

COMPREHENSIVE PLAN

WILLIAMS TOWNSHIP

NORTHAMPTON COUNTY, PENNSYLVANIA

This Comprehensive Plan was adopted by the
Williams Township Board of Supervisors on
August 10, 1989.

WILLIAMS TOWNSHIP OFFICIALS AND STAFF

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Township Engineer

Thomas Sales

Township Clerk

Gail E. Helm

Sewage Enforcement Officer

Scott Brown, Hanover Engineering Inc.

Planning Consultant

*Urban Research & Development Corporation
Bethlehem, Pennsylvania*

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FOREWORD

Williams Township is a community of rolling hills, farmland and woodland with great scenic beauty. It also includes attractive and very liveable residential areas, including older villages and newer developments. These homes are not far from many excellent opportunities for employment.

These features make Williams a very special place. But our Township faces growth that can either respect or neglect these qualities that make Williams so special. We have prepared this Comprehensive Plan to carefully guide preservation and growth in our Township over the next 10 to 15 years.

This Comprehensive Plan's theme is simple yet compelling: respect the Township's unique natural environment while carefully accommodating new residential, business and other development.

The Williams Township Planning Commission

INTRODUCTION

INTRODUCTION

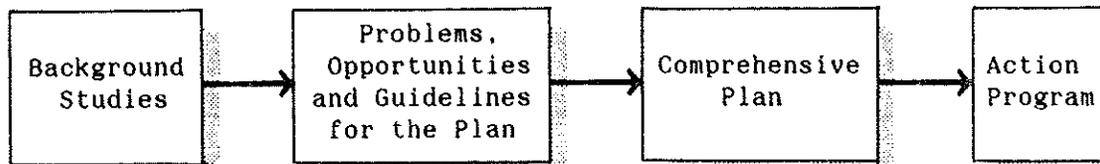
WILLIAMS TOWNSHIP PLANNING PROGRAM

This is Williams Township's Comprehensive Plan for its future growth and preservation. It is divided into three major parts:

- A Summary of Background Studies which was used to help prepare the Plan.
- A Plan for Growth and Preservation which contains policies for future land use, open space and agricultural preservation, community facilities and transportation.
- An Action Program which identifies actions that must be undertaken to carry out the Plan.

SCOPE OF THE WILLIAMS TOWNSHIP PLANNING PROGRAM

The Planning Program involved four major phases:



- **Background Studies** - The Planning Commission and its Consultant traveled together throughout Williams Township to observe and discuss existing and potential assets, problems, and opportunities. Maps were prepared and studies were conducted to determine factors which will influence present and future improvements and land development patterns.
- **Problems, Opportunities and Guidelines for the Plan** - Residents commented on the Background Studies and on 2 alternative Comprehensive Plans presented at public meetings during this second phase. These resident insights helped reconfirm and identify additional Township problems and opportunities. They also helped identify goals and other guidelines to use in preparing a Comprehensive Plan to guide the growth and preservation of Williams Township.
- **Comprehensive Plan** - A Preliminary Comprehensive Plan was prepared based on comments and discussions at public workshop meetings and Planning Commission workshop sessions. This Plan provided recommendations on preserving open space, developing appropriate land uses and community facilities, and improving roads and highways. A public hearing was held on the Preliminary Plan, revisions were made and the Board of Supervisors adopted a Township Comprehensive Plan.

- **Action Program** - Recommendations were selected in the final Comprehensive Plan which require immediate action. The Township's Zoning Ordinance will be revised to carry out this Comprehensive Plan.

THE IMPORTANCE OF THE COMPREHENSIVE PLAN

This Comprehensive Plan provides policies for guiding the growth and preservation of Williams Township over the next 10 to 15 years. Its real value to the Township will be in evaluating each proposed community change against the Plan's policies for public facilities and services, land uses, and roads. The test of each change affecting any one of these subjects should be a question: "Does it conform with our Comprehensive Plan?", or "Does it carry out the goals of our Plan?"

