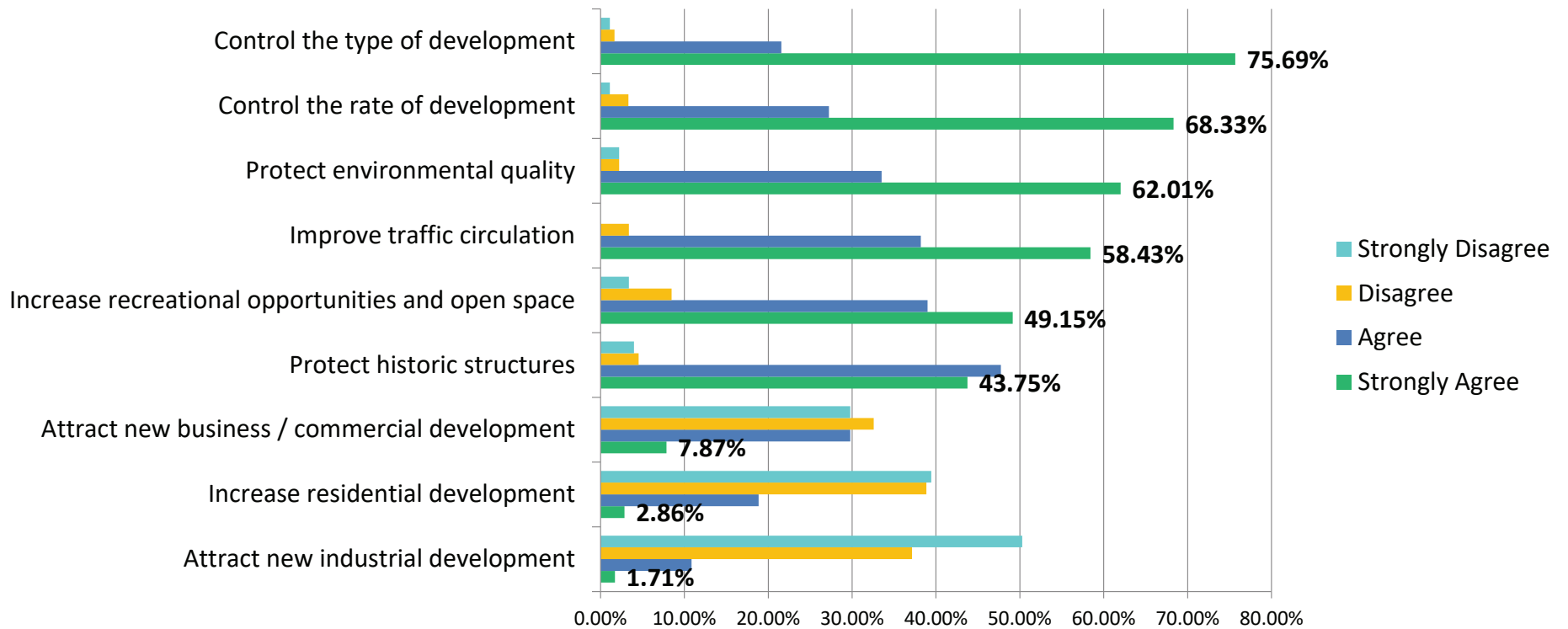
What types of new businesses should Bethel Township seek to attract? (please check all that apply)



Other options include: Keep as a small community, focus on preserving open space and environment, things for kids and young families.

73 people don't want new businesses and 109 people want new businesses.

Over the next 10 years, Bethel Township should try to:



Sorted by "Strongly Agree"

EXISTING PLANNING DOCUMENTS REVIEW

The consultant team reviewed and referenced the following existing planning documents during the Bethel Township Comprehensive Plan process.

2006 Bethel Township Comprehensive Plan

Bethel Township's previous comprehensive plan outlines goals and objectives concerning community character, natural resources, community facilities and services, open space preservation, transportation, land use, housing, historic preservation, finances, and planning and coordination. This document was referenced to evaluate previous goal progress and inform future goals and objectives.

2015 Delaware County Open Space, Recreation and Greenway Plan

This plan was reviewed to ensure that proposed Township open space, recreation, and greenway recommendations were congruent with County goals.

Delaware County 2035 Comprehensive Plan

All 5 components of Delaware County's 2035 Comprehensive Plan were reviewed to ensure Bethel Township's planning goals contributed to County goals. Included documents addressed land use framework, economic development, transportation, historic preservation, and housing.

DVRPC Connections 2050

This document provides long-range planning recommendations for the greater Delaware Valley Region concerning environmental resource protection, equity, quality of life, housing, economic development, and transportation.

Delaware County Natural Heritage Inventory

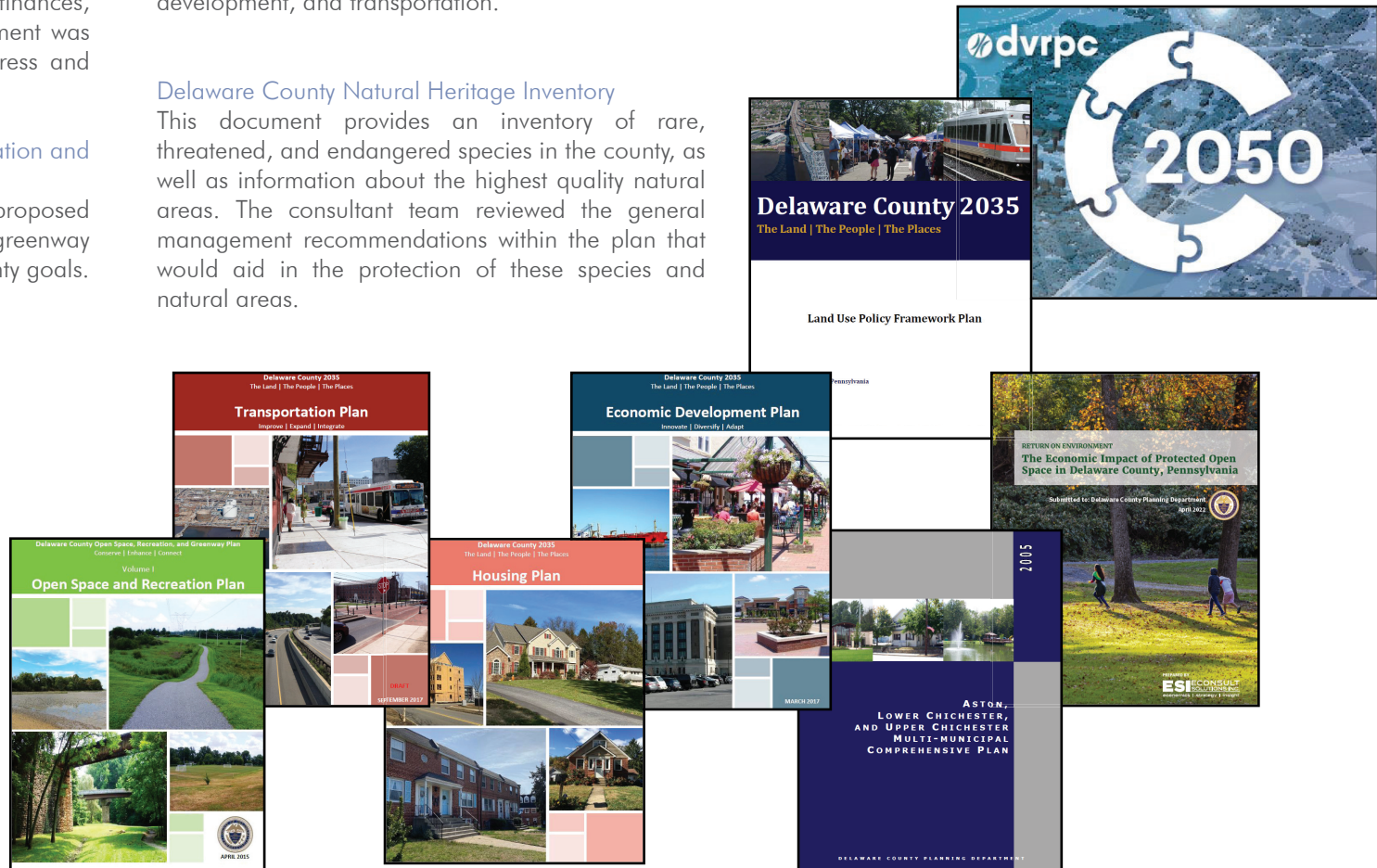
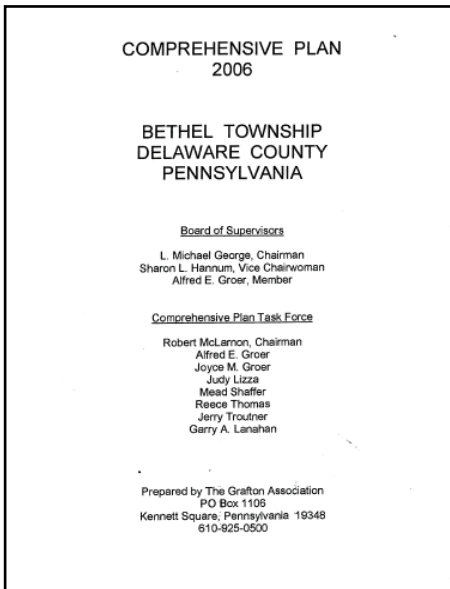
This document provides an inventory of rare, threatened, and endangered species in the county, as well as information about the highest quality natural areas. The consultant team reviewed the general management recommendations within the plan that would aid in the protection of these species and natural areas.

Delaware County Return on Environment Study

This document provided the consultant team with valuable information regarding the economic benefits of open space preservation in Delaware County, as well as benefits resulting from environmental services and direct use.

Adjacent Municipal Comprehensive Plans

The comprehensive plans of municipalities adjacent to Bethel Township (Concord, Aston, and Upper Chichester) were reviewed to identify opportunities for coordination towards mutually beneficial goals.



TOWNSHIP ZONING AND SALDO

Zoning ordinances are laws that regulate land uses by determining which uses are permitted in specific locations, with associated requirements and limits, such as: size, height, impermeable coverage, setbacks/buffers, building density, intensity of land uses, and protection of natural and historic resources.

A Subdivision and Land Development Ordinance (SALDO) determines municipal design standards, procedures, or other requirements that all developments within the Township must adhere to.

Bethel Township adopted an updated zoning ordinance in 2008, and the most recent amendment to the Township’s SALDO was added in 2021. During the comprehensive planning process, the consultant team reviewed the existing allowed uses in zoning districts and identified opportunities to introduce new or missing uses, particularly in commercial and residential districts. The consultant team also reviewed existing streetscaping and public realm requirements. Recommendations concerning this analysis is discussed further in Chapter 4.

The existing C-1 zoning district, most notably Booth’s Corner, currently allows the following uses: restaurants, personal service shops, retail service, retail store < 10,000sf, office or studios, banks, automatic self-service laundry, and motor vehicle service and fuel stations.

The existing R-1 zoning district allows for single-family detached dwellings and municipal uses, as well as educational, religious, philanthropic, medical, and agricultural uses by special exception.

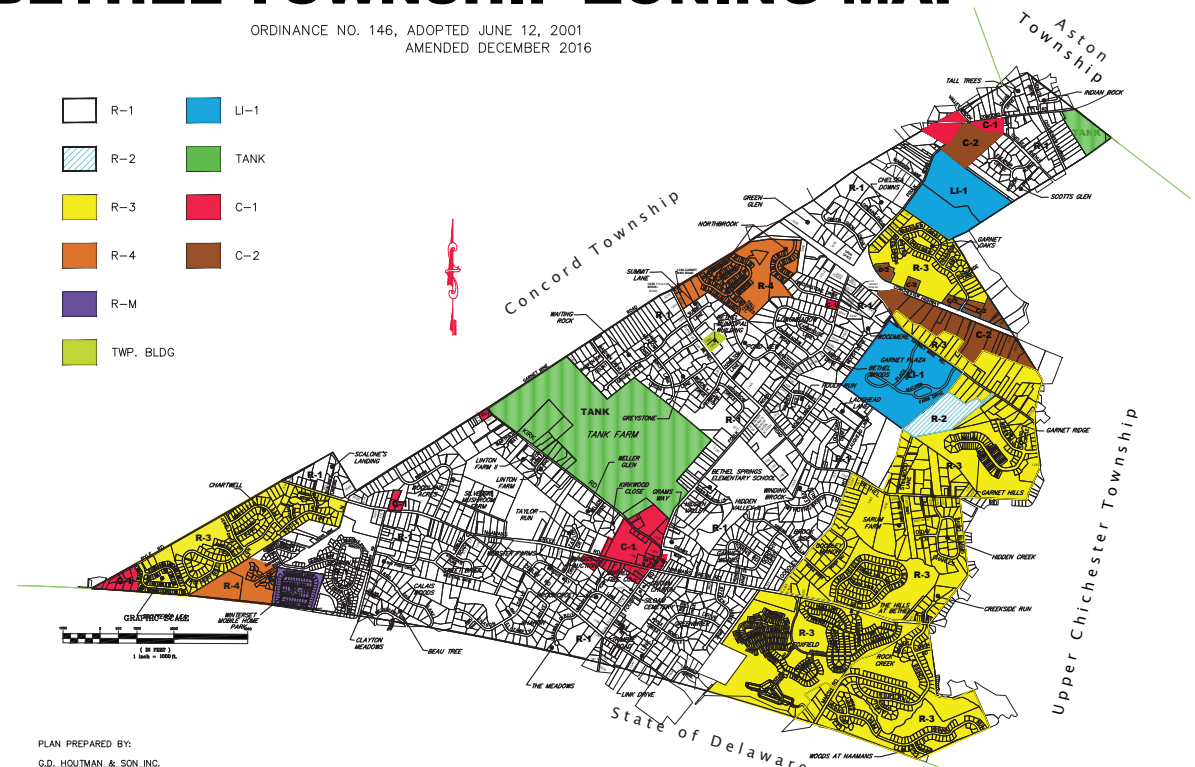
The existing R-3 zoning district allows for all uses in the R-1 district, but expands the residential uses to include single-family semi-detached homes and single-family attached homes as townhouses. The R-3 district provides provisions for open space requirements.

The R-4 zoning district provides for denser residential development than the R-1 and R-3 by allowing for low-density multi-family dwellings and two-family detached/semi-detached dwellings.

Existing streetscaping standards require subdividers to provide streetlighting and street trees for planned residential developments.

BETHEL TOWNSHIP ZONING MAP

ORDINANCE NO. 146, ADOPTED JUNE 12, 2001
AMENDED DECEMBER 2016



PLAN PREPARED BY:
G.D. HOUTMAN & SON, INC.
139 E. BALTIMORE PIKE
MEDIA, PA 19063

BOARD OF SUPERVISORS
MICHAEL DAVEY, CHAIRPERSON
JEAN STOVER, VICE CHAIRMAN
STACY LANGIN, MEMBER
MARK KOEHLER, MEMBER
ALEX GRIBALDI, MEMBER

G.D. HOUTMAN & SON, INC.
CIVIL ENGINEERS—LAND SURVEYORS

DEMOGRAPHIC DATA

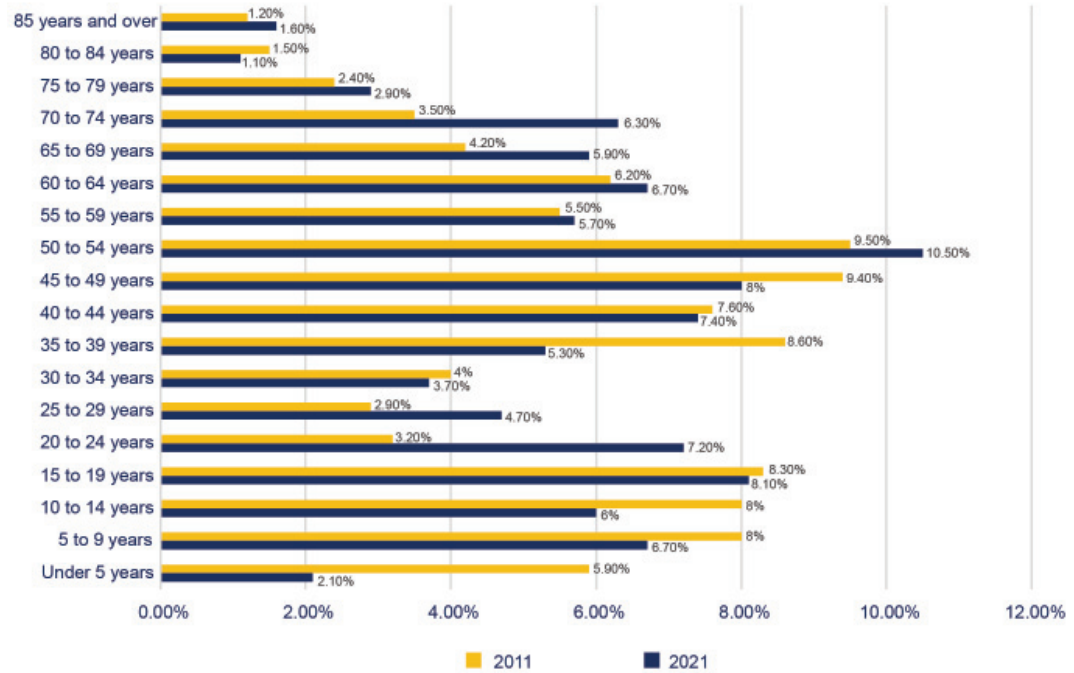
POPULATION

As of the 2020 Decennial Census, the total population in Bethel Township was 9,574, which is roughly half the size of neighboring municipalities. Population forecasts published by the Delaware Valley Regional Planning Commission (DVRPC) project ~2% population growth by 2050, to 9,750 people.

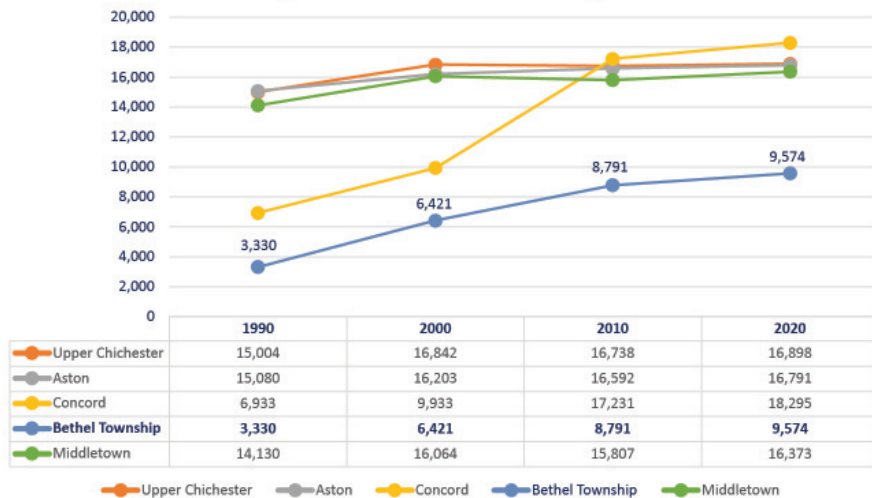
Bethel Township population measured by age reveals significant aging of the population, as the 60+ year old cohort grew by 700 people between 2011 and 2021, a 30% increase. This aging is further shown by a rise in the median age, from 40.7 to 44.2.

There were some shifts in racial composition of the Township between 2010 and 2020, most notably an 8.6% drop in the White population, Asian population nearly doubling from 6.1% to 11.9%, and those identifying as Two or More Races rising from 1% to 3.3%.

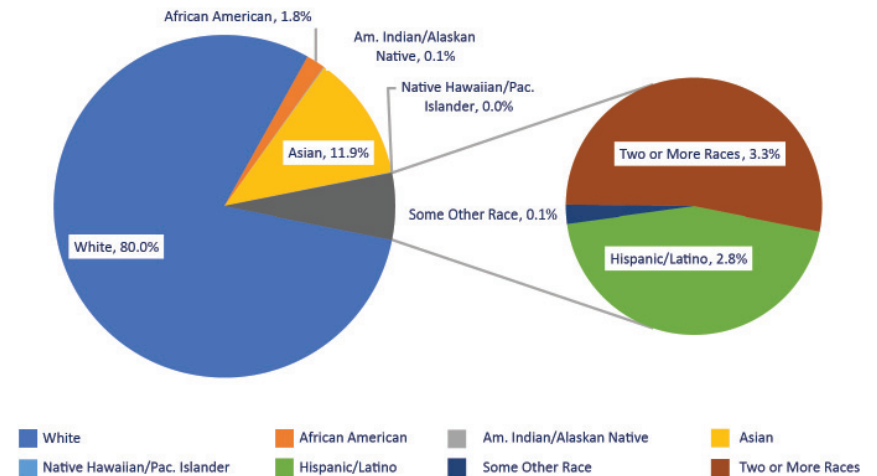
Population By Age
Bethel Township 2011 vs. 2021



Regional Population Comparison
(1990 - 2020 Decennial Census)



Bethel Township Racial Composition 2020

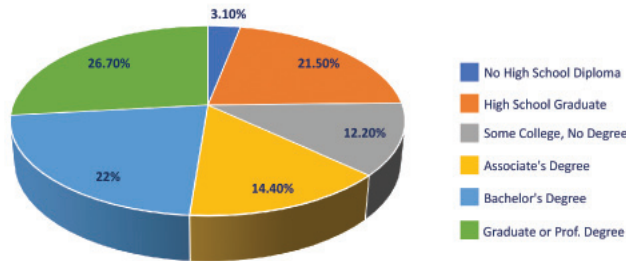


INCOME, EDUCATION, EMPLOYMENT, AND COMMUTING

Bethel Township residents have enjoyed significant gains in median household income, as the value grew from \$109,453 in 2010 to \$145,662 in 2020, outpacing the growth experienced by Delaware County. Despite this prosperity, the percentage of the population living below the poverty level grew marginally from 2% in 2012 to 2.1% in 2021.