BACKGROUND STUDIES

BACKGROUND STUDIES

MAJOR FINDINGS OF THE BACKGROUND FINDINGS--A SUMMARY

Before preparing the Williams Township Comprehensive Plan, background studies were completed regarding regional setting, natural features, population and housing conditions, existing land uses, community facilities and circulation characteristics. Background maps were also prepared to portray existing conditions and opportunities within the Township, a necessary first step before establishing goals and preparing a plan to properly guide future preservation and development.

The major findings of these background studies are summarized in the following section.*

REGIONAL SETTING

Regional Location - Williams Township is located on the southeastern edge of Northampton County adjacent to the Delaware River and is bounded on the north by the Lehigh River. The Township is part of the Allentown-Bethlehem-Easton (ABE) Metropolitan Area which will continue to influence the Township's future growth and development.

Physical Setting - In geological terms, Williams Township is located within the Ridge and Valley Province, a part of the Appalachian Highlands. More specifically, the Township is located within the Lehigh Valley Region. A large portion of this Region is drained by the Lehigh River which forms the northern border of Williams Township.

Regional Growth - The Township is sharing in the region's growth. Between 1970 and 1980, Williams Township's population increased at a faster rate (17%) than the Lehigh Valley Region as a whole (6%). This growth trend is likely to continue in the future.

The construction of I-78 through the Township will have a direct effect upon the future development of Williams Township and surrounding municipalities. The construction will undoubtedly stimulate further residential and commercial activity within and around the Township.

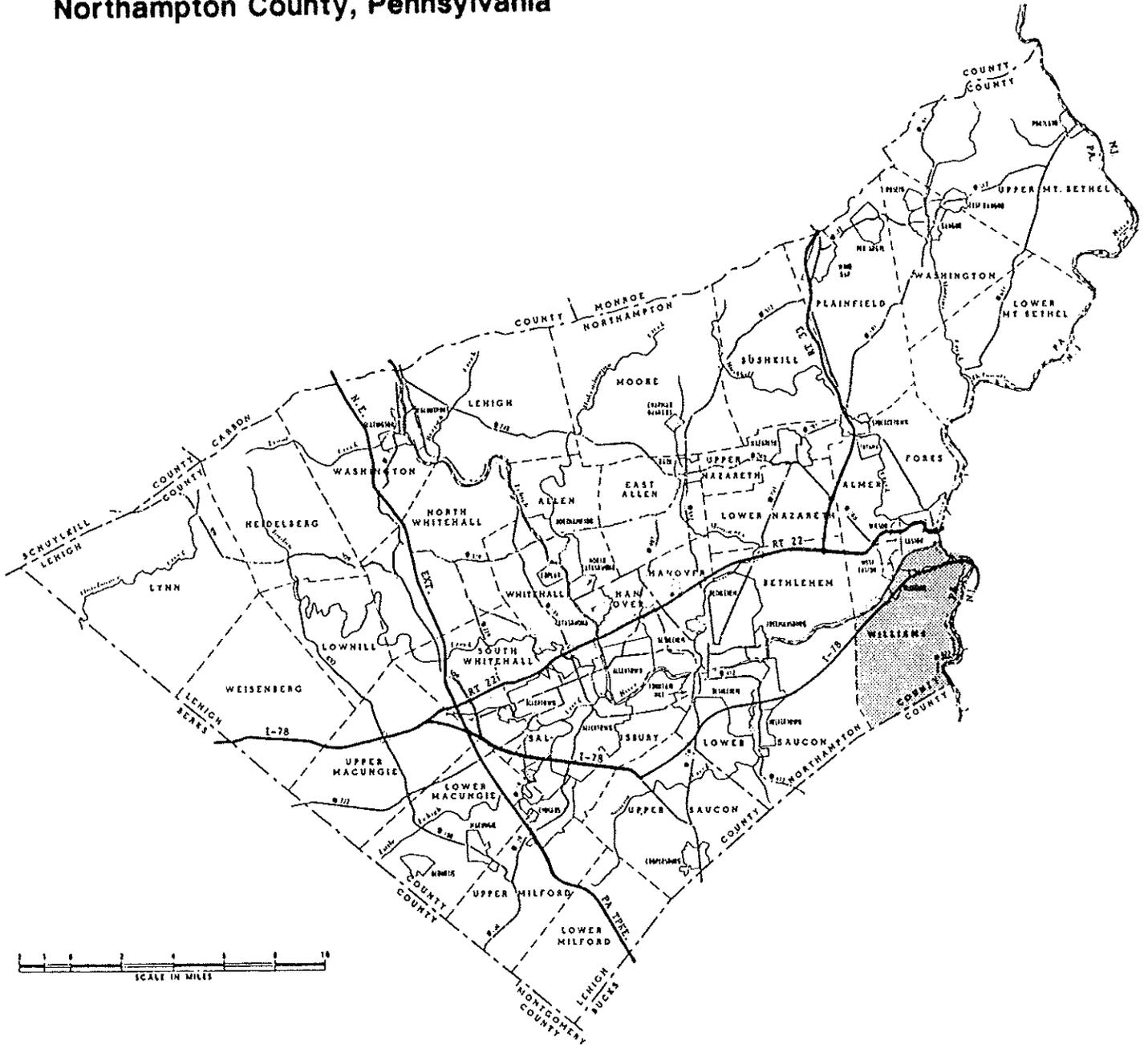
Regional Plans - The Joint Planning Commission of Lehigh and Northampton Counties has prepared a regional long range comprehensive plan and a series of specific plans which will have an impact upon Williams Township. The regional comprehensive plan projects that urban development will interconnect Allentown, Bethlehem and Easton.

*NOTE: These "Background Studies" are included in the report entitled Background Studies: Williams Township Comprehensive Plan, prepared by Urban Research & Development Corporation, December 1988. Copies of this report are available at the Williams Township Municipal Building

REGIONAL LOCATION

WILLIAMS TOWNSHIP

Northampton County, Pennsylvania



NATURAL FEATURES

Slope of the Land - The slope of the land can limit the type and intensity of development that a site can accommodate. Williams Township is characterized by a complex pattern of valleys and hills attributable to the Township's geology. The central portion of the Township contains major areas of steep slopes (in excess of 15%) where correspondingly less development has occurred. These steep slopes are best suited for uses that occupy a small percentage of a lot. Ideally, these areas should remain open.

Geology - The geological characteristics throughout most of the Township should not pose any major limitations to future development. Although excavation is difficult where bedrock is encountered, foundation stability is good and groundwater yields are, for the most part, adequate. Special problems may occur because of the underlying limestone and dolomite. These problems relate to sinkholes and possible groundwater contamination.

Surface Waters and Drainage Basins - Williams Township has a distinct drainage system that consists of four separate drainage basins. The two major drainage basins of the Township, the Delaware and Lehigh Rivers, are comprised of surface runoff draining into small creeks and streams which then flow into their respective rivers. Frya Run and Saucon Creek are the two secondary drainage basins which have similar drainage systems. The drainage basins, delineated by ridgelines, are logical areas for planning and designing wastewater treatment and storm drainage facilities.