Bethel residents are highly educated. Of all residents over 25 years old, 96.9% have at least a high school diploma, 48.7% have at least a bachelor's degree and 26.7% have a graduate degree or higher.

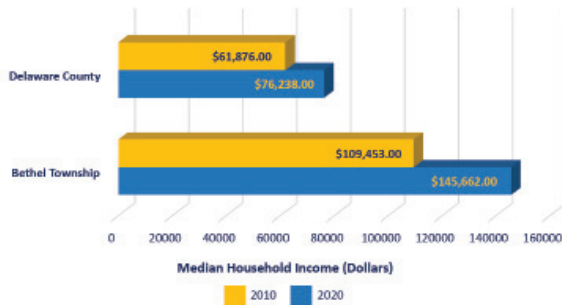
**Educational Attainment (Residents over 25 years old)
Bethel Township 2021**



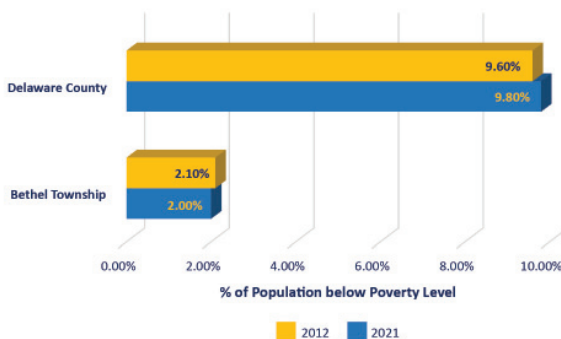
As of 2021, the civilian employed population aged 16+ totaled 5,195 people across a diverse range of industries. In 2021, the top 3 industry categories within Bethel Township were Education/Health Care/Social Work (25% of workforce), Professional/Scientific/Management/Admin/Waste Management (14% of workforce), and Finance/Insurance/Real Estate (13.3% of workforce).

Across all industries, 58% of occupations are categorized as management/business/science/art, 23.6% are sales and office, 7.4% are service, 7.1% are production or transportation, and 3.9% are natural resource, construction, and maintenance occupations.

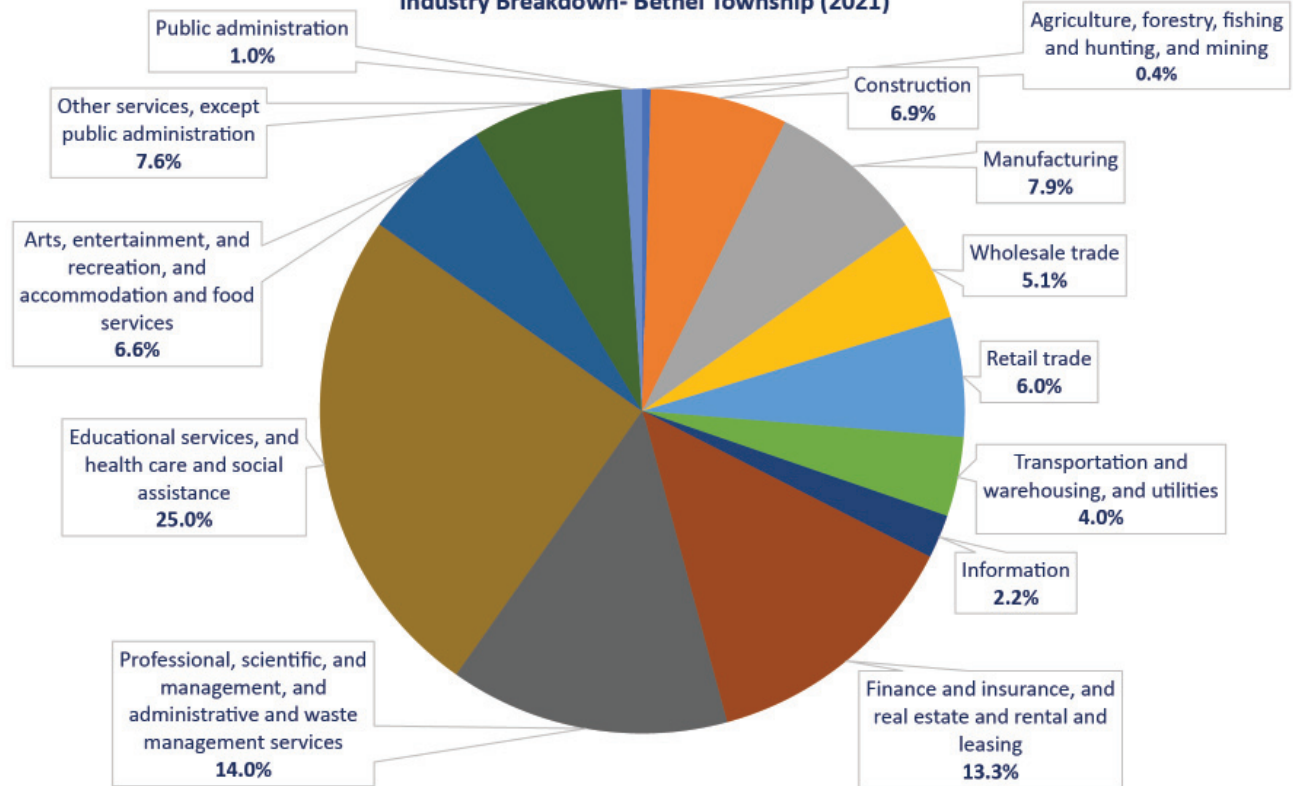
**Median Household Income
2010 - 2020**



**Poverty Rate
2012 - 2021**



Industry Breakdown- Bethel Township (2021)

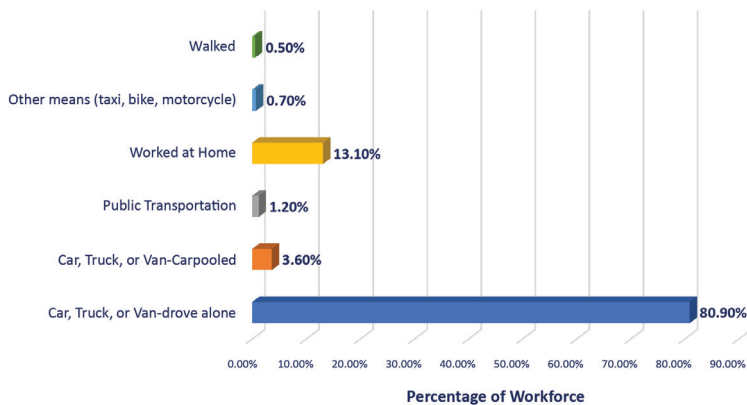


The U.S. Census OnTheMap Inflow/Outflow analysis tool provides valuable commuter data. In 2021, 1,160 people lived outside the Township and commuted to work in Bethel, 128 people both lived and worked in Bethel, and 4,645 people lived in Bethel but commuted to work outside of the Township.

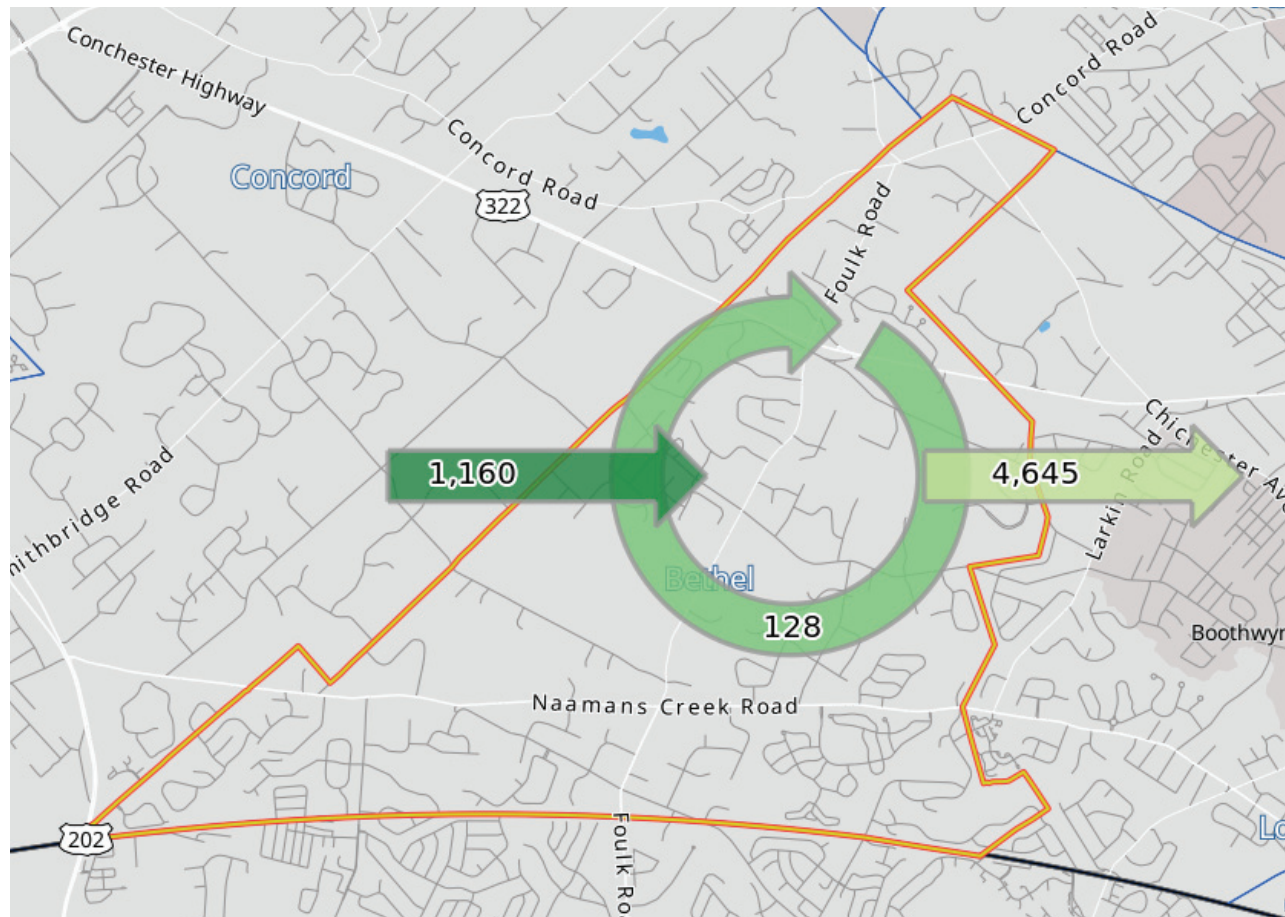
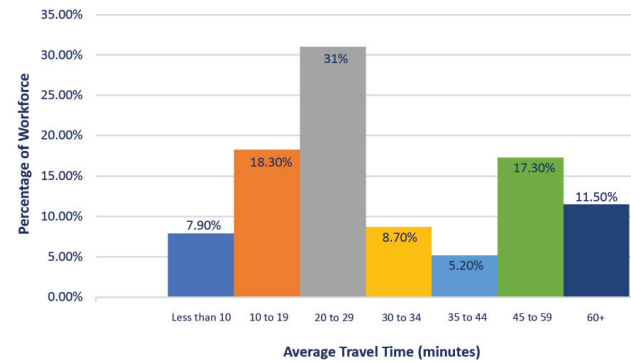
Philadelphia (14.6%) and Wilmington (4.9%) were the top destinations of all commuting Bethel residents. People commuting to jobs in Bethel Township most often came from Philadelphia (6.1%), Chester City (3%), or Wilmington (1.6%).

80.9% of all commuters chose to do so by driving alone, a much higher share than that of Delaware County (62.6%). The suburban nature of Bethel Township demands car dependency, which is further reflected in the number of vehicles available by household. In 2021, 97% of workers aged 16+ in households had 2 or more vehicles available (37.3% had 2 and 59.8% had 3+ vehicles). 42.7% of the workforce travels at least 30 minutes to work with median travel time for all employed Bethel residents being 33 minutes.

**Commuting Method
Bethel Township 2021**



**Travel Time to Work
Bethel Township 2021**



U.S. Census OnTheMap: 2021 Bethel Township Commuters

HOUSING

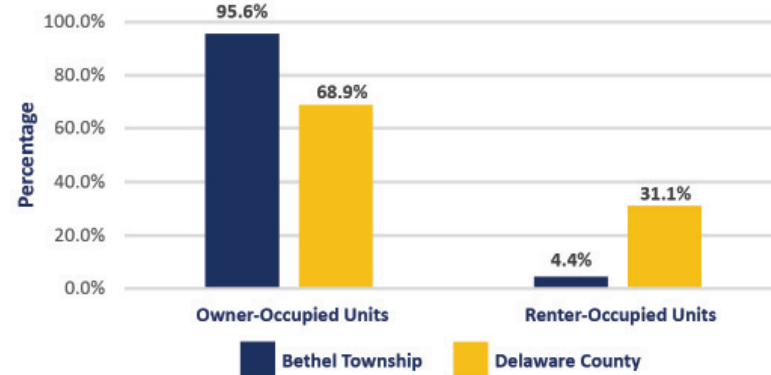
Bethel Township has strong occupancy statistics, with 95% occupied units (3,148) of a total 3,315 housing units. Despite the vacancy rate growing from 1.7% (49 units) in 2011 to 5% (167) in 2021, Bethel Township added 480 housing units during that same time period.

Home-ownership remains very strong despite a modest decline since 2011. 95.6% of occupied housing units are owner-occupied, down from 98.3% in 2011, with an average of 3 persons per household. 4.4% of occupied housing units are renter-occupied, up from 1.9% in 2011, which an average of 1.87 persons per household.

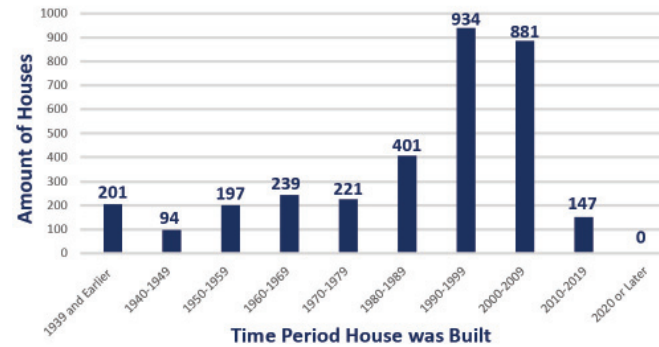
These values far outpace Delaware County, which had a 2021 vacancy rate of 7.3%, home-ownership rate of 71.3% and renter-occupied share of 28.7%.

1990-2009 saw largest share of housing and population growth, with 55% of the current housing stock being built during the period and 52.5% of householders (as of 2021) moving in.

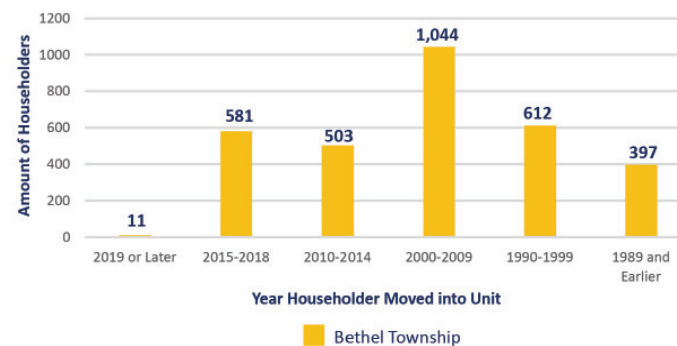
Owner-Occupied vs. Renter-Occupied Units (2021)



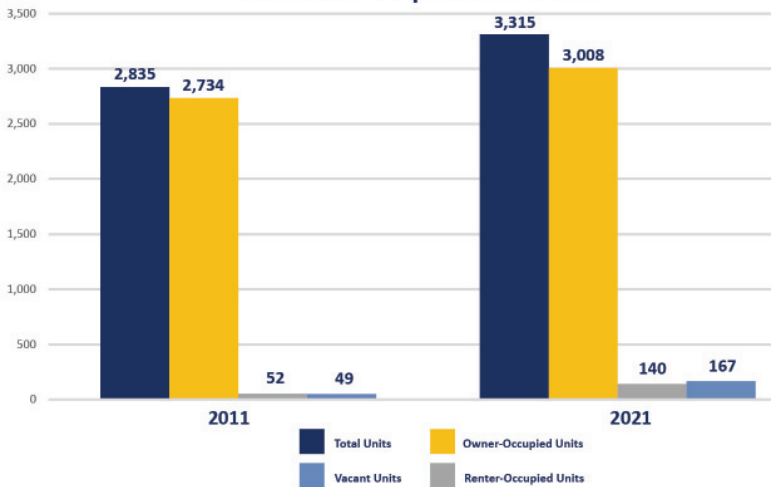
Age of Housing Stock - Bethel Township



Housing Tenure - Bethel Township



Housing Units Bethel Township 2011 vs. 2021



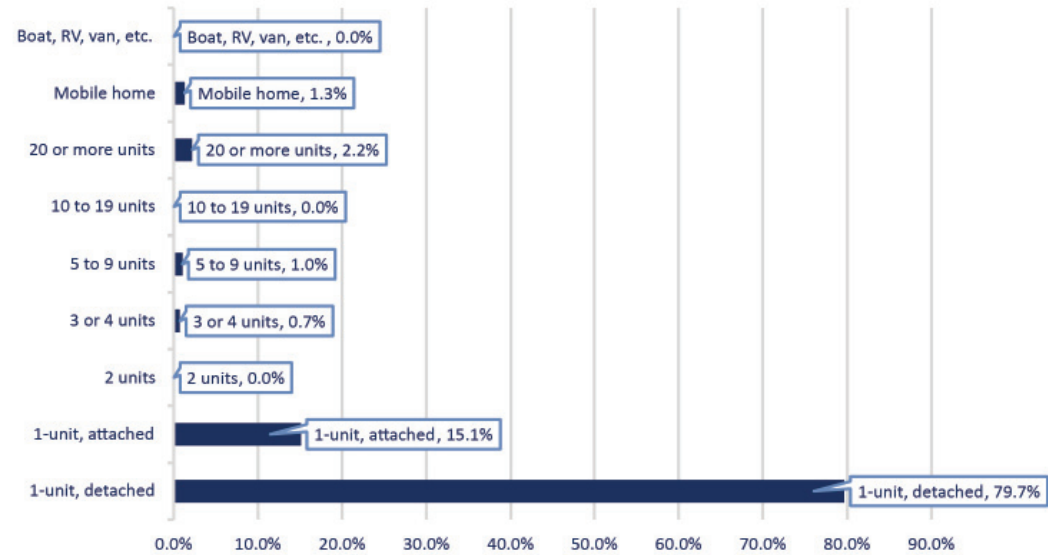
In 2021, the median housing price for owner-occupied units in Bethel was \$423,300, nearly double both State and National values of \$222,300 and \$244,900, indicating a strong and valuable housing market.

The rental market in Bethel followed a similar trend, with a median housing rent of \$1,974 compared to State and National values of \$1,036 and \$1,163 respectively.

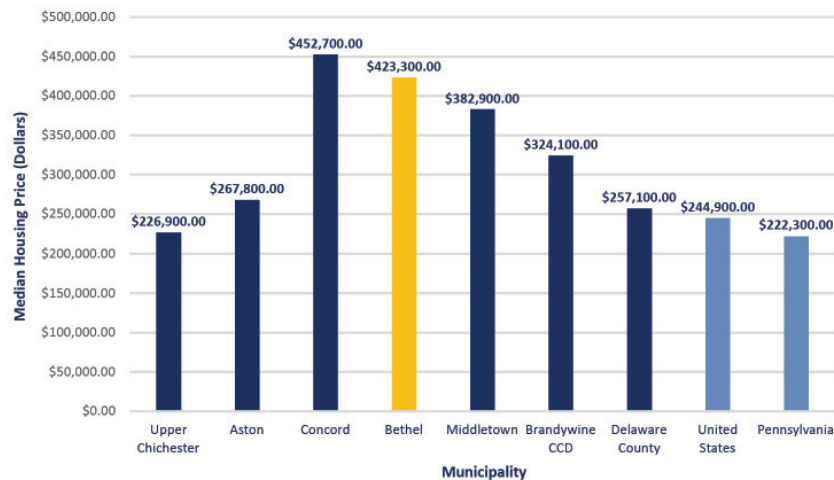
Both median housing/rental price in Bethel was comparable to several neighboring municipalities like Middletown and Concord, but far exceeded Upper Chichester, Aston, and Delaware County as a whole.

The vast majority of the Bethel Township housing stock consists of 2,641 detached single-units (79.7%) and 500 attached single-units (15.1%). The remaining 5.2% consists of multi-family housing - there are 24 3-to-4 unit structures (.7%), 34 5-to-9 unit structures (1%), and 73 20+ unit structures (2.2%). Additionally, the Township hosts 43 mobile homes, consisting of 1.3% of the total housing units.

**Units in Structure
Bethel Township (2021)**



Median Housing Price (Owner-Occupied Estimates)



Median Housing Rent (2021)



ANALYSIS HOUSING

Forecasted Housing Need and Recent Development
234 housing units have been proposed in Bethel Township since 2009, of which 76 have been successfully built, 21 are in construction, and 137 have not been built.

The table to the right estimates how many housing units will be needed to absorb forecasted population growth and subsequent housing demand in 2050. Using both current and forecasted DVRPC/Census data, an estimated number of housing units remaining to be built by 2050 can be determined. Using the 2021 value for average household size of 2.99 and assuming a historical margin of error between .1 and .2, a conservative estimated average household size of 2.75 is used to approximate that 377 housing units would need to be built by 2050.

Assuming all 158 units planned/in development are completed and all 167 vacant units become occupied, Bethel Township should have enough housing stock (325 units) to absorb the population growth projected by DVRPC in 2050. Assuming that vacant units remain unoccupied, Bethel Township would need to produce 220 housing units.