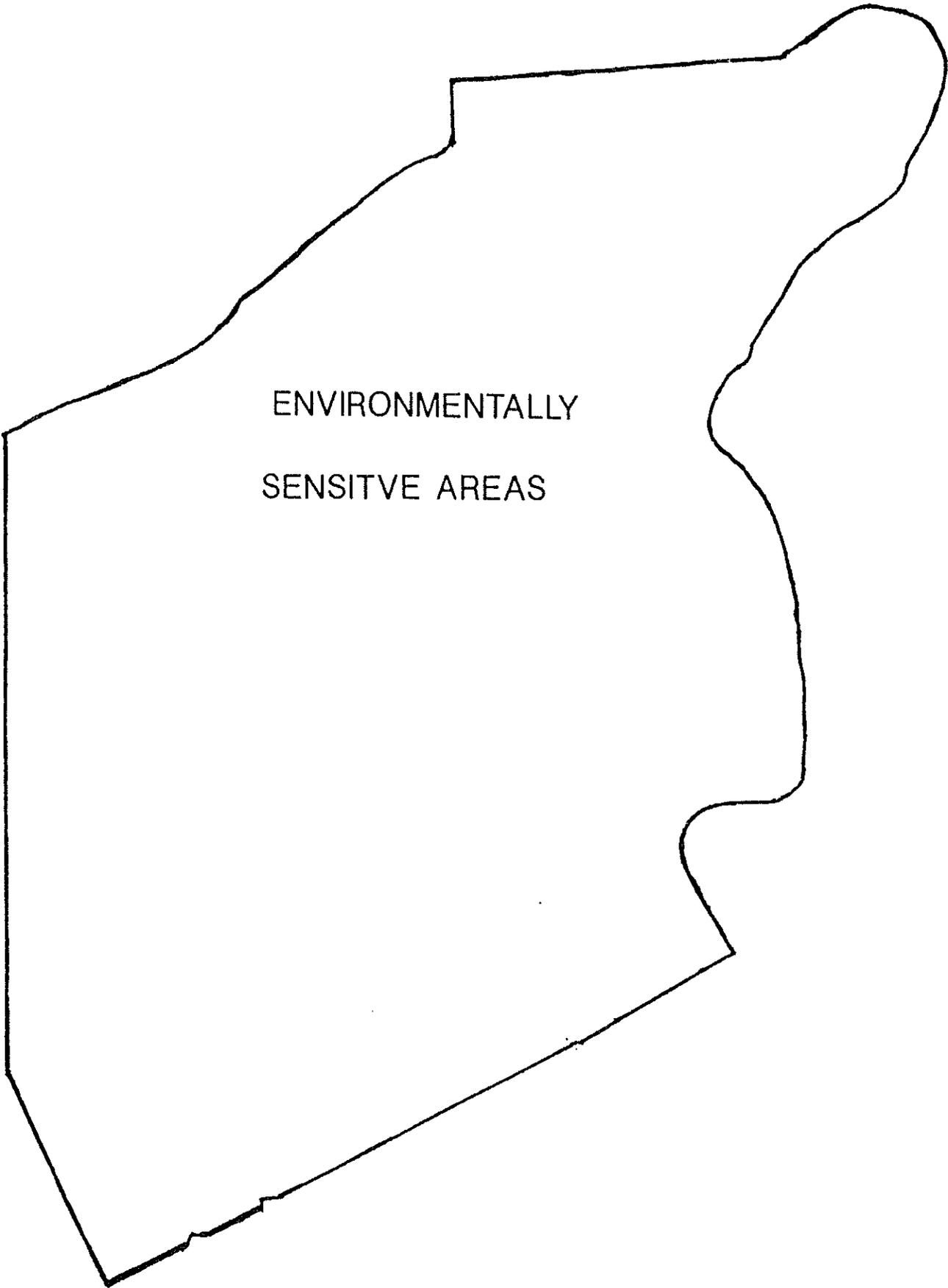
Groundwater - Particular attention needs to be paid to protecting groundwater because of the possible solution caverns in the underlying limestone bedrock.

Alluvial Soils - Alluvial soils deposited in the past by flooding are a reliable indication that heavy runoff conditions will probably create flooding in the future. According to the Northampton County Soil Survey, flood-prone alluvial soils are found along the Delaware and Lehigh Rivers and Frya Run. These flood-prone areas should remain in open space because of the potential flooding and because of their vital natural function in absorbing stormwater runoff.