While these values are not an exact match, it should be noted that there are many variables that could increase or decrease both housing demand and population growth. Additionally, some housing units may be occupied by non-household occupants.

The past few years has seen an marginal amount of residential units proposed in Bethel Township and adjacent municipalities of Aston, Concord, and Upper Chichester. Bethel has seen 28 residential units proposed since 2019.

Bethel Township	
2050 Forecasted Population <i>Source: DVRPC</i>	9,750
2050 Forecasted Group Quarters Population (2021 value = .55%) <i>Source: U.S. Census Bureau</i>	54
2050 Forecasted Household Population (Forecasted population minus forecasted group quarters population)	9,696
Average Household Size <i>Estimated</i>	2.75
2050 Forecasted Number of Households (Forecasted household population divided by average household size)	3,526
Estimated Total Number of Housing Units Needed by 2050 (Forecasted number of households plus the number of forecasted vacant units) (2021 value = 5%)	3,692
2021 Total Number of Housing Units <i>Source: U.S. Census Bureau</i>	3,315
Estimated Number of Housing Units Remaining to be Built by 2050 (Total estimated number of housing units minus housing units built as of 2021)	3,692 - 3,315 = 377

Forecasted Housing Need Exercise

Proposed Residential Unit Development 2019-2022				
Municipality	Year			
	2019	2020	2021	2022
Bethel Township	0	0	25	3
Aston Township	0	0	4	0
Concord Township	0	180	0	0
Upper Chichester	0	0	0	0

Change in Housing Units

Bethel Township experienced significant growth in population between 1990 and 2009, and subsequently in its available housing stock. During these 20 years, 1,815 housing units were built, marking a 134% increase to the 1,353 housing units that had been built prior to 1990.

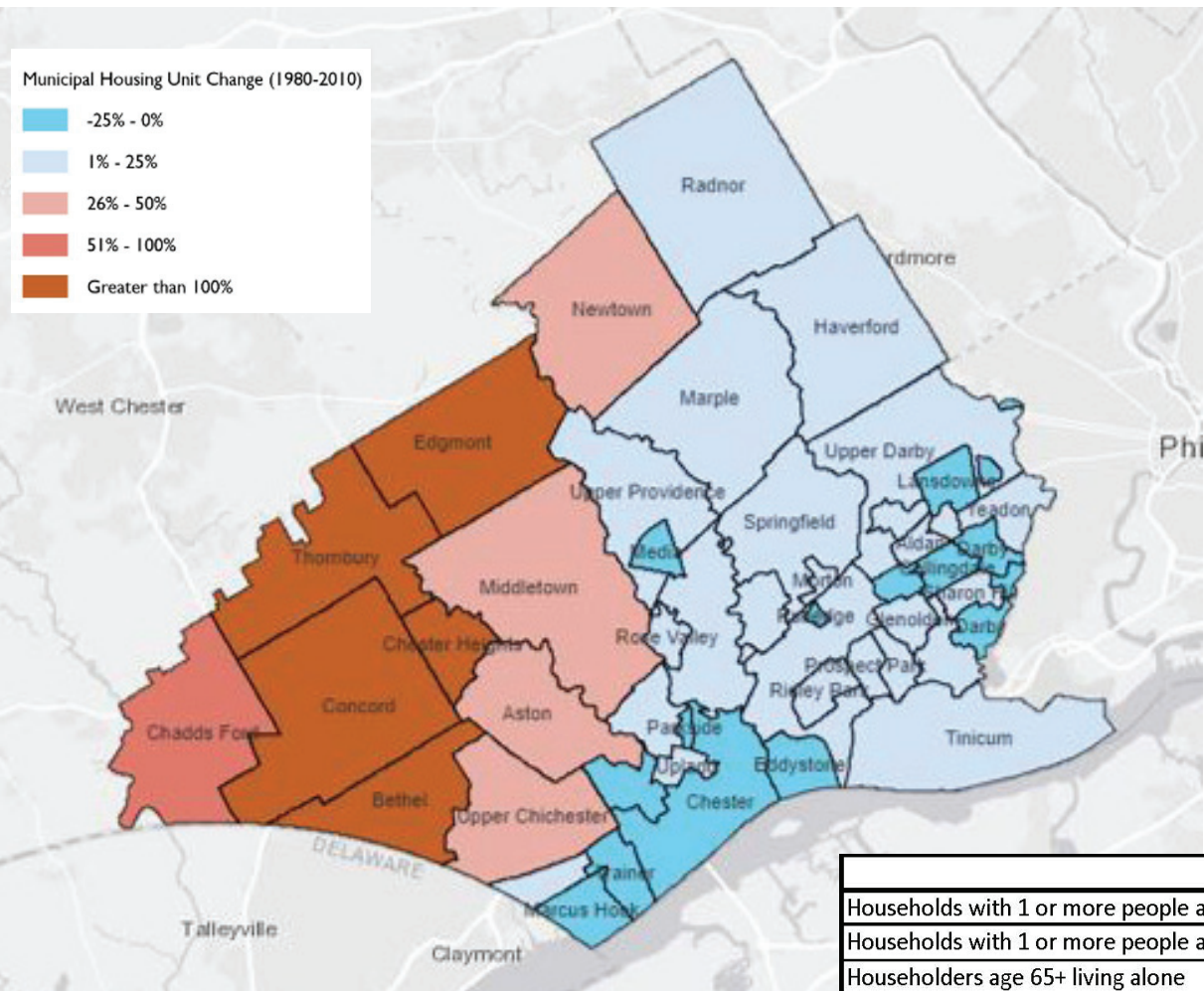
This was representative of a County-wide trend that saw significant growth in housing units in the semi-rural/suburban typology present in the Western municipalities of the County, while those closer to the Philadelphia metropolitan area with more semi-urban typology saw only modest or negative housing growth.

Aging In Place

The comprehensive plan public opinion survey gives strong indications of a Bethel community that has deep roots in the Township, and that they intend to maintain those roots well into old age. When asked what the most important factors were influencing their decision to move to Bethel Township, "Location" was selected by 77.8% of respondents. 40% of respondents have been residents for more than 21 years and 32% are 11-to-20-year long residents. 24.7% of respondents intend to retire in Bethel, 31.7% plan to live in the Township for at least 10 years and 68.5% have lived in the same house for 11+ years.

The Centers for Disease Control and Prevention's Healthy Community Design Initiative characterizes Aging In Place as "The ability to live in one's own home and community safely, independently, and comfortably, regardless of age, income, or ability level." The survey response data listed above presents a strong case for the implementation of aging-in-place strategies, as many Bethel residents want to stay in their homes as they age or stay within the Township at the very least.

This presents a planning challenge due to the homogenous nature of the current housing stock, high median housing price, and absence of an accommodating zoning ordinance. Additionally, the age distribution in Bethel Township skews older, a trend that is expected to continue, putting further pressure on housing options for older populations. Currently, the existing Zoning Ordinance has no provisions for Accessory Dwelling Units, a common solution for Aging-In-Place strategies.



	2011	2021
Households with 1 or more people age 60+	36%	47%
Households with 1 or more people age 65+	Data Not Available	35.30%
Householders age 65+ living alone	7.10%	9.80%

Bethel Township Aging Population

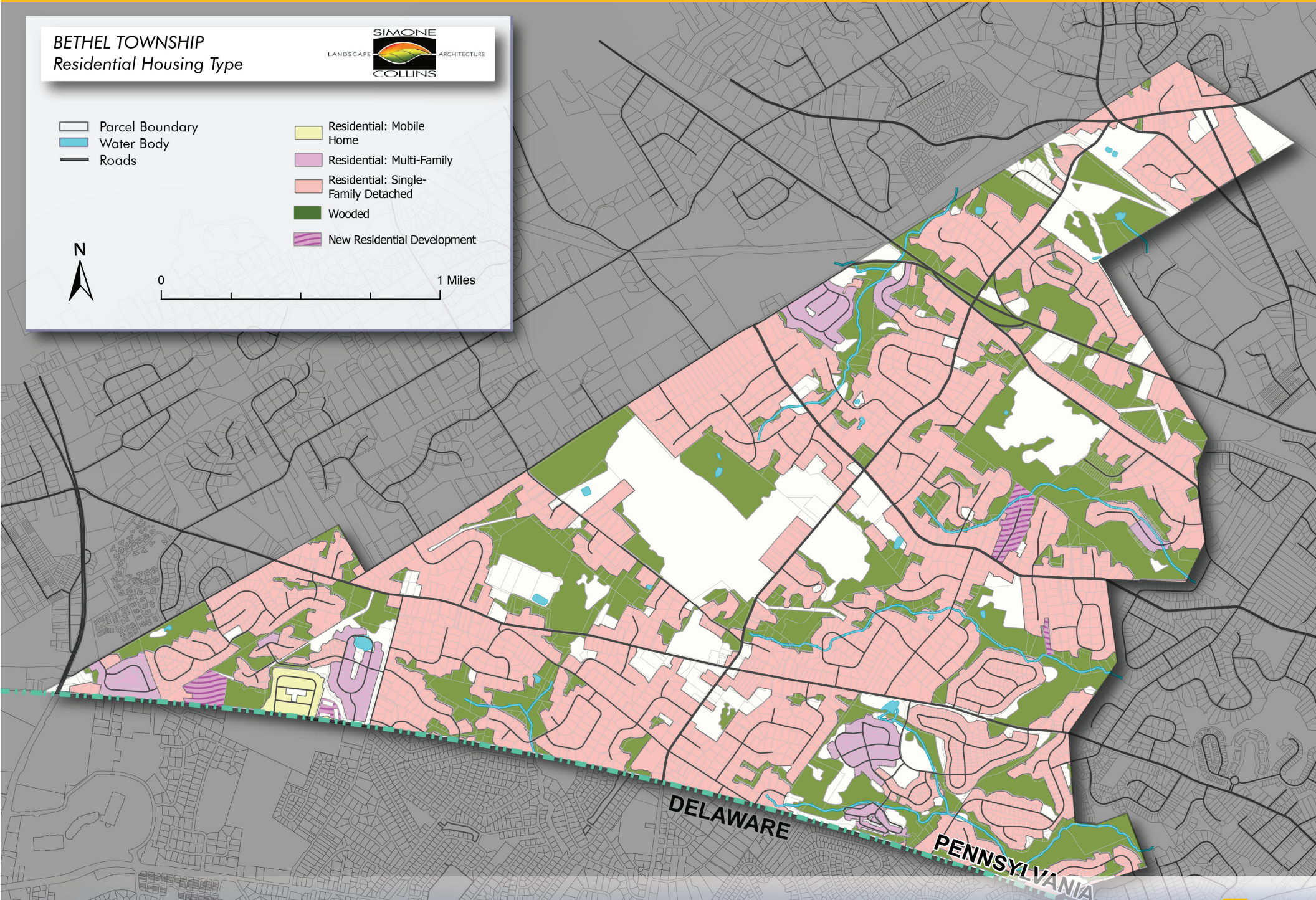
BETHEL TOWNSHIP
Residential Housing Type



- Parcel Boundary
- Water Body
- Roads
- Residential: Mobile Home
- Residential: Multi-Family
- Residential: Single-Family Detached
- Wooded
- New Residential Development



0 1 Miles



ECONOMIC DEVELOPMENT

DVRPC Employment Forecast

Along with population forecasts, Delaware Valley Regional Planning Commission publishes employment forecasts in 5-year increments up to 2050. DVRPC estimates 16% job growth in Bethel Township by 2050, representing an absolute change of 368 jobs.

Commercial and Retail Development Trends

External market forces, like the COVID-19 Pandemic, have affected commercial and retail development trends, especially in the office space sector. Remote work and hybrid scheduling have exhibited strong staying power, and will likely remain popular indefinitely, which will continue to reduce demand for dedicated office space. Ultimately, commercial and retail development will be responsive to overall real estate market trends and the interest rate environment, which will likely continue the turbulent trend of the past few years.

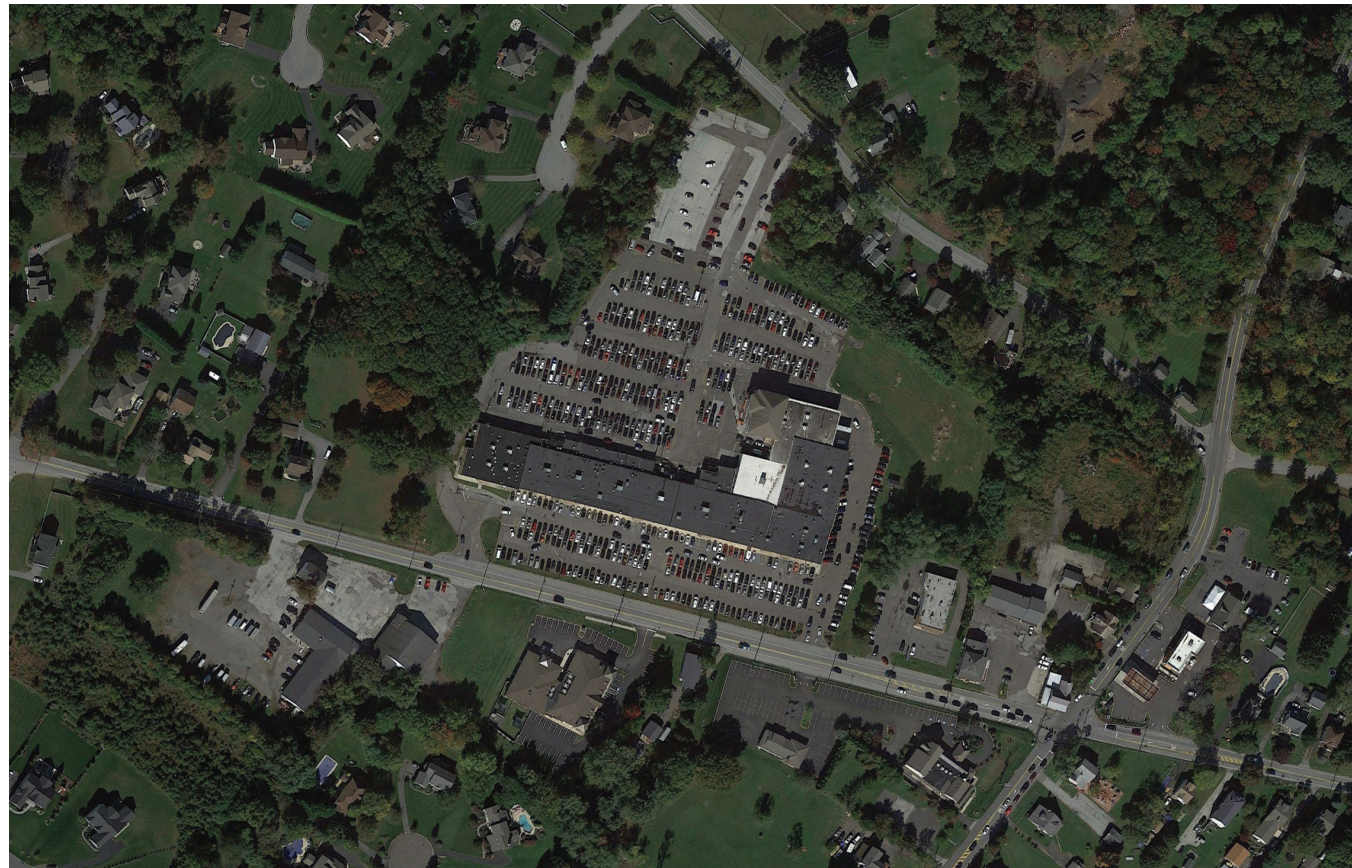
Village Center/Central Gathering Place

Bethel Township lacks a formalized central gathering place, and misses out on the social and economic benefits that come with an accessible and walkable village center. Village centers usually consist of curated public realm elements such as plazas, civic buildings, or streetscapes surrounded by popular uses including retail, markets, or restaurants. Such spaces are excellent for strengthening Township character and building social capital by providing a space for community identity to flourish through intersection of people and place. The central location and established reputation of Booth's Corner could be channeled into establishing a village center that retains the original character of Booth's Corner, while expanding its purpose.

Non-Residential Development

173,485sqft (4 acres) of nonresidential space has been built since 2009, 42,400sqft (.97 acres) is currently under construction, and 17,184sqft (.4 acres) has been proposed but not yet built.

DVRPC Employment Forecast	
Year	Jobs
2015	2,307
2020	2,529
2025	2,687
2030	2,690
2035	2,683
2040	2,681
2045	2,679
2050	2,675
Change 2015 to 2050	+368 (15.95%)



Aerial view of Booth's Corner

TRANSPORTATION

Three major highways route through the Township; Foulk Road (PA 261), Conchester Highway (US 322), and Naamans Creek Road (PA 491). These primary vehicular thoroughfares provide access to Route 202, Route 1, and Interstate 95, connecting the Township to the major metropolitan areas in the region. There are approximately 42.5 miles of public roads serving Bethel Township, of which 15.35 miles are maintained by PennDOT.

PennDOT Road Classification

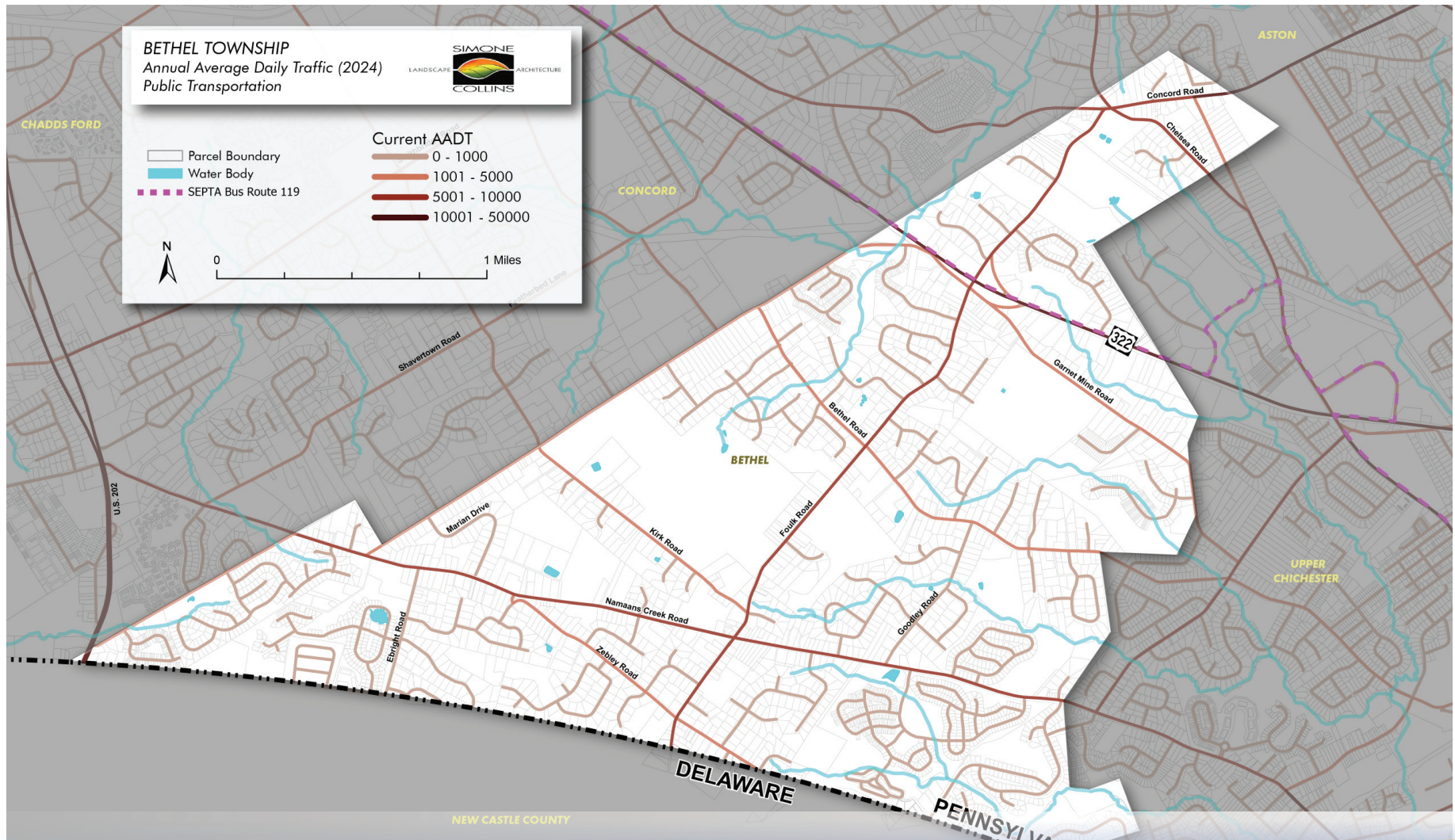
4 categories of PennDOT road classifications are present, Principal Arterial Highway, Minor Arterial, Major Collector, and Local Road.

Traffic Volumes

PennDOT data shows several tiers of traffic volumes are present in Bethel Township measured in Annual Average Daily Traffic (AADT).

Examples from each tier are listed below.

- 20,001 – 50,000 AADT: Conchester Highway (US 322)
- 5,001 – 10,000 AADT: Foulk Road (PA 251), Naamans Creek Road (PA 491), Chelsea Road
- 1,001 – 5,000 AADT: Bethel Road, Garnet Mine Road, Pyle Road, Zebley Road
- ≤ 1,000 AADT: Marsh Road



Public Transit

While there are no SEPTA bus or rail stops within Bethel Township, residents can access Bus Route 119, which has stops just outside Township boundaries. Route 119 stops at Conchester/Creek Parkway and Conchester/Clayton Park. In Fall 2019, Route 119 Daily Weekday Ridership was 760 passengers (ranked 98th), 484 on Saturdays, and 374 on Sundays. Ridership peaked between 3pm-4pm with approx. 75 passengers/hour. 2022 Ridership Statistics showed a Daily Average Ridership of 405 passengers.

The nearest SEPTA Regional Rail stops are the Marcus Hook station on the Wilmington/Newark line (approx. 4.5mi. from Booth's Corner) or the Wawa Station on the Media/Wawa line (approx. 5 mi. from Booth's Corner).

Bicycle and Pedestrian Facilities

The residential nature of Bethel Township has resulted in a pedestrian sidewalk network that is isolated to planned housing developments, including The Hills at Bethel, Rock Creek, The Woods at Naaman's, Northbrook, Garnet Oaks, Garnet Hills, and Chartwell, among others. The Township does not currently have any dedicated bicycle lanes or related facilities. The Bethel Township Parks and Open Space Plan, completed simultaneously with this Comprehensive Plan, proposed bicycle and pedestrian connectivity recommendations. A summary of these recommendations can be reviewed in Chapter 4, and details can be reviewed in the Bethel Township Parks and Open Space Plan.

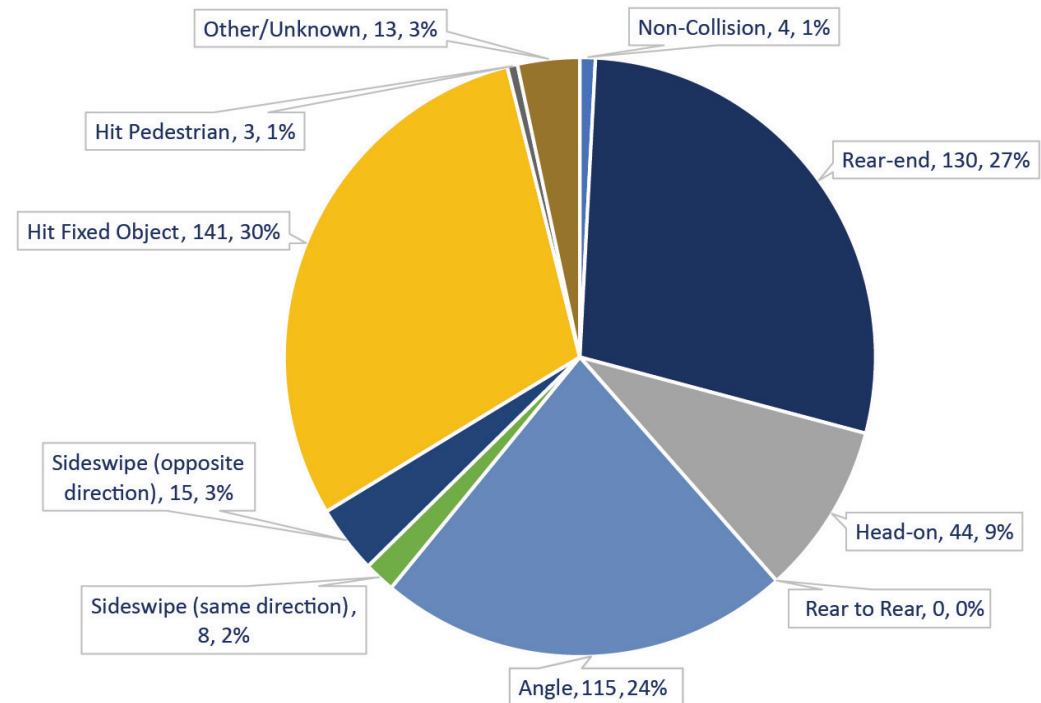
Traffic Accidents

The PennDOT Pennsylvania Crash Information Tool (PCIT) provides summary crash data categorized by severity, type, and year. The tool also provides GIS shapefiles that can be used to visually represent these crashes by their location, which was used to develop the heat map on the following page showing crashes in Bethel Township from 2013 to 2022, during which there were a total of 473 vehicle accidents in the Township.

53.6% (254) of these accidents involved only property damage and 4% (19) involved suspected serious injury or fatality. The three most common types of accident were "hit fixed object" (29.8%, 141), "rear end" (27.5%, 130), and "angle" (24.3%, 115).

During Public Meeting 1 and the public opinion survey, residents were asked to identify what intersections were the most challenging to navigate while driving. The identified intersections correlate with many of the locations with the highest vehicle crashes, several of which are addressed by the traffic planning consultant in Chapter 4.

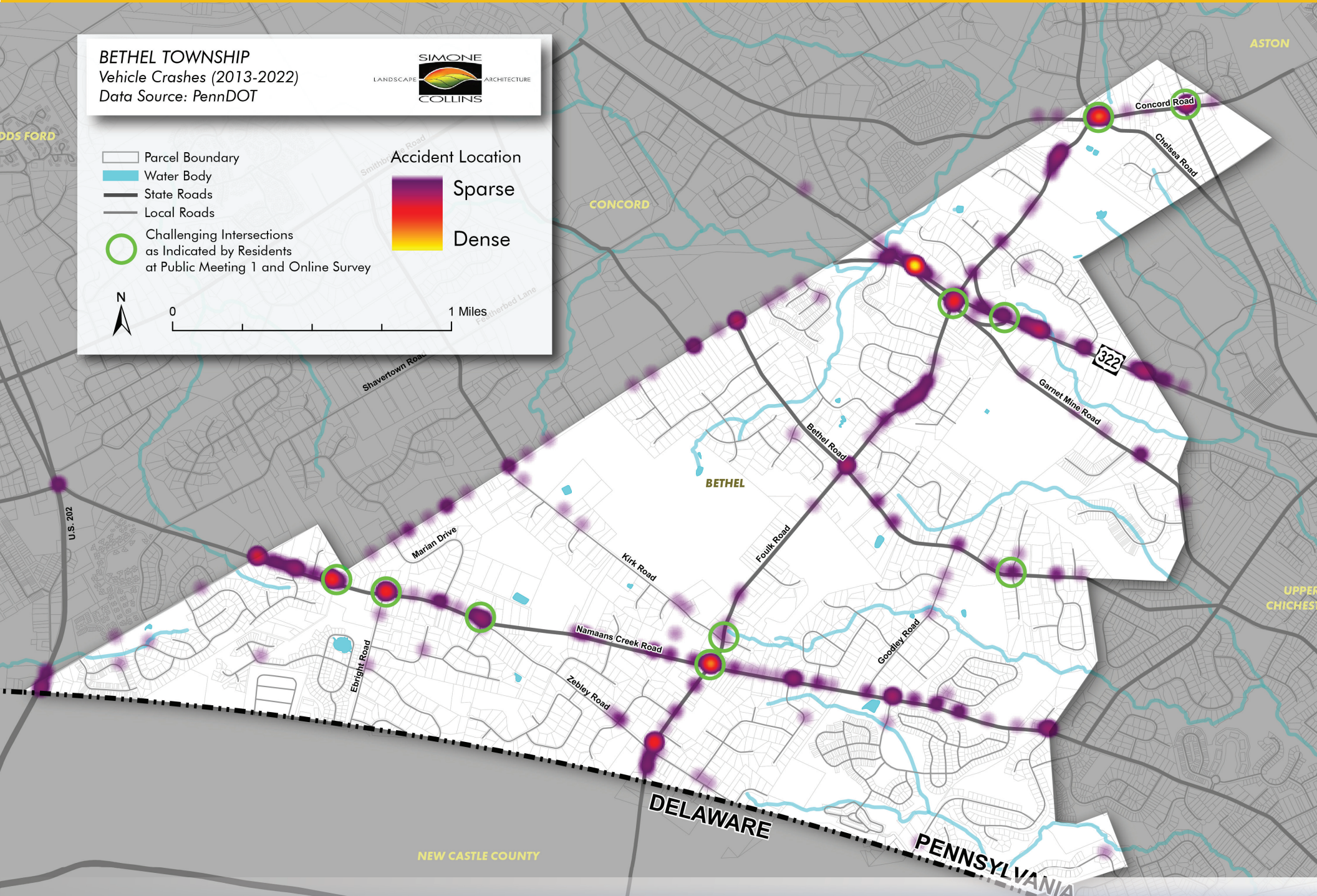
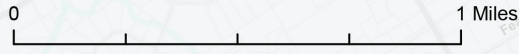
Bethel Township Collision Type (2013-2022)



BETHEL TOWNSHIP
Vehicle Crashes (2013-2022)
 Data Source: PennDOT



- Parcel Boundary
 - Water Body
 - State Roads
 - Local Roads
 - Challenging Intersections as Indicated by Residents at Public Meeting 1 and Online Survey
- Accident Location**
- Sparse
 - Dense



LAND USE

Residential (56.2%) and Wooded (26.1%) land uses comprise of the vast majority of land use share, followed by Industrial (5.3%), Undeveloped (4.3%), Agriculture (2.4%), and Commercial (1.9%).

Residential Land

Just over 56% (~1,936 acres) of the township's land area is dedicated to residential uses of various densities, including single-family detached, semi-detached, and attached; two-family detached and semi-detached; low-density multi-family; townhouses; and mobile homes. Approximately 93% (~1,802 acres) of all residential land area consists of single-family detached housing.

Wooded/Undeveloped Land

Wooded and Undeveloped land accounts for just under 30.5% of township land area, with 900 acres and 147 acres respectively.

Industrial Land

There are several light-industrial sites throughout the township accounting for approximately 5.3% of total land area, the largest being the Tank Farm and Garnet Plaza. Allowed uses include scientific/industrial research labs, offices, warehouses, and manufacturing buildings, among others.

Agricultural Land

Roughly 85 acres or 2.5% of total land area currently host agricultural uses.

Commercial Land

Commercial uses account for ~2% of total land area and are primarily located along Conchester Highway, the Concord/Valley Brook intersection, and Booth's Corner.

Land Use Category	Total Acres	Percentage
Agriculture	82.71	2.4%
Commercial	63.80	1.9%
Commercial: Office	1.41	0.0%
Commercial: Other	42.02	1.2%
Commercial: Public Storage	0.82	0.0%
Commercial: Regional and Community Retail Center	4.77	0.1%
Parking: Commercial Other	7.09	0.2%
Parking: Office	0.88	0.0%
Parking: Regional and Community Retail Center	6.80	0.2%
Industrial	182.78	5.3%
Industrial	166.23	4.8%
Industrial: Mixed-Use	10.60	0.3%
Industrial: Warehousing/Distribution/Open Storage	0.06	0.0%
Parking: Industrial	2.49	0.1%
Parking: Industrial Mixed-Use	3.37	0.1%
Parking: Industrial Warehousing/Dist/Open Storage	0.02	0.0%
Institutional	27.04	0.8%
Recreation	57.64	1.7%
Residential	1936.00	56.2%
Parking: Residential Multi-Family	2.17	0.1%
Residential: Mobile Home	18.03	0.5%
Residential: Multi-Family	114.07	3.3%
Residential: Single-Family Detached	1801.73	52.3%
Transportation	0.45	0.0%
Undeveloped	147.33	4.3%
Utility	40.36	1.2%
Water	8.54	0.2%
Wooded	900.10	26.1%
Grand Total	3446.74	100.0%

BETHEL TOWNSHIP
Land Use Categories

- | | |
|---|--|
|  Agriculture |  Transportation |
|  Commercial |  Undeveloped |
|  Industrial |  Utility |
|  Institutional |  Water |
|  Recreation |  Wooded |
|  Residential | |



0 1 Miles



DELAWARE

PENNSYLVANIA

COMMUNITY FACILITIES

Education

Bethel Township is served by the Garnet Valley School District, which has 3 elementary schools, 1 middle school, and 1 high school. The only school within Bethel Township boundaries is Bethel Springs Elementary School, serving 534 1st through 5th graders.

Data provided on the school district website indicates that 4,502 students are enrolled across all 5 schools. The elementary schools have a student-teacher ratio of 11:1, while the middle and high school have a ratio of 14:1. As of 2021, there were 2,301 Bethel Township residents (aged 3+) enrolled in school.

Using the 2021-2022 school year as the most recent data, The Pennsylvania Department of Education projects that the Garnet Valley School District will serve 9.1% less students in the 2031-2032 school year, with a .95% average annual decline (4,501 in '21-'22 to 4,092 in '31-'32).

Township Administration

Bethel Township is governed by a 5-member Board of Supervisors elected by Bethel residents. Once elected, Board members execute legislative, executive, and administrative powers throughout their 6-year terms. The Board of Supervisors appoints a Township Manager as the lead administrative officer of the Township, who is responsible for the management of essential daily operations.

Public Safety, Fire and Emergency Services

The Board of Supervisors is responsible for appointing all law enforcement officers and Police Department administrators. The Chief of Police currently leads approximately 20 patrol officers who are all public service sworn law enforcement officers.

The Bethel Township Hose Co. No. 1 is the Township's volunteer fire department, of which there are 89 total volunteers, 47 who are currently active and respond to calls, and 11 business members. The Fire Department fleet consists of 3 fire engines and 1 utility vehicle. As of May 2023, the Fire Department has responded to 172 incidents during 2023. Since 2008, the Fire Department has responded to an average of 350 annual incidents.

Bethel Township provides Emergency Services through a partnership with Crozer Keystone Health Systems, and houses 2 advance life vehicle units led by trained paramedics.

Crime Summary

The Pennsylvania Uniform Crime Reporting Program's 5-Year Crime Report provides summary data for crimes occurring in Bethel Township from 2018 to 2023. Over that period, the majority of crimes fall into two categories; larceny-theft and assault, which account for 66.5% (161) and 20.6% (50) respectively of all crimes committed (242). The subsequent most common crimes are burglary and motor-vehicle theft, which account for 6.6% (16) and 5.3% (13) of all crimes over the 5 year period.

Library

Bethel residents have enjoyed access to the Rachel Kohl Community Library since 1989, which serves also serves Chadds Ford, Concord, Thornbury Townships, and Chester Heights Borough. The library is an independent nonprofit organization that has been a member of the Delaware County Library System since 1981, giving Bethel residents who have a library card access to all 26 Delaware County libraries. In 2021, 25% of all registered borrowers were from Bethel Township. The Township has a millage rate of .05 per thousand dollars of assessed property value for library funding and contributed \$35,000 in 2021 tax dollars to the library (11.8% of total 2021 funding from all local sources).

Utilities

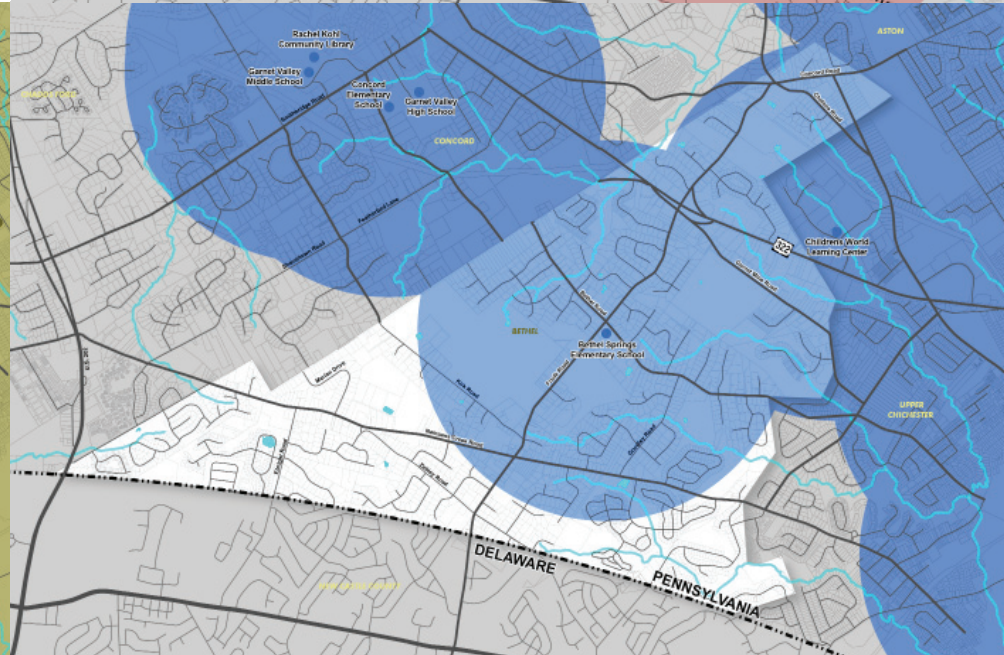
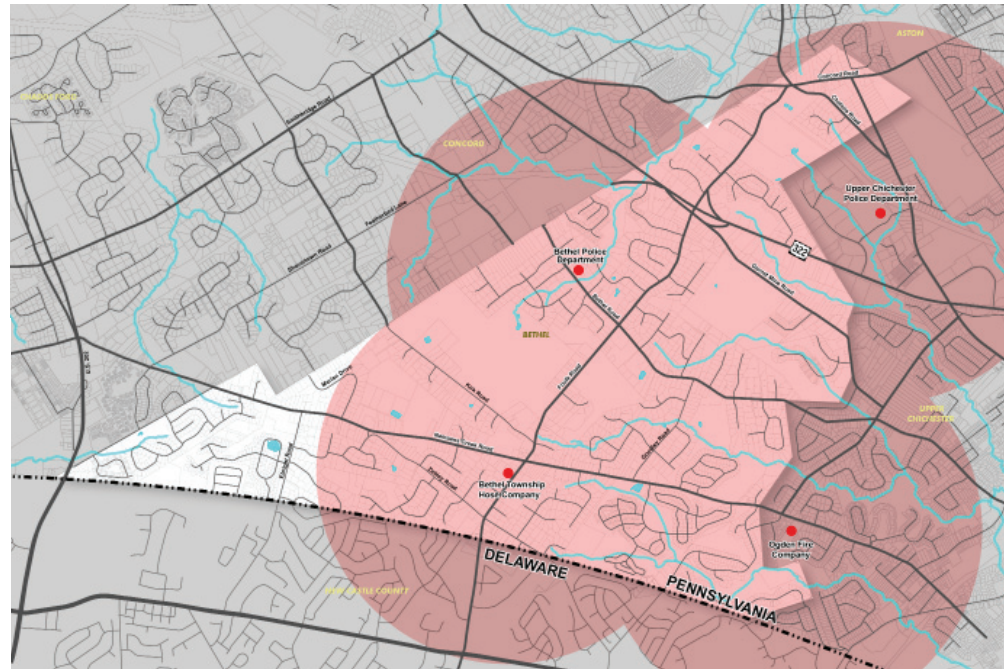
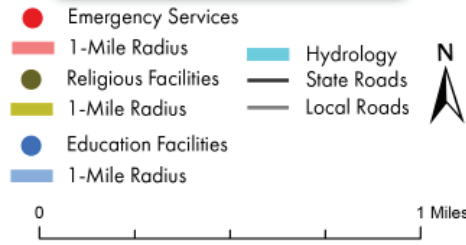
Water service is provided by the Chester Water Authority and Veolia Water. PECO provides both gas and electric service.

Phone, Cable, and Internet is provided by Verizon and Comcast Cable. The Bethel Township Sewer Authority operates, maintains, and repairs the public sanitary system within Bethel Township.



Locations of emergency service providers (red), education institutions (blue), and religious institutions (yellow) within the region. A one-mile buffer is included to display potential service gaps.

**BETHEL TOWNSHIP
Community Facilities**

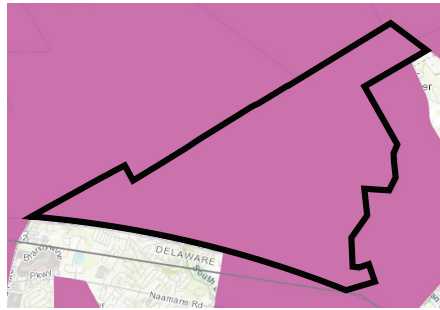


Food Access

The Economic Research Service of the US Dept. of Agriculture compiles the Food Access Research Atlas (FARA), which is a food access mapping tool and provides summary data by census tract for download. The tool uses 2019 census data to calculate food access based on distance from a supermarket, supercenter, or large grocery store, for many demographic categories. FARA categorizes a low access census tract as one where at least 33% of the population is further than 1 mile (urban) or 20 miles (rural) from a supermarket. Bethel Township is categorized as a low access tract at both 1/2 mile and 1-mile distances.

- 63.8% (5,607) of the population lives outside 1 mile of a supermarket.
- 98.5% (8,664) of the population lives outside 1/2 mile of a supermarket
- 19.1% (1,684) of children aged 0-17 years lives outside 1 mile of a supermarket

The graphic to the right shows access to grocery stores within a 10-minute walk (green) and a 10-minute drive (blue). This access map was compiled by ArcGIS Living Atlas and Esri using U.S. Census population data and grocery store location data from 2020 provided by SafeGraph.