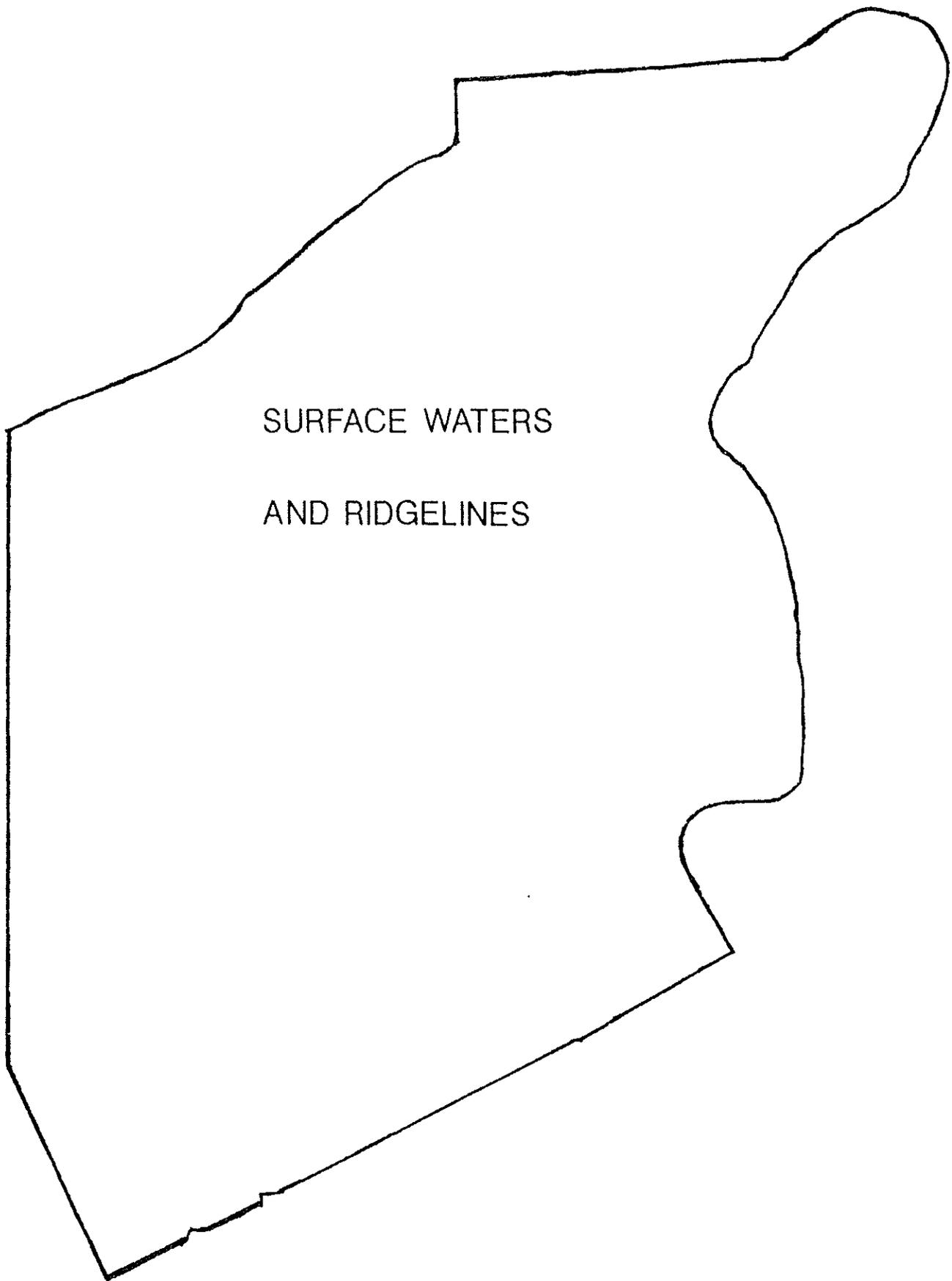
High Water Table Soils - Some high water table soils also are found in Williams Township in the lower lying areas adjacent to flood-prone areas and drainage channels. Development of these wet soil areas could result in poor foundation stability, ponding and chronic wetness in homes and other buildings.

Prime Soils - Prime soils for both development and agriculture cover the flatter areas of the Township. These soils are deep and well-drained and are suitable for crops, septic tank fields and building sites.