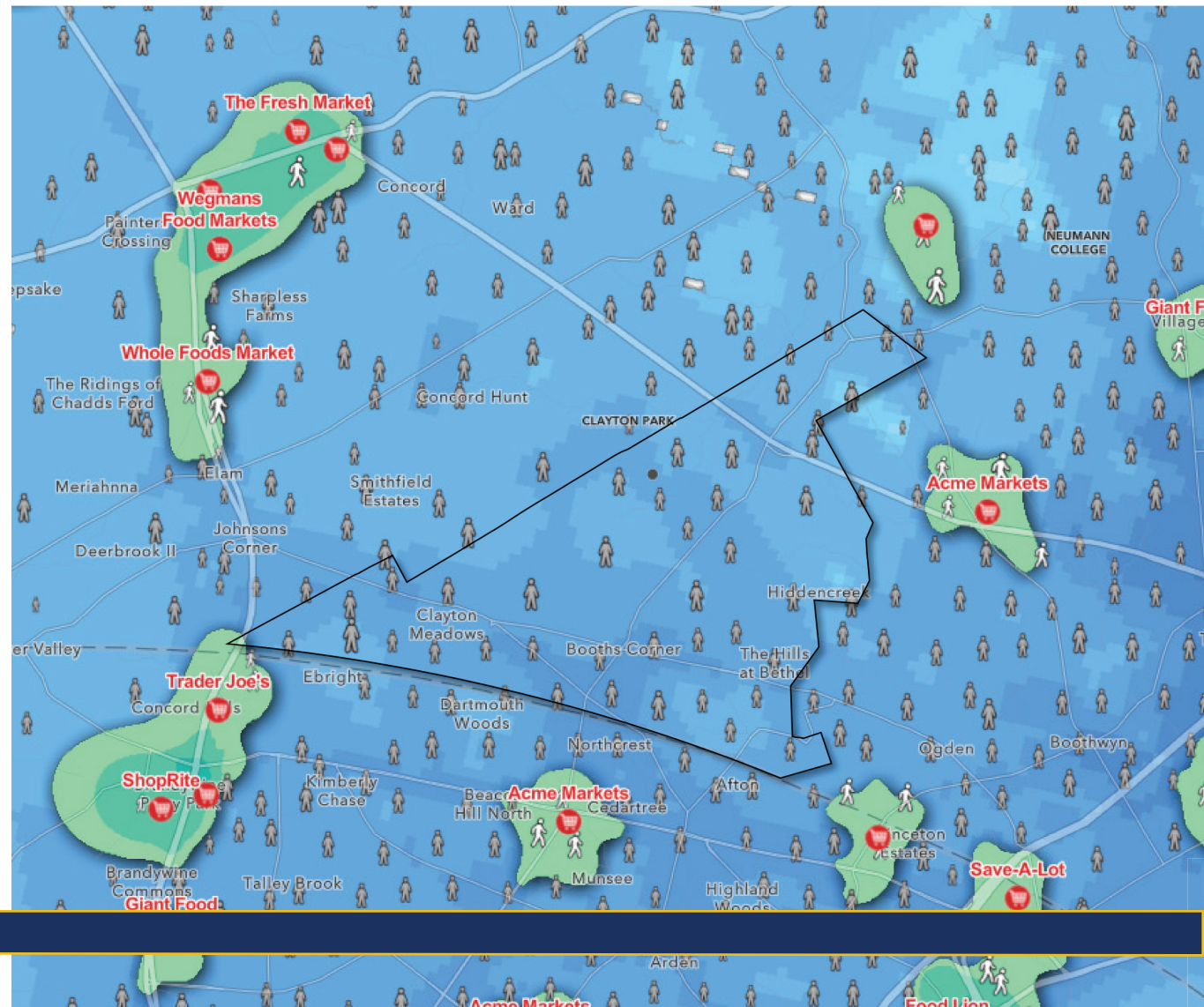
Low Access at 1 and 10 miles



Low Access at 1/2 and 10 miles



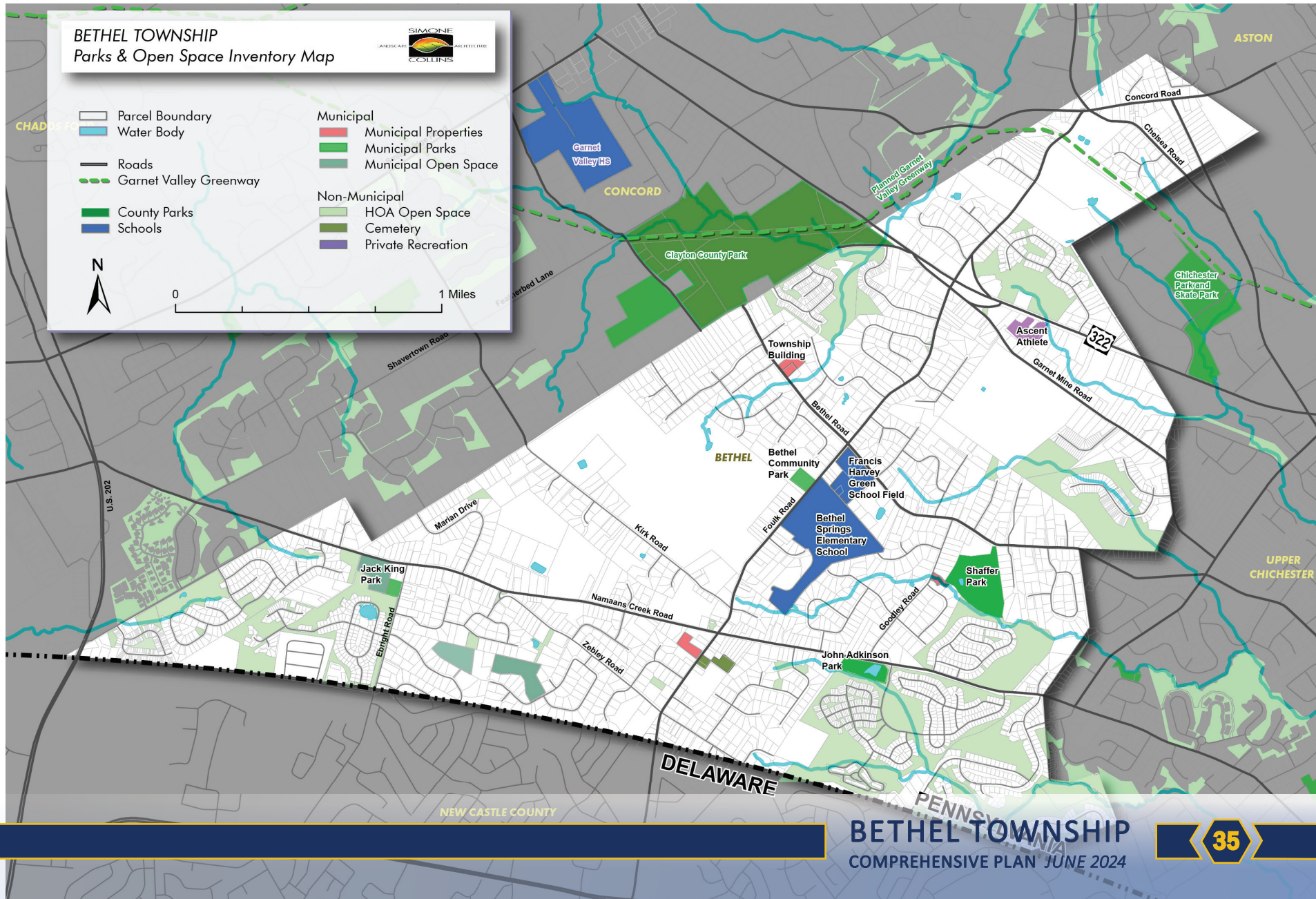
Low Access at 1 and 20 miles



Parks and Recreation

Bethel Township's public park and recreation facilities include Bethel Community Park, Jack King Park, John Adkinson Park, and the Francis Harvey Green School Field. The Township has also engaged in the planning process for the new Shaffer Park off of Bethel Road.

For comprehensive analysis and recommendations for parks and recreation, please refer to the companion [Bethel Township Parks and Open Space Plan](#).



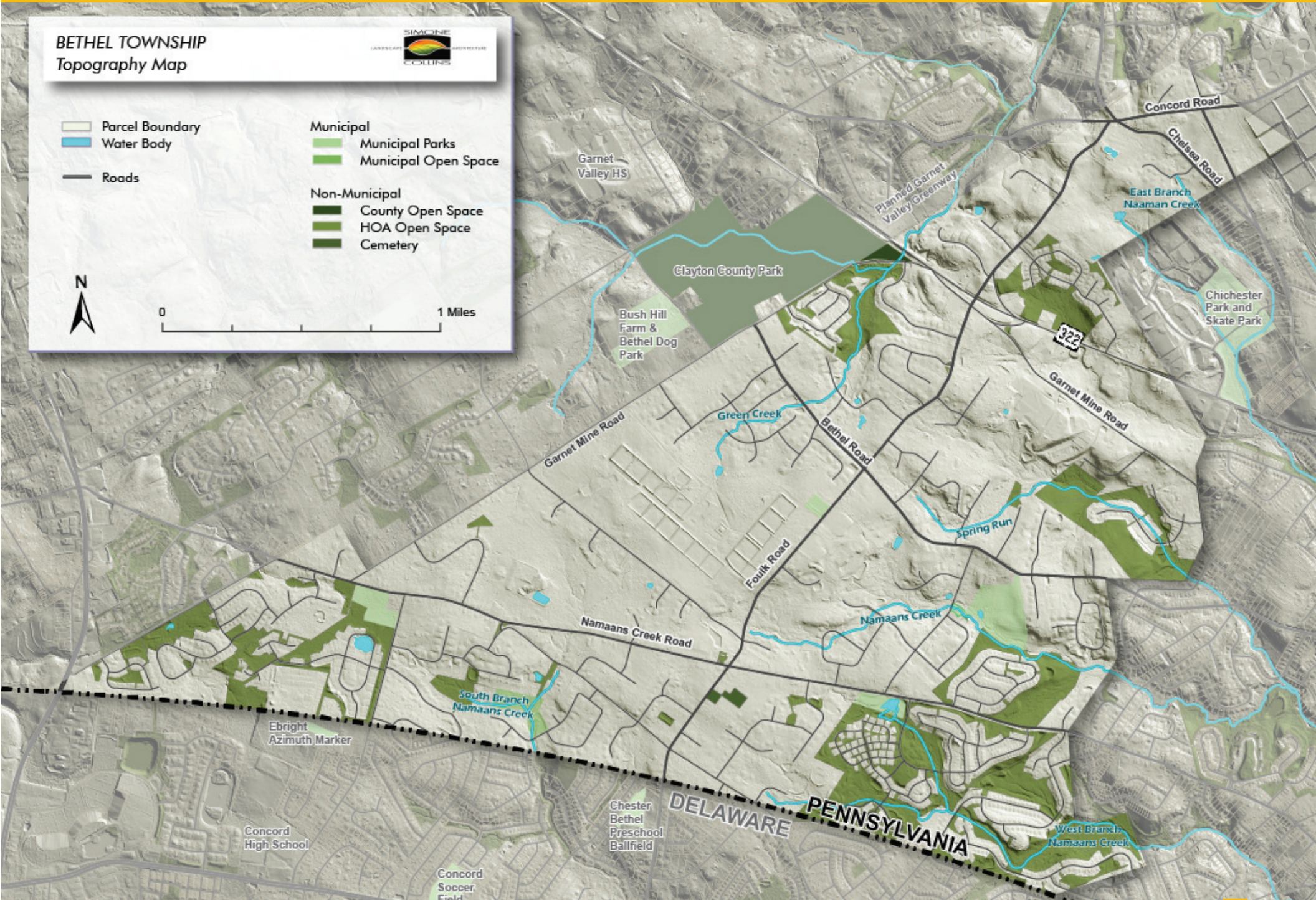
BETHEL TOWNSHIP
Topography Map



- Parcel Boundary
- Water Body
- Roads
- Municipal**
 - Municipal Parks
 - Municipal Open Space
- Non-Municipal**
 - County Open Space
 - HOA Open Space
 - Cemetery



0 1 Miles



Hydrology

Hydrology within the Township is part of the greater Delaware River Basin. The Naamans Creek and Brandywine Creek subwatersheds drain into the larger Brandywine-Christina watershed, while the Marcus Hook Creek and Chester Creek subwatersheds drain into the Lower Delaware watershed.

Several streams meander through the Township, namely Namaans Creek and its several tributaries, Spring Run, and Green Creek. 100-year and 500-year floodplains are indicated on the hydrology map, as are floodways.

In November of 2022, Bethel Township adopted a Stormwater Management Ordinance and a revised Pollutant Reduction Plan in August of 2021 in accordance with MS4 Program requirements.

Woodlands

Woodlands comprise of 26.1% of Bethel's land use distribution. The 2011 Delaware County Natural Heritage Inventory classified several natural heritage areas in Bethel as being of notable or high significance, which are habitats supporting threatened species.

High Significance

- (Johnsons Corner, Naamans Creek Road) Remnant coastal plain forest and old field habitat supporting 13 plant species of concern
- (Clayton Park, Shavertown Woods) Mixed hardwood forest containing seeps and springs is the habitat that supports 8 plant species of concern

Notable Significance

- (Sun Oil Woods) Fragmented forested habitat supporting 1 plant sensitive species of concern.

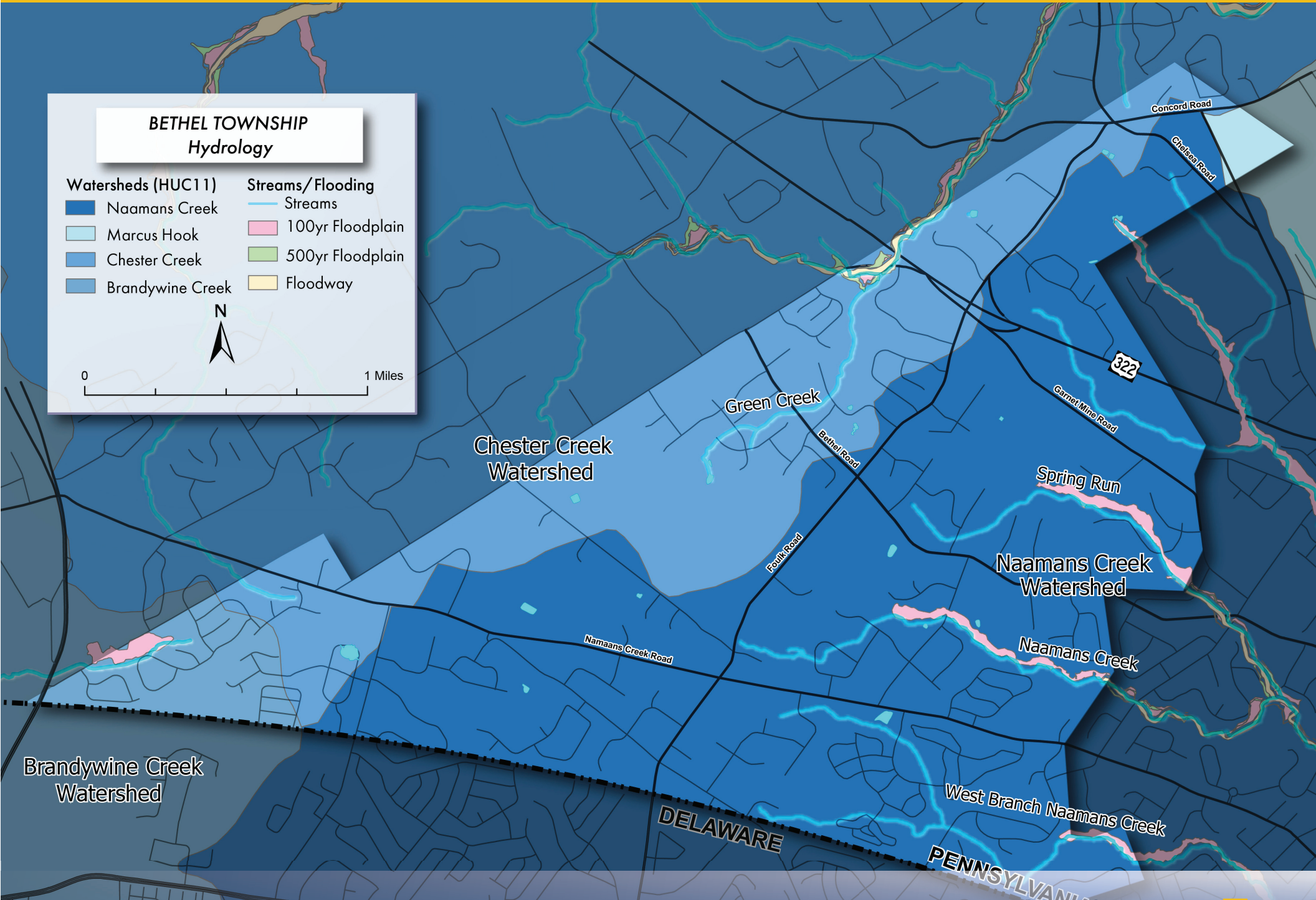


BETHEL TOWNSHIP
Hydrology

- | | |
|---------------------------|-------------------------|
| Watersheds (HUC11) | Streams/Flooding |
| Naamans Creek | Streams |
| Marcus Hook | 100yr Floodplain |
| Chester Creek | 500yr Floodplain |
| Brandywine Creek | Floodway |



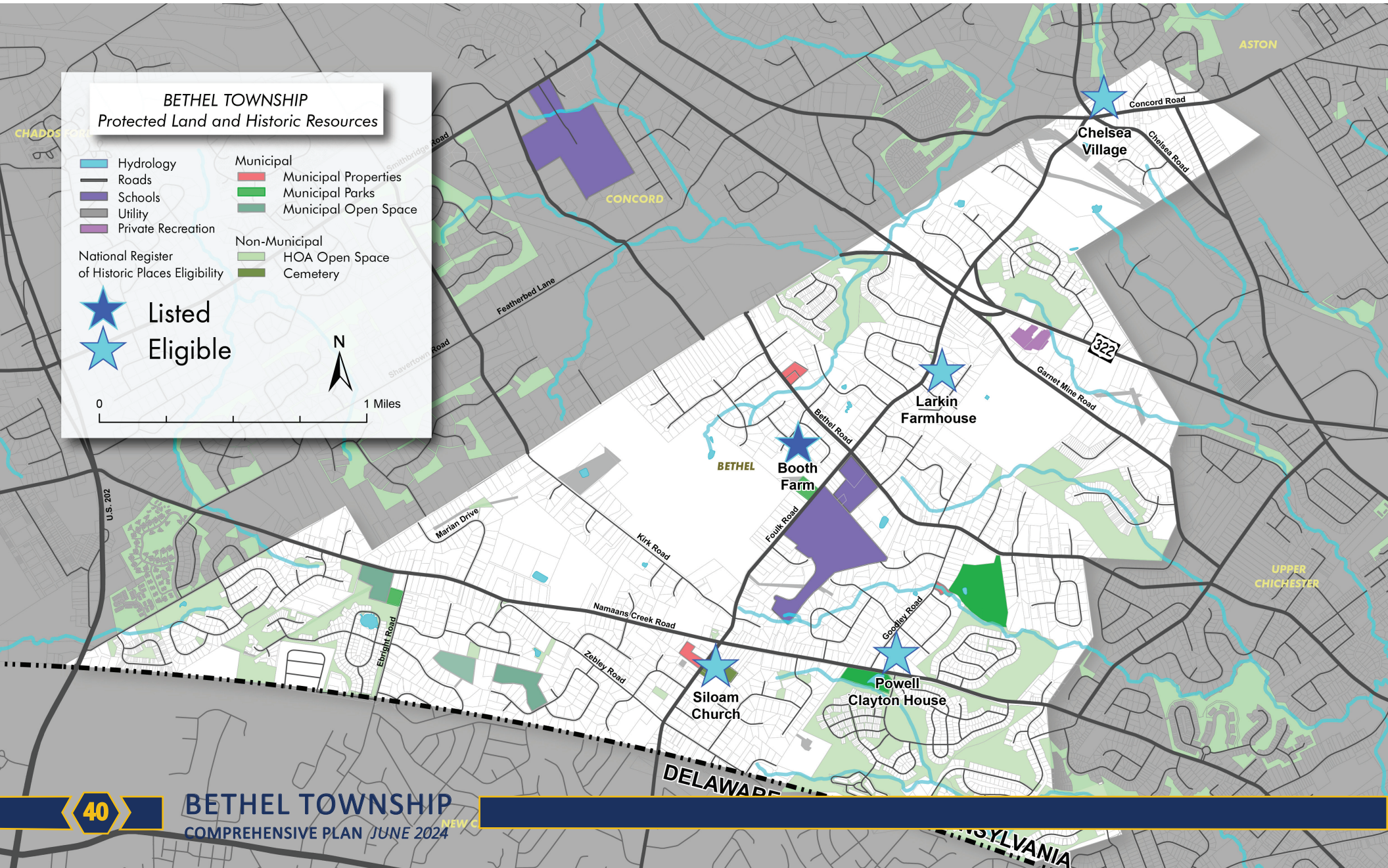
0 1 Miles



Protected Land and Historic Resources

The map to the right shows protected land within Bethel Township, including Township land, private lands, HOA lands, private recreation, school property, and utility-owned land.

Booth Farm is currently listed on the National Register of Historic Places and several sites are eligible for inclusion but have yet to be added, including the Siloam Methodist Episcopal Church Complex.



ENERGY AND RESOURCE CONSERVATION/SUSTAINABILITY

Bethel Township SALDO makes several statements regarding the conservation and sustainable use of energy and resources. An explicit purpose of the Township SALDO is stated as “to further promote preservation of trees, groves, waterways, scenic points, historical spots, and other community assets and landmarks.”

§ 395-45 - Requires the preservation of resources during the subdivision process by protecting trees, groves, waterways, scenic points, historic spots, and all community assets and landmarks, as well as ensuring efficient site selection and topsoil preservation.

§ 395-57 - Requires subdividers to plant street trees if their site is not naturally wooded.

Section 2010 of the Bethel Zoning Ordinance establishes a municipal program for the collection of recyclable materials.

Bethel Township will be obligated to comply with the Delaware County Sustainability and Climate Action Plan currently being developed.

TOWNSHIP GOVERNANCE & FINANCE

The approved 2023 Township Budget includes a total revenue figure of \$2,261,455 and a total expense figure of \$2,448,757, resulting in a budget deficit of \$187,302.

In 2022, the top 5 revenue sources for the Township were:

1. 53% (\$1.2m) was from real estate taxes
2. 16.5% (\$375k) was from real estate transfer tax
3. 8.8% (\$200k) was from Cable TV franchise fees
4. 6.7% (\$150k) was from public safety permitting/fees/inspections
5. 3.4% (\$77k) was from charges for services eg. Engineering fees, zoning hearing board

In 2022, the top 5 expense sources for the Township were:

1. 35.7% (\$875k) is for the police department
2. 11.9% (\$292k) is for township manager/assistants
3. 9% (\$219k) is for public works
4. 7% (\$173k) is for fire services
5. 4.7% (\$115k) is for solicitor/legal services

As of 2022, the End-Of-Year fund balance was \$1,848,803.81.

2023 tax rates for Bethel Township were as follows:

- County = 2.999 mills
- Township = .993 mills
- School District ('23-'24) = 19.2879 mills
- Total = 23.2799 mills





VISION & GOALS

3



VISION STATEMENT

THE RESIDENTS OF BETHEL TOWNSHIP VALUE ITS QUIET, SUBURBAN CHARACTER AND NATURAL, UNDEVELOPED OPEN SPACES. RESIDENTS DESIRE A FUTURE IN WHICH THESE CHARACTERISTICS ARE MAINTAINED, ENHANCED, AND NOT SACRIFICED FOR THE INTENSIFICATION OF RESIDENTIAL DEVELOPMENT. CONNECTIVITY IMPROVEMENTS BETWEEN KEY TOWNSHIP DESTINATIONS AND NEIGHBORHOODS ARE A HIGH PRIORITY, ESPECIALLY UPGRADES TO THE PEDESTRIAN NETWORK. RESIDENTS EXPECT TRANSPARENCY AND COMMUNICATION FROM TOWNSHIP ADMINISTRATION TO ENSURE THAT PLANNING DECISIONS ARE REPRESENTATIVE OF COMMUNITY INTERESTS.

GOALS

The following sections provide overarching goal statements intended to guide planning objectives and are foundational to the recommendations described in Chapter 4. These goals are informed by community voices (quotes shown as the yellow call-outs) and seek to honor them while also ensuring the ability of the Township to fulfil those desires.



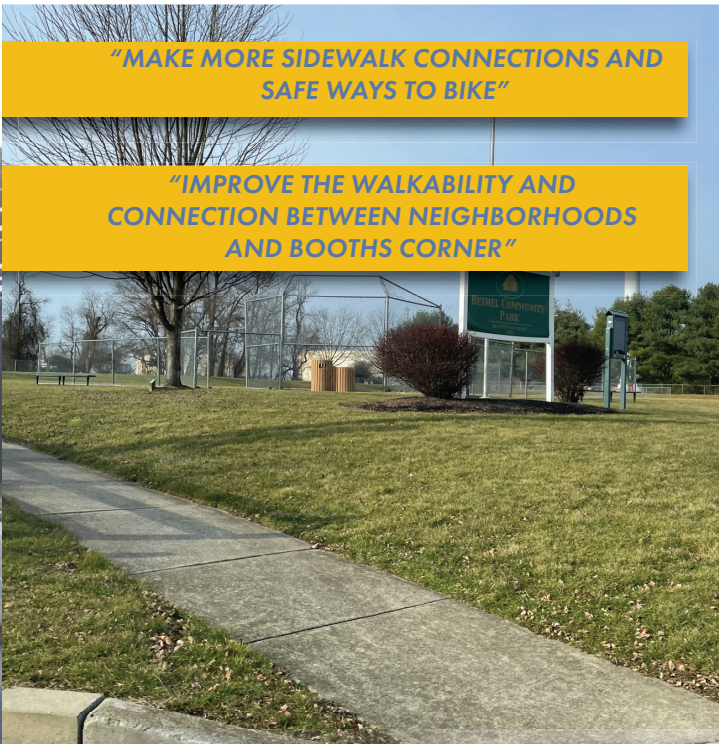
TRANSPORTATION

Goal - Maintain the efficiency and integrity of all transportation infrastructure and networks and pursue opportunities to improve multimodal connectivity.

Objective 1 - Identify problem intersections and road sections and develop solutions to improve their safety including traffic calming measures and improved signalization.

Objective 2 - Inventory pedestrian network and identify opportunities for sidewalks and trails that would improve connectivity and accessibility to key Township destinations.

Objective 3 - Prioritize pedestrian safety around key destinations, such as Booth's Corner and Township park facilities.



"MAKE MORE SIDEWALK CONNECTIONS AND SAFE WAYS TO BIKE"

"IMPROVE THE WALKABILITY AND CONNECTION BETWEEN NEIGHBORHOODS AND BOOTH'S CORNER"

LAND USE

Goal - Responsibly manage redevelopment and growth in a manner that preserves and enhances established positive community characteristics while also ensuring the long-term stability of the Township.

Objective 1 - Ensure that future development is contextually sensitive and careful as to not jeopardize established community aesthetic and character.

Objective 2 - Evaluate feasibility of amending the zoning ordinance to allow for accessory-dwelling units, encouraging aging-in-place.

Objective 3 - Ensure that all future development allocates for significant provision of open space and trails, and links those to the existing network.

Objective 4 - Maintain and enhance Booth's Corner as the heart of the Township.

Objective 5 - Maintain an updated inventory of current land uses for the Township, especially non-conforming uses and structures and develop a program to return these to conformity.



"KEEP BOOTH'S CORNER PROPERTY ZONED AS COMMERCIAL"

"CONSERVE SPACE, ENVIRONMENT AND MAINTAIN A SUBURBAN ATMOSPHERE"

"MAINTAIN ROADS, PARKS AND EMERGENCY SERVICES"

COMMUNITY FACILITIES

Goal - Provide community and municipal services that elevate the quality of life for all Township residents.

Objective 1 - Maintain an updated inventory of community facilities and services to facilitate evaluation of effectiveness, use, and cost.

Objective 2 - Provide adequate provision of parking at Township community facilities.

Objective 3 - Ensure adequate access to fundamental services for all Township residents.

Objective 4 - Explore funding opportunities for upgraded playground equipment.

PARKS AND RECREATION

Objective 1 - Improve the recreational facilities and accessory facilities at existing parks.

Objective 2 - Expand and enhance the Township park and open space system in order to meet the future recreational needs of residents.

Objective 3 - Adopt an Official Map that shows potential future parks and open spaces.

Objective 4 - Develop strategies to acquire or preserve lands identified on the Official Map as new parks or open space.

Objective 5 - Develop a trail network that connects communities and neighborhoods to Township destinations, services and facilities.

Objective 6 - Develop a preliminary programming plan and partner with school district or private facility for building usage.

Objective 7 - Explore existing or new sites for maintenance storage facility

Objective 8 - Review of Consumer Product Safety Commission guidelines for park and playgrounds.

Objective 9 - Continued adherence to ADA guidelines (bench close to a path or trail, play equipment for persons with disabilities, etc.).

NATURAL FEATURES

Objective 1 - Introduce new stormwater BMPS (Best Management Practices) at Township parks to help manage stormwater and minimize pollutants.

Objective 2 - Continue to fulfill the requirements of the Township's MS4 Plan.

Objective 3 - Incorporate separate section for Natural Resource Protection with provisions for limitations on resource disturbance, natural resource standards (floodplain, steep slopes, waterbodies, agricultural soils) and riparian corridor regulations (see Recommendation 5.4.5).

HISTORIC PRESERVATION

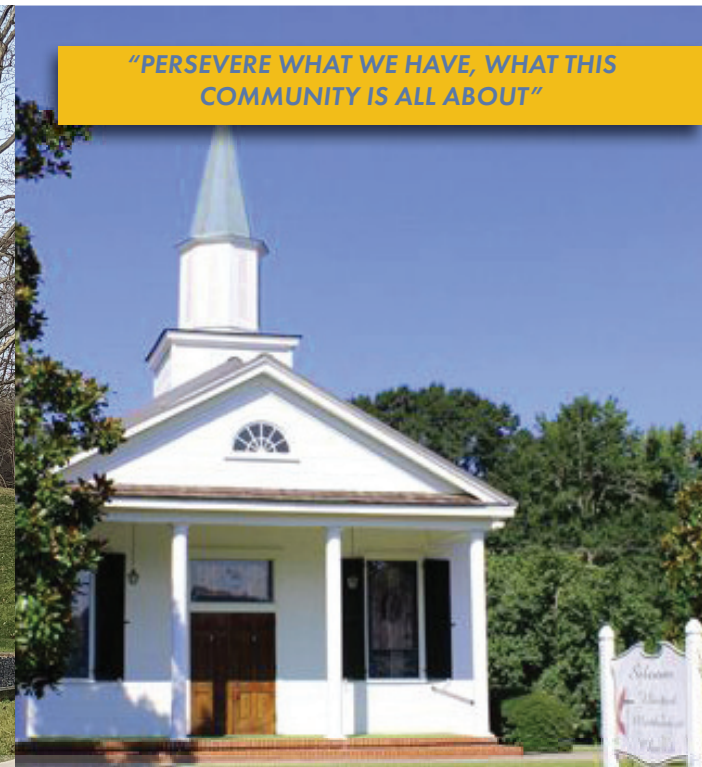
Goal - Recognize value of Township's past heritage, protect and enhance remaining structures.

Objective 1 - Continue to maintain and improve the inventory of historic buildings and structures.

Objective 2 - Encourage owners of historic structures to apply for recognition from respective historic registries.

Objective 3 - Explore opportunities to integrate historic structures into the larger regional historic tourism network.

Objective 4 - Establish cohesive branding for historic marker signs and/or public distribution literature that builds upon Township community identity.



ENERGY AND RESOURCE CONSERVATION

Goal - Strengthen protections for the Township's environmental and energy resources and promote their conservation.

Objective 1 - Protect natural resources and sensitive habitats and species.

Objective 2 - Maintain the high level of woodland and undeveloped land.

Objective 3 - Protect water quality through routine monitoring and maintain a strong stormwater management system.

Objective 4 - Explore opportunities for street trees on commercial corridors and pedestrian areas.

Objective 5 - Consider the adoption of educational programs to involve the local community in backyard ecology-bolstering projects and determine the feasibility of partially subsidizing materials.

ECONOMIC DEVELOPMENT

Goal - Encourage contextually appropriate economic development that is congruent with community values and desires.

Objective 1 - Consider opportunities for appropriate commercial development to stimulate the local economy by encouraging locally owned businesses.

Objective 2 - Evaluate opportunities for commercial redevelopment surrounding Booth's Corner and pursue its enhancement as a town center.

Objective 3 - Establish workforce development programs and exploratory education programs for youth.

Objective 4 - Maintain the Township as an attractive place to live by generating return on investment for homebuying families.

COMPATIBILITY WITH ADJACENT MUNICIPALITIES

Goal - Coordinate planning goals with adjacent municipalities and explore mutually beneficial opportunities and initiatives.

Objective 1 - Monitor regional development trends to prepare for potential impacts on the Township.

Objective 2 - Ensure that Township planning efforts advance County goals when congruent with local interests.

Objective 2 - Maintain consistent communication with adjacent municipalities to remain aware of opportunities to share services.

Objective 3 - Continue to maintain a presence with local and regional organizations in planning discussions.



"SAVE THE LAND"

"NEED MORE STORMWATER MANAGEMENT AND EROSION CONTROL"



"FIND A BALANCE BETWEEN HIGH TAXES AND SERVICES REQUIRED, EVEN IF THIS MEANS ATTRACTING MORE INDUSTRIAL/BUSINESSES THAT COULD FOOT MORE OF THE BILL"



RECOMMENDATIONS

4

Chapter 4 presents recommendations for each of the categories analyzed in Chapter 2 and are guided by the vision statement and goals that have been established over the course of the comprehensive planning process. Comprehensive Plan recommendations are not binding but support the Township should it pursue funding opportunities or need to explore solutions to future problems that may arise from changing conditions.

HOUSING

Current homeownership statistics remain strong when looking at occupancy, tenure, and value, but an aging population combined with the high cost-of-entry may cause these strengths to falter. When housing turnover inevitably occurs, Bethel Township must be prepared to meet changing market conditions and population demographics. High housing prices paired with limited housing options pose a barrier to entry for many young people and families who are a valuable demographic in aging municipalities.

DIVERSIFY HOUSING STOCK

The housing stock in Bethel is almost entirely single family -detached or -attached (94.8%), which is a defining characteristic reflective of the suburban environment that is desired by the community. This desire was made clear by comments gathered during the public opinion survey process. However, some diversity in the type of housing is needed to preserve the long-term stability of the Township by attracting new families and young people who will reinforce the tax base as the existing Bethel population continues to skew towards retirement age.

It is possible to maintain the current Township character while providing additional housing options by allowing limited provisions for duplexes and accessory dwelling units (ADUs) in select zoning districts. This avoids the intrusion and disruption presented by large apartment buildings while still increasing the ability of the Township to provide a diversified housing stock to prospective residents. This recommendation will be discussed in further detail in section 4.4 Land Use.

PHYSICAL CHARACTERISTICS

To preserve the existing housing character of the Township, introducing architectural standards is recommended, so that when development does occur, it is sensitive to style and integrates well into the established housing design fabric.

SUPPORTING INFRASTRUCTURE

Streetscape infrastructure is much needed in residential areas. Improvements such as sidewalks, street lighting, and landscaping will make neighborhoods safer, resulting in a more enjoyable pedestrian experience for residents. These features should only be considered where it makes practical sense, based on increased pedestrian usage gained from sidewalk connectivity to key destinations or unsafe road sections that would benefit from street lighting.



ECONOMIC DEVELOPMENT

Economic development recommendations are focused on maintaining a healthy business tax base and bolstering local employment levels and exploring opportunities to establish a village center for all residents to enjoy.

VACANT & UNDERUTILIZED LAND

The Township should identify vacant or underutilized land that would make practical sense to be returned to productive use, especially when there are opportunities to synergize adjacent land uses. The Township should remain aware of redevelopment opportunities on parcels that become vacant, unused, or underutilized.

BOOTH'S CORNER

Bethel Township lacks a true town center/square, and such places can act as a valuable community asset by providing a casual gathering space that can serve as a nexus for sharing information within the community and strengthening its social bonds.

A reimagined Booth's Corner village center could stimulate local economic development by concentrating social activity around the commercial fixture of the farmer's market. Residents would gain a space to meet, shop, relax, eat, and drink, while local vendors would benefit from the increased activity.

Establishing Booth's Corner as a village center would require the Township to explore opportunities for creating an overlay zoning district at the site, that would allow for a wider range of businesses and require public realm improvements such as seating, shade trees, landscaping, lighting, or an information kiosk. This could be done sensitively, so that the current purpose of Booth's Corner is maintained but enhanced with public realm features and additional restaurant/retail establishments.

COMMERCIAL & INDUSTRIAL USES

New uses should be introduced to existing commercial and industrial zones to strengthen them in the face of uncertain future market conditions. A diverse range of commercial and industrial tenants will improve the resilience of these zones, so that potential loss of tax revenues in the event of market downturns or increase in vacancies is minimized.



TRANSPORTATION

Maintaining the safety and efficiency of the movement of people, goods, and services is the priority of any municipal transportation network and is the foundation of these transportation recommendations. Bethel Township is an auto-dependent community and primary recommendations are focused on improving traffic safety and efficiency, but opportunities exist for improvements that will benefit all road users through a multimodal network that prioritizes safe routes to school.

TRAFFIC SAFETY

During the first Public Meeting in May 2023, attendees indicated several intersections as being particularly challenging, a claim that is validated by PennDOT crash data. The heat map of vehicle crashes that appears in Chapter 2 indicates that many of these challenging intersections are hot spots for accidents.

While identifying hyper-specific traffic safety infrastructure is beyond the scope of this comprehensive plan, the Township should pursue several of the traffic safety strategies presented by the U.S. Department of Federal Highway Administration (FHWA). Known as the Proven Safety Countermeasures initiative (PSCi), these improvements could be pursued with grant funding after being included in this Comprehensive Plan.

The three most common type of vehicle accidents between 2013 and 2022 were 141 incidents of "Hitting a Fixed Object", 130 incidents of "Rear End Accident", and 115 incidents of "Angle Accident". Given these incidents, several PSCi categories provide several relevant solutions.

Enhanced Delineation for Horizontal Curves, Longitudinal Rumble Strips/Stripes on Two-Lane Roads, and SafetyEdge can help address roadway departures that end in hitting a fixed object. Systematic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections, such as advanced and oversized "Stop Ahead" signage, stop bars, and retroreflective sheeting on signposts can help prevent rear end accidents.

Corridor Access Management, Reduced Left-Turn Conflict Intersections, and Dedicated Left- and Right-Turn Lanes at Intersections can help reduce angle accidents.

On a more comprehensive level, the Township can engage in a Road Safety Audit (RSA) process performed by a multidisciplinary team independent of ongoing or potential road projects.

PROBLEM INTERSECTIONS

1. Five Points Intersection

- This intersection is anticipated to be improved in association with the SR 322, Section 102 project.
- The PennDOT design consultant is currently completing an Intersection Control Evaluation (ICE) to determine the appropriate type of intersection control. Preliminary indications favor a roundabout. However, concerns regarding the historic nature of the intersection may warrant a less disruptive improvement.

2. Naamans Creek Rd. and Foulk Rd.

- The Township has received funding from the PennDOT Green Light-GO grant program to upgrade the existing traffic signal equipment, including improved detection technology.
- The traffic signal timings should be updated concurrent with the GLG project.
- The potential to implement significant geometric improvements are limited by the adjacent land uses, most notably the structure in the northeast quadrant of the intersection.
- Consideration should be given to:
 - » Implementing signal timing plans specific to the peak operating hours of the Booth's Corner Farmers Market
 - » Extending the length of the eastbound left turn lane and implementing dynamic signal timing and/or queue detection.

3. Naamans Creek Rd. and Pyle Rd.

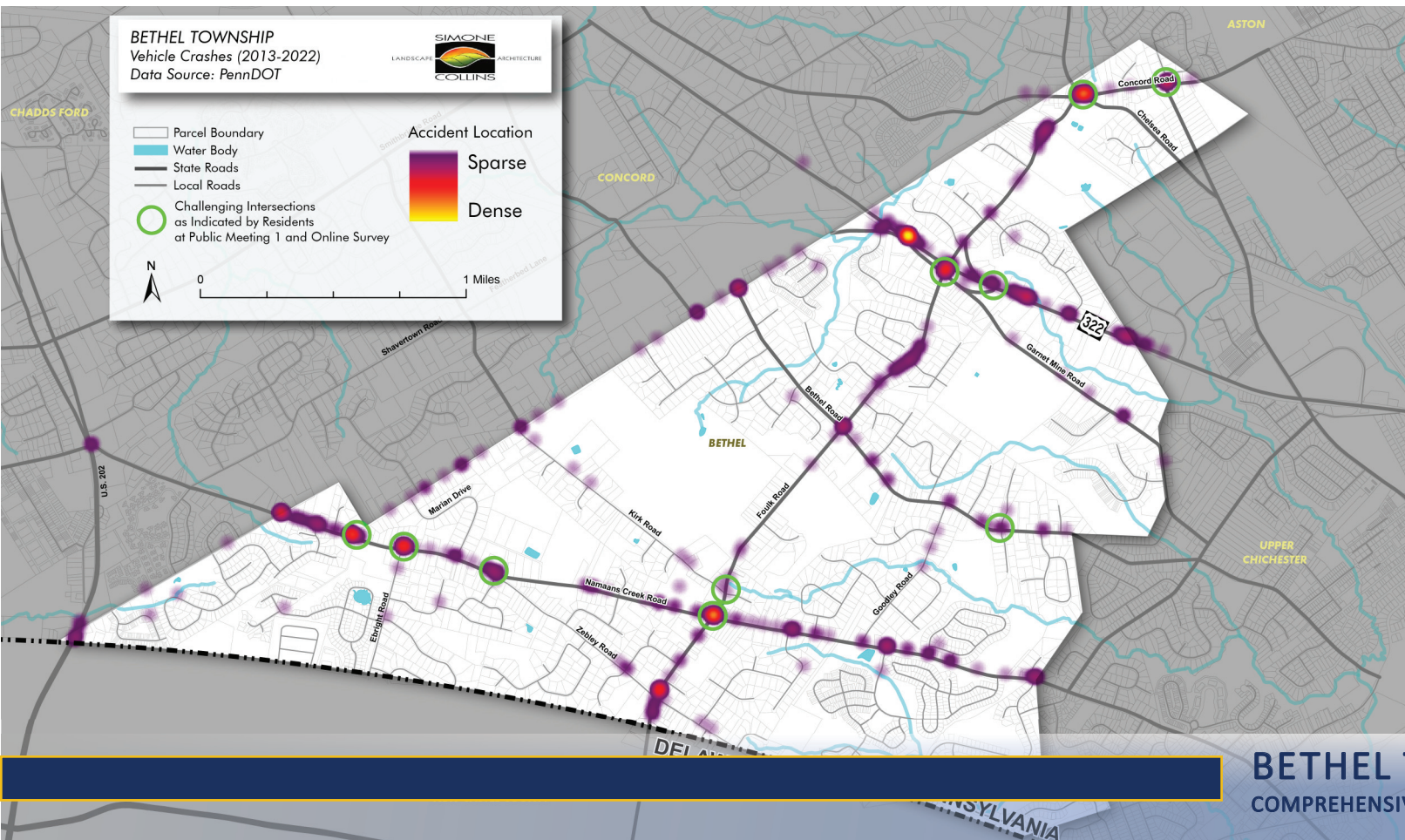
- Improvements necessary to permit “Right Turn On Red” from Pyle Road would likely include the removal of a number of trees in the southwest quadrant of the intersection.
- Westbound flow on Naaman’s Road could be improved by adding a left turn lane. The magnitude of potential benefit would need to be determined by a formal traffic analysis; based on the available historic traffic volumes the benefit may be nominal. Adding a turn lane would likely require the acquisition of right of way and require the removal of a number of trees.

4. Naamans Creek Rd. and Zebly Rd.

- Zebly Road previously intersected Naaman’s Creek Road at a sharp skew. The intersection was reconfigured +/- 25 years ago in conjunction with the adjacent residential development.
- Based on the available historic traffic volumes it is unlikely that warrants for all-way stop or traffic signal control would be met.
- There may be adequate right-of-way/paved cartway to install a gateway median within Naamans Creek Road. The placement would need to ensure adequate sight lines relative to the adjacent horizontal curve and avoid undue impacts to left turning traffic.