Woodland - Wooded areas are not only attractive, but they provide shade and help to reduce soil erosion. The Township has many heavily wooded areas which are located mostly on steep slopes. Smaller areas of woodland are found at scattered locations throughout the Township.



ENVIRONMENTALLY
SENSITIVE AREAS



SURFACE WATERS
AND RIDGELINES

POPULATION CHARACTERISTICS

Total Population and Population Change - Williams Township's population has grown steadily since 1950. The U. S. Census shows that 3,843 people lived in the Township in 1980--17 percent more than in 1970. Population is estimated to have grown at an even greater rate from 1980 to 1987. If this growth rate would continue, about 4,800 people would live in the Township by 1990.

Population Density - Williams Township's population density is approximately 202 persons per square mile, lower than Northampton County's average of 601 persons per square mile. In 1970, the Township's density was 172 persons per square mile, 15 percent lower than in 1980.

Age Characteristics - Age characteristics of the Township help indicate the kinds of facilities that should be provided. According to the 1980 U.S. Census, the median age of the Township was 32.0 compared to 32.8 for Northampton County, and 30.0 years for the United States as a whole.

Occupation - Williams Township has a higher percentage of operators, fabricators, laborers and precision production, craft and repair workers and a lower percentage of all other classes of workers than Northampton County.

Income - Median household and family income for Williams Township in 1979 was nearly equal to Northampton County and higher than Easton and Wilson Borough.

Poverty Status - Approximately 4.5 percent of the families in the Township have incomes below the poverty level as defined by the U. S. Census.

HOUSING CHARACTERISTICS

Housing Growth - Williams Township had 1,338 total housing units in 1980--292 more than in 1970. This represented a 28 percent increase, and an average annual increase of about 29 new housing units.

Type of Housing - Single family housing, other than manufactured homes, comprised 85 percent of Williams Township's total housing supply in 1980. Manufactured homes were another nine percent, while six percent of all units were apartments.

Number of Persons Per Household - The average number of persons per household in Williams Township dropped from 3.1 in 1970 to 2.9 in 1980. This decline reflects the national trend toward families with fewer children.

Housing Tenure - In 1980, 84 percent of the Township's occupied housing units were owner-occupied. This percentage is significantly higher than for all of Northampton County (73%) and for Pennsylvania (70%).

Age Groups and Housing Preferences - Housing preferences tend to vary between age groups. As a household matures, it tends to demand various kinds of housing. Families with children, for example, have a particularly strong preference for single family detached homes. The elderly, on the other hand, increasingly seek small, reasonably-priced housing units needing less maintenance, because of their fixed incomes and reduced mobility.

Plumbing Deficiencies - According to the 1980 U. S. Census, two percent (27 units) of the total occupied housing units "lacked complete plumbing facilities." This term includes units that lack hot and cold piped water, a flush toilet or bathtub or shower inside the housing unit for the exclusive use of the unit.

Crowded Housing Units - The 1980 census indicated that approximately two percent of Williams Township's housing units were "crowded." "Crowding" exists when a household has more than one person per room.

Housing Costs - The U. S. Census indicated that the median value of owner-occupied housing units in Williams Township was \$52,400 in 1980. Fifty-five percent of the homes were valued at over \$50,000 and five percent were valued at less than \$20,000. The Township's median housing value was significantly greater than both the State median and the Northampton County median. These housing values have increased substantially since 1980 because of lower mortgage interest rates, a healthier local economy and the demand from former New Jersey residents.