5. Chichester Ave. and Concord Rd.

- A formal traffic analysis should be completed to determine if the signal timings can be optimized.
- Consideration could be given to:
 - » Modifying Concord Road to provide a westbound left turn lane. It may be feasible to repurpose the existing right-turn lane; however, additional right of way to the west of Venuti Drive would likely be required to provide an acceptable alignment. There appears to be adequate right-of-way to widen to south.
 - » Improving the connectivity of the existing pedestrian facilities on the northeast, southeast and southwest quadrants.




MULTI-MODAL NETWORK

It is recommended that the Township implement a multi-modal infrastructure network to provide safe and efficient connections to key destinations for pedestrians and bicyclists. The map on the following page illustrates proposed multi-modal connectivity improvements, which are discussed in detail in the companion Parks and Recreation plan.

SAFE ROUTES TO SCHOOL

The Township should prioritize safe routes to Bethel Springs Elementary School to enable local students to walk or bike to school. This is explored in the companion Parks and Recreation plan connectivity recommendations.

BETHEL TOWNSHIP
Parks & Open Space
Proposed Connectivity Map

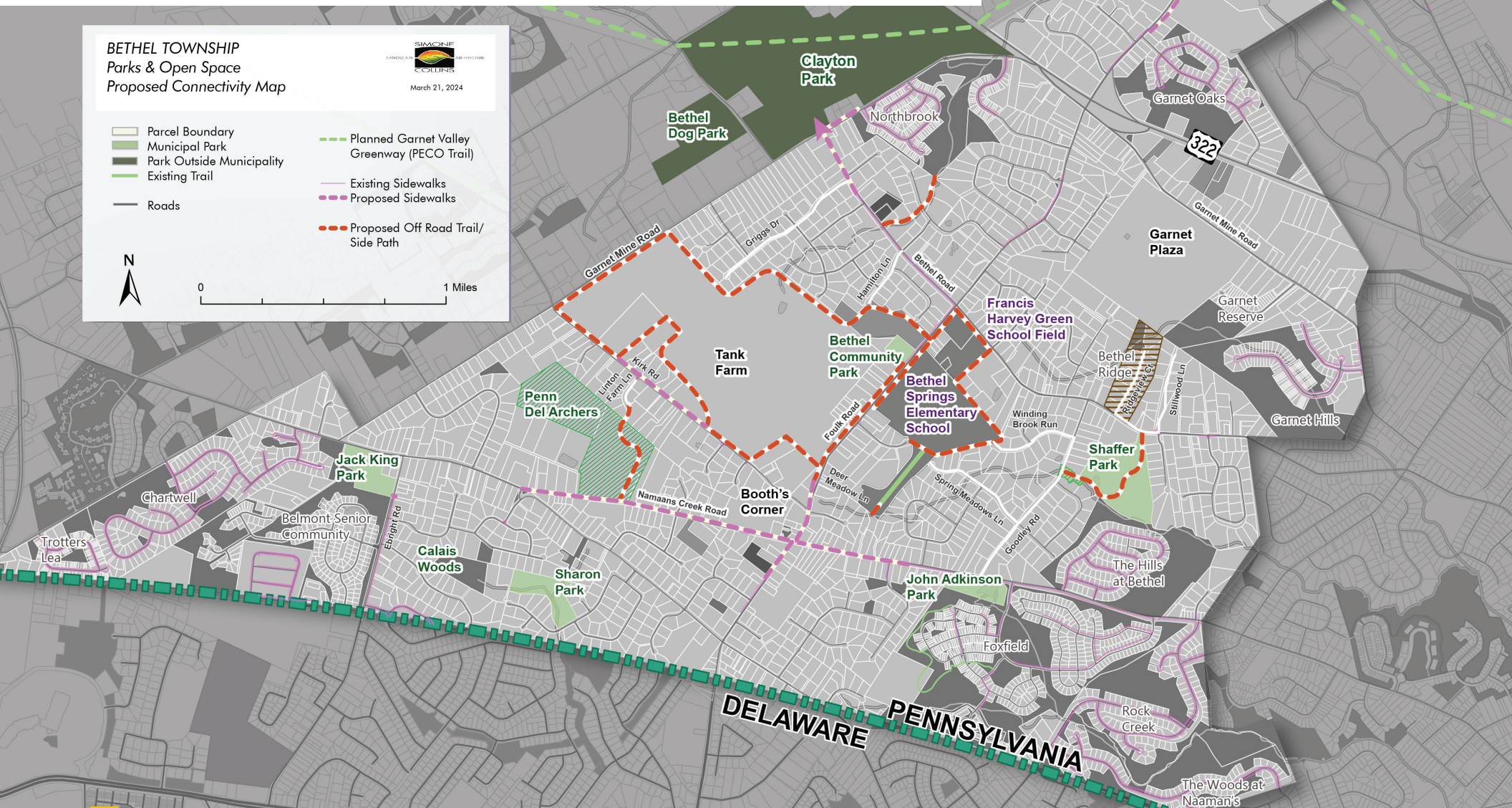


March 21, 2024

<ul style="list-style-type: none"> Parcel Boundary Municipal Park Park Outside Municipality Existing Trail Roads 	<ul style="list-style-type: none"> Planned Garnet Valley Greenway (PECO Trail) Existing Sidewalks Proposed Sidewalks Proposed Off Road Trail/Side Path
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N

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LAND USE

FUTURE LAND USE CATEGORIES

The Delaware County Community Framework characterizes Bethel Township as a growing community. It classifies the area around Booth's Corner as a Neighborhood Center due to its location at an central intersection surrounded by neighborhoods and its status as a focal point with a unique history and sense of community.

Low-Density Residential

Predominantly detached single-family residences on lots greater than one-half acre. This land use category generally follows the existing R-1 zoning district.

Medium-Density Residential

Predominantly detached single-family residences on lots less than one-half acre that may qualify as "Planned Residential Development" as defined by the existing R-3 zoning district. Common neighborhood amenities include street lighting and sidewalks.

High-Density Residential

A greater range of residential development to include single-family detached, townhomes, duplexes, triplexes, and quadraplexes on lots smaller than one-quarter acre. Common neighborhood amenities include street lighting and sidewalks.

Village Mixed Use

A blend of low-impact commercial uses that support neighborhood needs including bakeries, cafes, restaurants, salons, and others. The "Village Mixed Use" future land use category should be located around Booth's Corner and serve as a neighborhood village center.

Corridor Commercial

Land uses that are concentrated along a major roadway with multiple points of access and primarily comprised of developments that have an auto-centric character.

General Commercial

Provides a wide range of retail, restaurant, office, and personal service uses in shopping centers or individual sites.

Light Industrial

A mix of office and flex/light industrial space that provides office space and light industrial uses such as artisan manufacturing, packaging, or distribution facilities, among others.

General Industrial

Provides for both light and heavy industrial uses. When abutting residential land uses, buffering is required.

Institutional

Established institutional uses such as churches, schools, cemeteries, and municipal facilities.

Recreation and Open Space

Public and privately-owned lands to be used for parks and recreation facilities, as well as preserved open space. The "Recreation" future land use category should be located in several places, including the existing mushroom farm and Penn Del Archery complex, Bethel Community Park, and the open space along Foulk Road, south of SiteOne Landscape Supply.















Agriculture

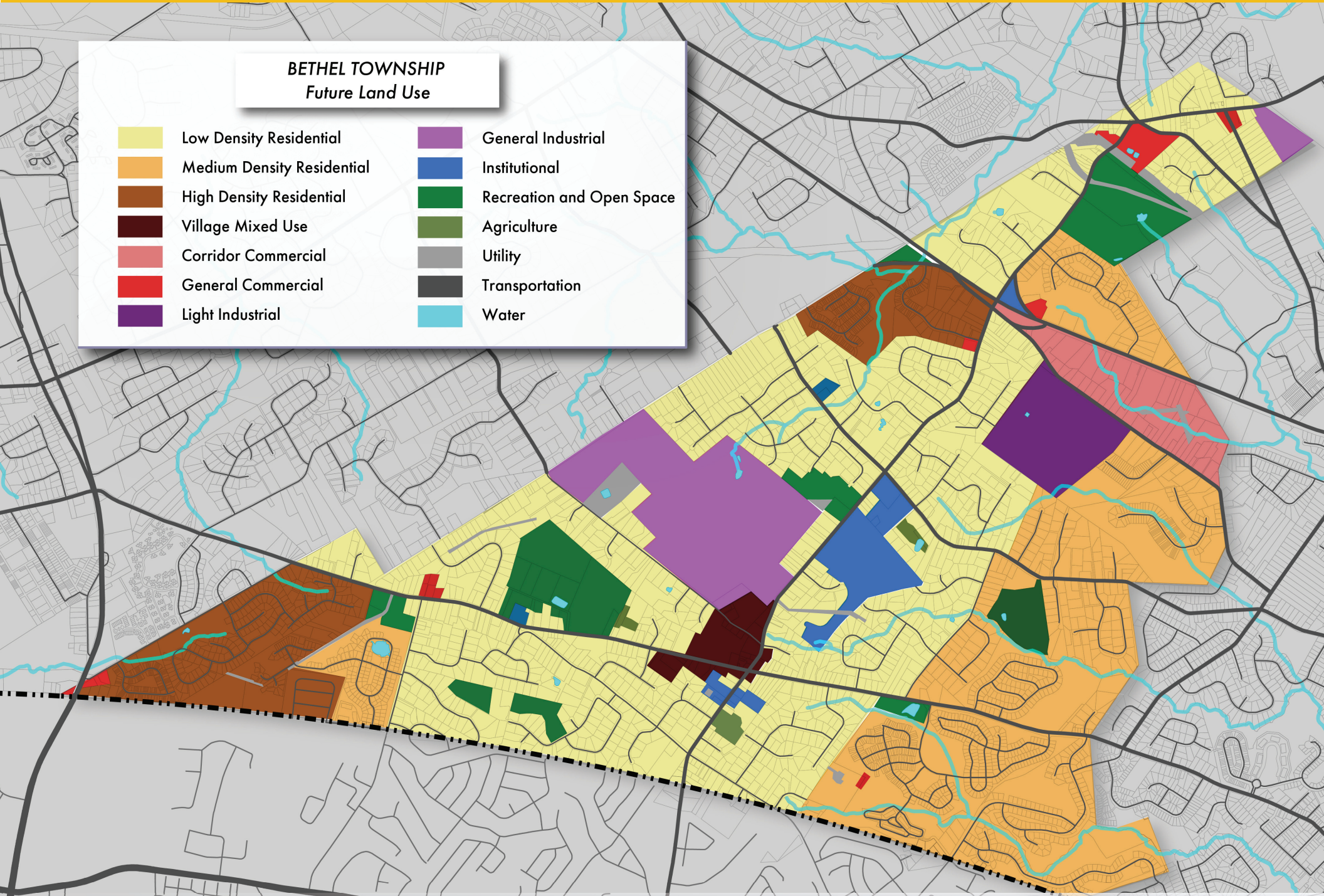
Lands that are actively being used for agriculture purposes, including as accessory to residential uses.

Transportation and Utility

Highways, key arterial roads, neighborhood roads and utility transmission corridors providing critical infrastructure to residents.

BETHEL TOWNSHIP
Future Land Use

- | | |
|--|---|
|  Low Density Residential |  General Industrial |
|  Medium Density Residential |  Institutional |
|  High Density Residential |  Recreation and Open Space |
|  Village Mixed Use |  Agriculture |
|  Corridor Commercial |  Utility |
|  General Commercial |  Transportation |
|  Light Industrial |  Water |



ZONING RECOMMENDATIONS

The Bethel Township Zoning Ordinance should be updated to add definitions for missing and potential land uses, including accessory dwelling units, assisted living facilities, manufactured homes, recreation, restaurants, breweries, and others.

Aging In Place

The comprehensive plan public opinion survey gives strong indications of a Bethel community that has deep roots in the Township, and that they intend to maintain those roots well into old age.

The Centers for Disease Control and Prevention's Healthy Community Design Initiative characterizes Aging In Place as "The ability to live in one's own home and community safely, independently, and comfortably, regardless of age, income, or ability level."

Accessory Dwelling Units

Accessory Dwelling Units (ADU) are smaller, secondary living units on a larger lot with an existing primary unit. They can be stand-alone, attached additions, or converted portions of an existing home.

It may be prudent to explore adding an Accessory Dwelling Unit addendum to the zoning ordinance to enable those who wish to age in place but may not have the financial or physical means to continue living alone or manage a property. ADUs can serve as a practical option for many families, allowing multiple generations to live together while maintaining an element of privacy.

To quell resident concerns about an ADU allowance becoming abused by speculative rental units, the ADU ordinance could be written to limit the occupants of the additional living space to family members. It should also be considered that allowing elderly homeowners to rent ADUs or move into the ADU themselves and rent the primary living unit to a young family could be a valuable income generator and allow them to stay in the Township. The Township is a desirable place to live for young families and there is currently not a diverse range of housing options available. At some point, the Township will have to address housing accessibility for this demographic for stability purposes.

Minimum Lot Area

The Township should explore lowering the current minimum lot area of 20 acres for multi-family dwellings in the R-4 zoning district.

Natural Resource Protection

It is recommended that a separate section for natural resource protection be added to the zoning ordinance. To strengthen natural resource protection, provisions for limitations on resource disturbance and natural resource standards such as floodplain, steep slope, water, agricultural soils, and riparian corridor restrictions should be considered and adopted.



COMMUNITY FACILITIES

POLICE / FIRE / EMS

During key person interviews, representatives from the Bethel Township Police Department and Volunteer Fire Department indicated that their departments have outgrown their existing facilities and have aging equipment inventories.

Facility Expansion

It is recommended that the Township pursue feasibility studies either for new Police and Fire facilities or an expansion of existing facilities.

Operations

It is important that Fire and Emergency Services are available to respond to calls at all times of the day and night. The Township should work with the Fire Department and Crozer Health to plan for 24/7 Fire and EMS staffing.

Volunteer Staffing

Despite being 100% volunteer, the Fire Department has struggled to attract volunteers and has only 15 active volunteers despite having 80 members on the books. Of those 15, only a few volunteers are available during the day. While fire companies from neighboring municipalities are able to provide support during times with limited-service capacity, the Township must explore ways to attract new volunteers and increase reliability.

PARKS AND RECREATION

Please refer to the companion Parks and Open Space Plan. For reference, specific recommendations are also included in the Action Plan in Chapter 5.

NATURAL FEATURES

Please refer to the companion Parks and Open Space Plan. For reference, specific recommendations are also included in the Action Plan in Chapter 5.



HISTORIC PRESERVATION

There are several sites within Bethel that are eligible to be added to the National Register of Historic Places, including Siloam Church, Chelsea Village, the Larkin Farmhouse, and the Powell Clayton House. The addition of these historic resources to the National Register of Historic Places should be actively pursued.

A possible method for stimulating community support for historic preservation could be the development of educational programs or partnerships with local organizations like the Bethel Township Preservation Society or Delaware County Historical Society, that could teach residents and students about the heritage and historical legacy of Bethel Township.

The Township should also consider possible zoning and SALDO regulations that could allow for the adaptive reuse of historic structures by creating architectural standards that enforce adherence to historic characteristics.

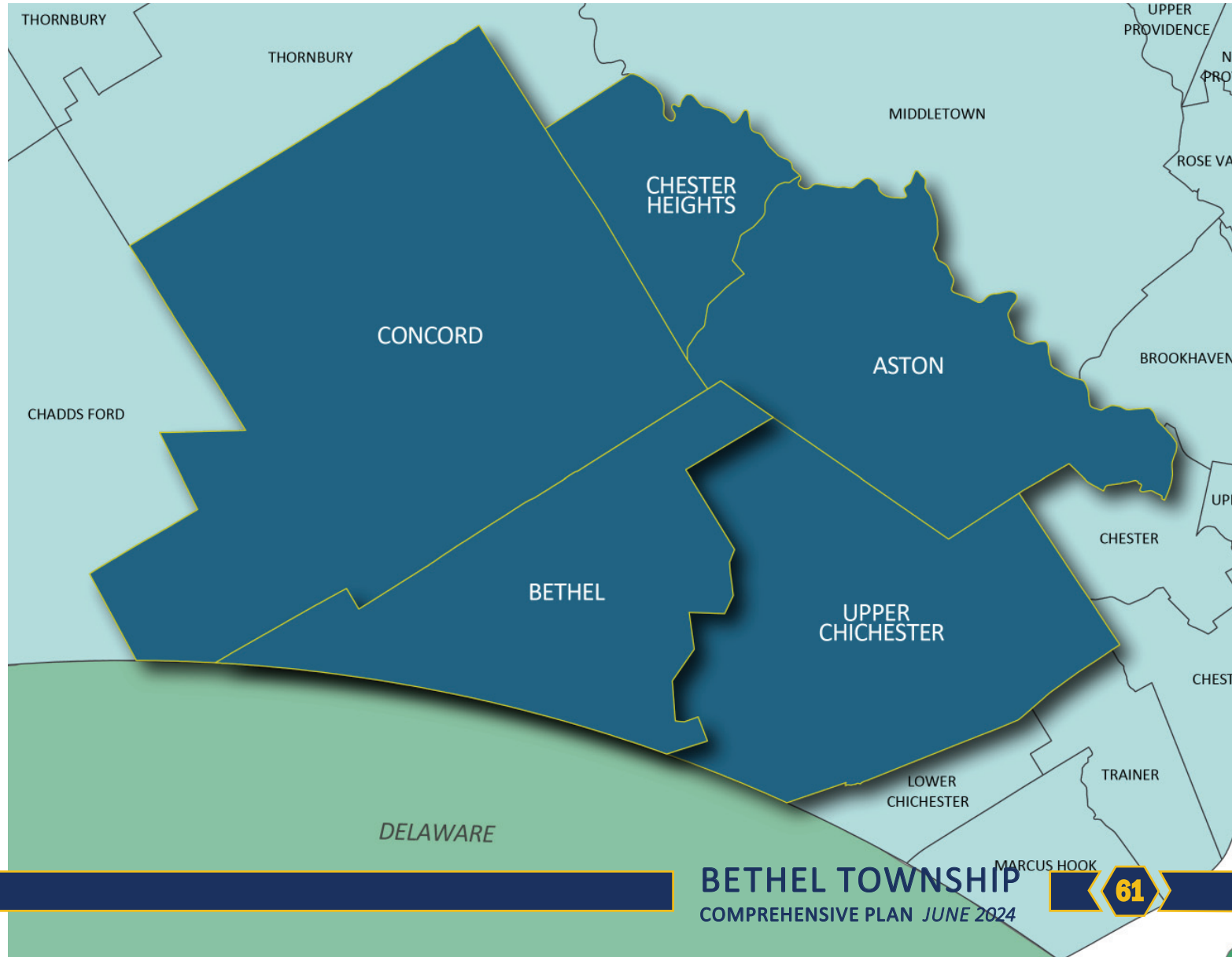
ENERGY AND RESOURCE CONSERVATION

The township should explore amending the zoning ordinance to allow for residential solar or wind power generation as an accessory use in select residential zoning districts.



COMPATIBILITY WITH ADJACENT MUNICIPALITIES

In all future planning exercises or development proposals that have a regional impact, the Township should ensure compatibility with adjacent municipalities and greater County initiatives. Increased inter-municipal partnerships could also solidify compatibility and strengthen the regional framework.





IMPLEMENTATION

5



Achieving the goals established by the Township’s vision will require coordination between many individuals, organizations, and communities, as will the successful implementation of the strategies intended to achieve them.

ACTION PLAN

The Action Plan provides a program for Bethel Township and its partners to advance Bethel Township’s comprehensive planning goals and vision for the future. The action plan is presented categorically and includes the specific recommendation, implementation time frame, responsible entity, possible funding source, and estimated cost brackets ranging from low (<\$100k), medium (<\$500k), to high (>\$500k).

5.1. Housing

Recommendations	Time Frame: Short, Medium, Long term)	Responsible Entity	Possible Funding Source	Costs: Low: < \$100k Medium: <\$500k High: >\$500k
5.1.1 Ensure the availability of a variety of housing types to meet the residential needs of the projected population.	Short to Medium	Planning Commission, Board of Supervisors, Delaware County	General Funds	Low
5.1.2 Allow for accessory dwelling units under "Accessory Uses" in the R-1 district as a special exception.	Short	Planning Commission, Board of Supervisors	General Funds	Low
5.1.3 Establish architectural standards to ensure that any new development conforms to surrounding architectural style and character.	Short	Planning Commission, Board of Supervisors	General Funds	Low
5.1.4 Introduce streetscape infrastructure such as sidewalks, street lighting, and landscaping at key locations.	Short to Medium	Planning Commission, Board of Supervisors	General Funds, PennDOT, DCED	High

5.2. Economic Development

Recommendations	Time Frame: Short, Medium, Long term)	Responsible Entity	Possible Funding Source	Costs: Low: < \$100k Medium: <\$500k High: >\$500k
5.2.1 Establish and maintain an inventory of vacant or underutilized land that could be redeveloped.	Medium	Planning Commission	General Funds, Delaware County	Low
5.2.2 Prioritize redevelopment in locations where there are opportunities to synergize adjacent land uses.	Long	Planning Commission	General Funds	Low
5.2.3 Develop a "Village Center" zoning overlay district at Booth's Corner to allow it to become a village center and attract new uses.	Short to Medium	Board of Supervisors, Planning Commission, Consulting Firm	General Funds	Low
5.2.4 Develop uniform design and streetscape standards in the new village center overlay.	Short to Medium	Board of Supervisors, Planning Commission, Consulting Firm	General Funds	Low
5.2.5 Incentivize new businesses to provide sidewalks, landscaping, and other public amenities in front of their buildings.	Short to Medium	Board of Supervisors, Planning Commission, Private Businesses	General Funds	Low to Medium
5.2.6 Introduce new uses to existing commercial and industrial zones.	Short	Board of Supervisors, Planning Commission	General Funds	Low

5.3. Transportation

Recommendations	Time Frame: Short, Medium, Long term)	Responsible Entity	Possible Funding Source	Costs: Low: < \$100k Medium: <\$500k High: >\$500k
5.3.1 Improve traffic safety at problematic road segments and intersections.	Short to Medium	PennDOT, Bethel Public Works	PennDOT, DVRPC, DCED, General Funds	High
5.3.2 Implement a multi-modal infrastructure network to provide safe and efficient connections to key destinations for pedestrians and bicyclists.	Medium	Planning Commission, Consulting Firm, Board of Supervisors	DCNR, DCED, PennDOT, DVRPC, General Funds	High
5.3.3 Prioritize safe routes to Bethel Springs Elementary School.	Short	Planning Commission, Consulting Firm, Board of Supervisors	DCED, PennDOT, General Funds	Medium
5.3.4 Adopt an Official Map that shows planned trails and road improvements.	Short	Planning Commission, Board of Supervisors	General Funds	Low
5.3.5 Ensure the continuation of quality maintenance of local roads.	Ongoing	Public Works	General Funds, PennDOT	High

5.4. Land Use & Zoning

Recommendations		Time Frame: Short, Medium, Long term)	Responsible Entity	Possible Funding Source	Costs: Low: < \$100k Medium: <\$500k High: >\$500k
5.4.1	Plan for future land use categories of Medium-Density Residential, High-Density Residential, Village Mixed Use, Corridor Commercial, Light Industrial, and Recreation.	Short to Medium	Planning Commission, Board of Supervisors	General Funds	Low
5.4.2	Add definitions for missing and potential uses including accessory dwelling unit, assisted living facility, manufactured home, recreation, restaurant, brewery, etc.	Short	Planning Commission, Board of Supervisors	General Funds	Low
5.4.3	Explore the possibility of decreasing minimum lot area (20 acres) for multi-family dwellings in the R-4 District.	Short	Planning Commission, Board of Supervisors	General Funds	Low
5.4.4	Develop an overlay zoning district at Booth's Corner to allow greater mixed use with design standards (see Recommendation 5.2.3).	Short to Medium	Planning Commission, Consulting Firm, Board of Supervisors	General Funds	Low
5.4.5	Incorporate separate section for Natural Resource Protection with provisions for limitations on resource disturbance, natural resource standards (floodplain, steep slopes, waterbodies, agricultural soils) and riparian corridor regulations	Short	Planning Commission, Board of Supervisors	General Funds	Low

5.5. Community Facilities & Services

Recommendations		Time Frame: Short, Medium, Long term)	Responsible Entity	Possible Funding Source	Costs: Low: < \$100k Medium: <\$500k High: >\$500k
5.5.1	Prepare feasibility studies for new or expanded facilities for the Police and Fire Departments.	Short to Medium	Planning Commission, Bethel Township Hose Co. #1, Bethel Police Department, Consulting Firm, Board of Supervisors	DCED, Office of the State Fire Commissioner, General Funds	Medium
5.5.2	Plan for 24/7 operation for Fire and EMS staffing.	Short	Bethel Township Hose Co. #1, Bethel Police Department, Board of Supervisors	General Funds	High
5.5.3	Explore ways to attract new Fire company volunteers.	Short to Medium	Bethel Township Hose Co. #1, Board of Supervisors	General Funds	Low
5.5.4	Improve facilities at existing parks and plan for the acquisition/preservation of additional open space to help mitigate public health issues in the region.	Medium to Long	Planning Commission, Consulting Firm, Board of Supervisors, Parks & Recreation Board	DCNR, DCED, General Funds	High

5.6. Parks and Recreation (outlined in the Bethel Township Parks & Open Space Plan)

Recommendations		Time Frame: Short, Medium, Long term)	Responsible Entity	Possible Funding Source	Costs: Low: < \$100k Medium: <\$500k High: >\$500k
5.6.1	Improve the recreational facilities and accessory facilities at existing parks.	Short to Medium	Board of Supervisors, Parks and Recreation Board	DCNR, DCED, General Funds	Medium to High
5.6.2	Expand and enhance the Township park and open space system in order to meet the future recreational needs of residents.	Medium to Long	Board of Supervisors, Parks and Recreation Board	DCNR, DCED, General Funds	Medium to High
5.6.3	Adopt an Official Map that shows potential future parks and open spaces	Short	Planning Commission, Board of Supervisors	General Funds	Low
5.6.4	Develop strategies to acquire or preserve lands identified on the Official Map as new parks or open space	Long	Board of Supervisors, Parks and Recreation Board	DCNR, DCED, General Funds	High
5.6.5	Develop a trail network that connects communities and neighborhoods to Township destinations, services and facilities	Medium to Long	Board of Supervisors, Parks and Recreation Board	DCNR, DCED, PennDOT, DVRPC, General Funds	Medium to High
5.6.6	Develop a preliminary programming plan and partner with school district or private facility for building usage	Short to Medium	Board of Supervisors, Park and Recreation Board, Garnet Valley School District, Private Facilities	General Funds	Low to Medium
5.6.7	Explore existing or new sites for maintenance storage facility	Short to Medium	Board of Supervisors, Parks and Recreation Board	General Funds	Medium to High
5.6.8	Review of Consumer Product Safety Commission guidelines for park and playgrounds	Ongoing	Parks and Recreation Board	General Funds	Low
5.6.9	Continued adherence to ADA guidelines (bench close to a path or trail, play equipment for persons with disabilities, etc.)	Ongoing	Parks and Recreation Board	General Funds	Low

5.7. Natural Features (outlined in the Bethel Township Parks & Open Space Plan)

Recommendations		Time Frame: Short, Medium, Long term)	Responsible Entity	Possible Funding Source	Costs: Low: < \$100k Medium: <\$500k High: >\$500k
5.7.1	Introduce new stormwater BMPS (Best Management Practices) at Township parks to help manage stormwater and minimize pollutants.	Short to Medium	Parks and Recreation Board	DCNR, PennVEST, General Funds	Low to Medium
5.7.2	Continue to fulfill the requirements of the Township's MS4 Plan.	Short to Medium	Parks and Recreation Board	DCNR, PennVEST, General Funds	Low to Medium
5.7.3	Incorporate separate section for Natural Resource Protection with provisions for limitations on resource disturbance, natural resource standards (floodplain, steep slopes, waterbodies, agricultural soils) and riparian corridor regulations (see Recommendation 5.4.5).	Short	Planning Commission, Board of Supervisors	General Funds	Low

5.8. Historic Preservation

Recommendations		Time Frame: Short, Medium, Long term)	Responsible Entity	Possible Funding Source	Costs: Low: < \$100k Medium: <\$500k High: >\$500k
5.8.1	Identify historic resources that may be eligible for the National Register of Historic Places to promote their preservation.	Short to Medium	Planning Commission, Bethel Township Preservation Society	DCED, PHMC, General Funds	Low
5.8.2	Consider zoning and SALDO regulations that could allow for the adaptive reuse of historic structures and ensures adherence to historic architectural styles.	Short to Medium	Planning Commission, Board of Supervisors, Consulting Firm	PHMC, General Funds	Low
5.8.3	Develop education programs that teach residents and students about the history and heritage of Bethel Township.	Ongoing	Parks & Recreation Board, Garnet Valley School District	PHMC, General Funds	Low

5.9. Energy and Resource Conservation

Recommendations		Time Frame: Short, Medium, Long term)	Responsible Entity	Possible Funding Source	Costs: Low: < \$100k Medium: <\$500k High: >\$500k
5.9.1	Consider infrastructure upgrades that conserve energy and Township resources	Short to Medium	Planning Commission, Board of Supervisors	General Funds	Medium to High
5.9.2	Promote utilization of energy conservation strategies and sustainable practices	Medium	Board of Supervisors, Communities	PennVEST, General Funds	Low
5.9.3	Promote water conservation strategies and best management practices	Ongoing	Board of Supervisors, Communities	PennVEST, General Funds	Low to Medium

5.10. Compatibility with Adjacent Municipalities

Recommendations		Time Frame: Short, Medium, Long term)	Responsible Entity	Possible Funding Source	Costs: Low: < \$100k Medium: <\$500k High: >\$500k
5.10.1	Ensure that future planning exercises or development proposals that have a regional impact are compatible with the planning initiatives of adjacent municipalities or the county.	Long	Planning Commission, Board of Supervisors, Adjacent Municipalities, Delaware County	General Funds	Low
5.10.2	Pursue inter-municipal partnerships to achieve shared goals, when appropriate.	Long	Planning Commission, Board of Supervisors, Adjacent Municipalities	General Funds	Medium
5.10.3	Work with adjacent municipalities to ensure any development in adjacent communities does not negatively impact Bethel Township	Ongoing	Planning Commission, Board of Supervisors, Adjacent Municipalities, PennDOT	General Funds, PennDOT, Private developers	Low

PLAN PARTNERS

The municipalities, institutions, agencies, and community organizations listed in this section could form partnerships with Bethel Township in pursuit of planning and community building objectives in which there is shared interest and benefit. Opportunities may exist for strategic partnerships consisting of multiple organizations.

LOCAL PARTNERS

Bethel Township Preservation Society
American Legion – Brandywine Post 811
Bethel Township Senior Citizens
Bancroft Pennsylvania
Elwyn Inc.
Northbrook Community Association
Foxfield at Naamans Creek
Siloam United Methodist Church
Booths Corner Farmer’s Market
Naamans Creek Country Manor
Belmont Senior Community
SiteOne Landscape Supply

COUNTY AND REGIONAL PARTNERS

Garnet Valley School District
Concord Township
Upper Chichester Township
Aston Township
Delaware County (Redevelopment Authority, Housing Authority, etc.)
Darlington Arts Center
Brandywine Conservancy
Neumann University
Delaware Valley Regional Planning Commission
Devereux Foundation
MSI Sports

STATE PARTNERS

PA Department of Community and Economic Development
PA Department of Conservation and Natural Resources
PA Department of Transportation
Pennsylvania Historical and Museum Commission



pennsylvania

DEPARTMENT OF TRANSPORTATION



pennsylvania
DEPARTMENT OF CONSERVATION
AND NATURAL RESOURCES

pennsylvania
DEPARTMENT OF COMMUNITY
& ECONOMIC DEVELOPMENT



POTENTIAL FUNDING SOURCES

This section provides summary information for a number of grant programs and initiatives from a variety of federal, state, regional, local, and private funding sources. These programs are likely capable of assisting Bethel Township and its partners in securing funding for planning, design, and construction of recreation-, environmental-, transportation-, and economic development-related projects.

PA DCNR

Community Conservation Partnerships Program (C2P2)

C2P2 provides funding to municipalities and authorized nonprofit organizations for recreation, park, trail and conservation projects. Eligible projects include: feasibility planning studies; trail studies; conservation plans; master site development plans; comprehensive recreation park and open space and greenway plans; land acquisition for active or passive parks, trails and conservation purposes; and new development and rehabilitation of parks, trails, Riparian Forest Buffers, and recreation facilities.

Most of these RCP-funded projects require a 50% match, which can include a combination of cash and/or non-cash values. Funding from DCNR for “sidewalk” connections is not usually granted unless these facilities are eligible as multi-use trails.

Visit: <https://brcgrants.dcnr.pa.gov/>

PA DCED

Greenways, Trails and Recreation Program (GTRP)

The Greenways, Trails and Recreation Program (GTRP) is administered through the DCED, and provides funding for planning, acquisition, development, rehabilitation and repair of greenways, recreational trails, open space, parks and beautification projects. The program awards up to \$250,000 per project to eligible applicants and requires a local match of 15% of the total project cost. (GTRP funding for “sidewalk” connections will likely need to be eligible as “multi-use trails.”)

For more information, visit: <https://dced.pa.gov/programs/greenways-trails-and-recreation-program-gtrp>

Multimodal Transportation Fund (MTF)

The DCED Multimodal Transportation Fund (MTF) is administered through the PA Department of Community and Economic Development (DCED) and provides grants to encourage economic development by ensuring that a safe and reliable multimodal transportation system is available to the residents of the Commonwealth. Funds may be used for preliminary engineering tasks, as well as development, rehabilitation, and enhancement of transportation assets within existing communities – such as: streetscape, lighting, sidewalk enhancement, pedestrian safety, connectivity of transportation assets and transit-oriented development.

MTF grants are available for projects with a total cost of \$100,000 or more, and grants shall not exceed \$3,000,000 for any project. The CFA will consider grant requests over \$3,000,000 for projects that will significantly impact the CFA’s goal to leverage private investment and create jobs in the Commonwealth. Financial assistance under the Multimodal Transportation Fund shall be matched by local funding in an amount not less than 30% of the non-federal share of the project costs.

For more information, visit: <https://dced.pa.gov/programs/multimodaltransportation-fund/>

Keystone Communities (KC)

The Keystone Communities (KC) program is designed to encourage the creation of partnerships between the public and private sectors that jointly support local initiatives such as the growth and stability of neighborhoods and communities; social and economic diversity; and a strong and secure quality of life. The program allows communities to tailor the assistance to meet the needs of its specific revitalization effort. Communities may wish to consider designation through the KC program as a Keystone Main Street, Keystone Elm Street, Keystone Enterprise Zone, or Keystone Community. Designation is an opportunity for targeted investment and development including the identification of specific needs for investment and/or development and the design and implementation of a strategy to address those needs.

For more information, visit: <https://dced.pa.gov/programs/keystonecommunities-program-kcp/>

Historic Preservation Tax Credit (HPTC)

The Historic Preservation Tax Credit provides tax credits to qualified taxpayers for the restoration of qualified historic structures into income-producing properties. Projects must include a rehabilitation plan approved by the Pennsylvania Historical and Museum Commission.

For more information, visit: <https://dced.pa.gov/programs/historic-preservation-tax-credit-hptc/>

Business in Our Sites Program (BOS)

The Business in Our Sites Program provides grants and loans to municipalities for the acquisition of key sites and their preparation for development by businesses, developers, and others. Funding supports all required site development activities needed to bring a site to “shovel-ready” status.

For more information, visit: <https://dced.pa.gov/programs/business-in-our-sites-grants-and-loans-bos/>

Local Share Account Statewide (LSA)

Local Share Account Statewide distributes gaming revenues (PA Race Horse Development and Gaming Act) through the Commonwealth Financing Authority to support projects that improve the quality of life in the community. Eligible uses of funds include acquisition, construction, demolition, infrastructure, planning/consulting/design costs for planning projects, and engineering/design/inspection for construction projects, among other administrative and contingency costs.

For more information, visit: <https://dced.pa.gov/programs/local-share-account-lsa-statewide/>

PENNDOT

Transportation Alternatives Set-Aside Program (TASA)
PennDOT administers the Federal Highway Administration (FHWA) Transportation Alternatives - TA Set-Aside Program under the Surface Transportation Program (STP) for community-based “non-traditional” projects that are designed to strengthen the cultural, aesthetic, and environmental aspects of the nation’s intermodal transportation system. The program seeks to provide funding for construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation. Non-motorized forms of transportation include sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990. There is a minimum award of \$50,000 for construction projects and a maximum award of \$1,000,000, although higher awards can be justified for “exceptional” projects. No applicant match is required, but all engineering and environmental clearances must be completed with non-FHWA funds to enable the TA funds to be used for construction and construction inspections.

For more information, visit: <https://www.penndot.gov/ProjectAndPrograms/Planning/Pages/Transportation%20Alternatives%20Set-Aside%20-%20Surface%20Trans.%20Block%20Grant%20Program.aspx>

Safe Routes to School Program (SRTS)

The SRTS program is administered by PennDOT through the federal TA Set-Aside program. SRTS is a national and international movement to create safe, convenient, and healthy opportunities for children to walk and bicycle to school. By getting more children to walk and bicycle to school, communities are helping children be healthier, they are reducing fuel consumption, alleviating traffic congestion, and improving air quality. Eligible activities include new or reconstructed sidewalks or walkways, pedestrian and bicycle signs or signals, transportation projects that achieve ADA compliance, such as curb ramps, bike parking facilities or bus bike racks, shared use paths, side paths, trails that serve a transportation purpose, crossing improvements, and traffic realignments, road diets, or intersection changes.

Visit: <https://www.penndot.gov/TravelInPA/Safety/SchoolResourcesAndPrograms/SafeRoutesToSchool/Pages/default.aspx>

Multimodal Transportation Fund (MTF)

PennDOT administers Federal Highway Administration funds as a state Multimodal Transportation Fund program to provide grants that ensure that a safe and reliable system of transportation is available directly to the communities and residents of the Commonwealth. The program is intended to provide financial assistance to municipalities, councils of governments, businesses, economic development organizations, public transportation agencies, rail freight, passenger rail, and ports to improve transportation assets that enhance communities, pedestrian safety, and transit revitalization. Grants are available for projects with a total cost of \$100,000 or more. Grants shall normally not exceed \$3,000,000 for any project. The PennDOT Office of Multimodal Transportation will consider grant requests over \$3,000,000 for projects that will significantly impact PennDOT's goal to leverage private investment and create jobs in the Commonwealth. Financial assistance under the Multimodal Transportation Fund shall be matched by local funding in an amount not less than 30% of the amount awarded. These federal funds cannot be matched by other federal funding.

For more information, visit: <https://www.penndot.gov/ProjectAndPrograms/MultimodalProgram/pages/default.aspx>

PA OFFICE OF THE BUDGET

Redevelopment Assistance Capital Program (RACP)

The Redevelopment Assistance Capital Program provides funding for the acquisition and construction of regional economic, cultural, civic, recreational, and historical improvement projects. Projects are typically economic development projects and cannot be funded by other state grant programs.

For more information, visit: <https://www.budget.pa.gov/Programs/RACP/Pages/Main%20Page.aspx>

USDOT

Safe Streets and Roads for All (SS4A)

Starting in 2022, \$5 billion over 5 years in funding is available for planning & implementation projects that improve roadway safety by preventing deaths and serious injuries. SS4A grants require an eligible Action Plan to be adopted by the applicant before applying. Eligible activities include roadway safety treatments, development of multimodal improvements, and installing pedestrian safety enhancements, among many others.

For more information, visit: <https://www.transportation.gov/grants/SS4A>

RAISE

Rebuilding American Infrastructure with Sustainability and Equity Grants are for capital investments in surface transportation that will have a significant local or regional effect on greenhouse gas emissions and climate change impacts. Projects funded by RAISE will promote energy efficiency, responsible land use, transportation efficiency, active transportation, pollution reduction, and brownfield redevelopment, among other goals.

For more information, visit: <https://www.transportation.gov/RAISEgrants/raise-nofo>

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

CMAQ

DVRPC's Competitive Congestion Mitigation and Air Quality Improvement Program (CMAQ) seeks to fund transportation projects that will improve air quality and reduce traffic congestion in the DVRPC Region. CMAQ eligible projects will demonstrably reduce air pollution emissions and help the DVRPC region meet the federal health-based air quality standards. CMAQ is not a grant program, but rather reimburses costs incurred after receiving funding authorization and notice to proceed.

For more information, visit: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/cmaq.cfm>

Regional Trails

The Regional Trails Program provides trail developers – including: counties, municipalities, and nonprofit organizations with technical assistance and funding opportunities to plan and implement trails that will contribute to The Circuit, the greater Philadelphia 800+ mile trail network.

For more information, visit: <https://www.dvrpc.org/trails/regionaltrailsprogram/>

Transportation and Community Development Initiative (TCDI)

The Transportation and Community Development Initiative (TCDI) supports smart growth initiatives aligned with the implementation goals of DVRPC's Connections 2050 long-range plan for the Greater Philadelphia region. TCDI projects will improve the overall character and quality of life by enhancing existing transportation infrastructure, encouraging multi-modal transportation, and protecting the natural environment, among other objectives.

For more information, visit: <https://www.dvrpc.org/tcdi/>

PECO

Green Region

Administered by Natural Lands, the PECO Green Region Open Space Program funds efforts to preserve, protect, and improve open spaces in PECO's southeastern Pennsylvania service area. Applications must receive gas and/or electric service from PECO. Past awards have been used to preserve open space, upgrade local parks, build/improve trails, and protect endangered species.

For more information, visit: <https://natlands.org/what-we-do/growing-greener-communities/peco-green-region/>

DELAWARE COUNTY

Keystone HP Planning Grants

Keystone Historic Preservation Planning Grants support projects that identify, preserve, promote, and protect Pennsylvania historic resources that are listed on the National Register of Historic Places or are eligible to be listed.

For more information, visit: <https://www.phmc.pa.gov/Preservation/Grants-Funding/Pages/Planning-Projects.aspx>

Keystone HP Construction Grants

Keystone Historic Preservation Construction Grants support the preservation, rehabilitation, or restoration of Pennsylvania historic resources that are listed on the National Register of Historic Places or are eligible to be listed. Funding is only available to nonprofit organizations and local governments.

For more information, visit: <https://www.phmc.pa.gov/Preservation/Grants-Funding/Pages/Construction-Projects.aspx>

Green Ways

The Delaware County Green Ways Grant Program seeks to advance goals identified in the County Open Space, Recreation, and Greenway Plan such as conserving green spaces, improving connectivity within the County, enhancing public parks, and creating a more unified countywide parks and recreation system. The Green Ways program includes four funding categories: conserving open space and natural features, enhancing environmental and recreational uses, connecting communities/cultural & historic resources/natural features, and planning & design of future amenities in a prioritized and strategic fashion.

For more information, visit: <https://www.delcopa.gov/planning/greenspace/GreenSpaceGWGP.html>



APPENDIX

6









SIMONE
LANDSCAPE ARCHITECTURE
COLLINS