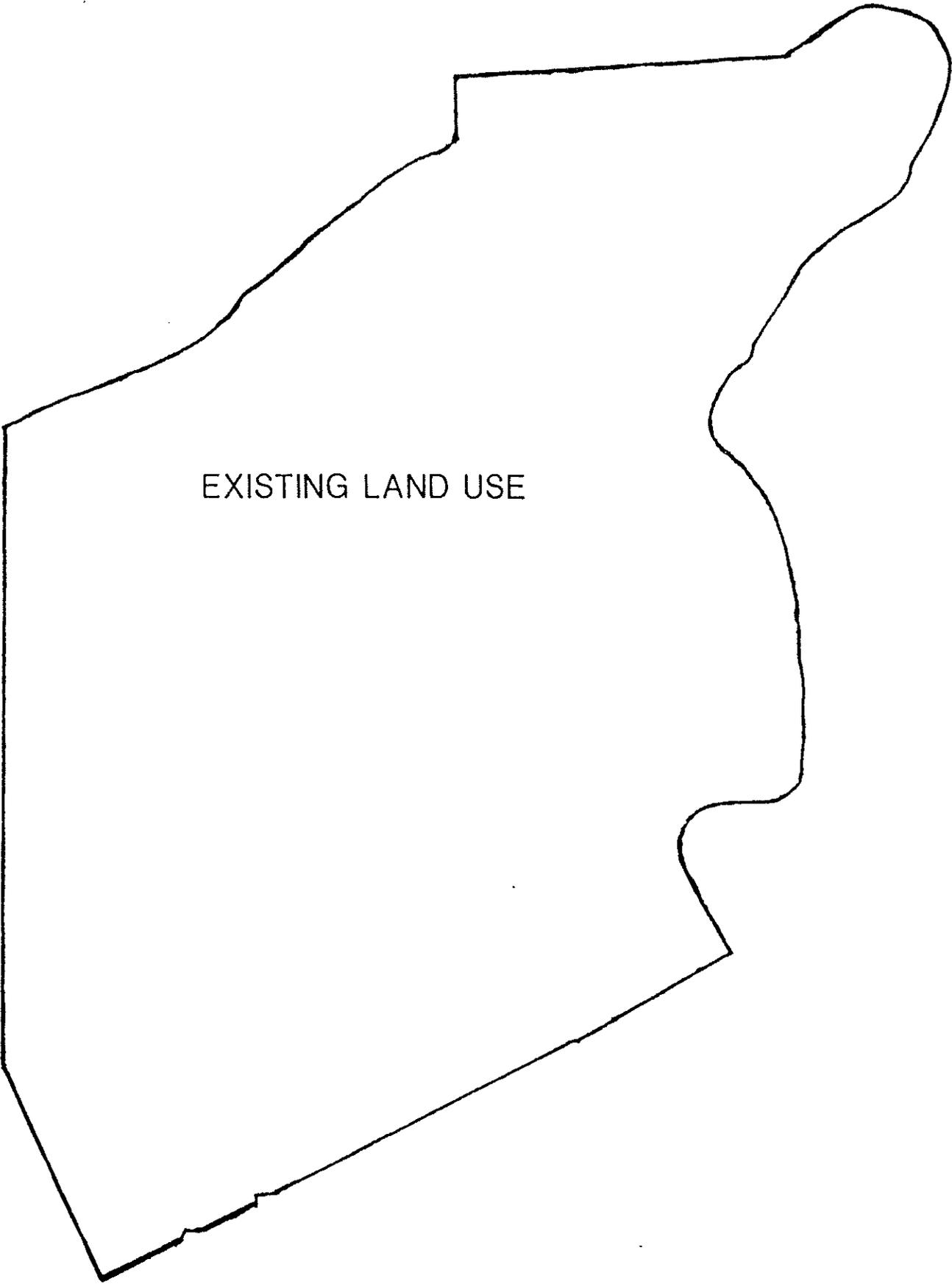
Rental Costs - Monthly rental costs in the Township were found to be moderate in 1980. The median contract rent in the Township in 1980 was \$174, equal to the median in Northampton County and less than the median cost of \$225 for Pennsylvania.

Housing Affordability - Generally, a household rents when its income is low, proceeds through various increasing investments as income capability increases, and eventually recycles back again as investment needs diminish and income stabilizes. Ideally, a household should spend no more than 30 percent of its gross income on all housing costs. Providing opportunities for "downsized" single family homes and for manufactured homes, townhouses and apartments will be important because of trends of smaller household sizes, more nontraditional households, greater numbers of elderly and greatly increased housing costs.

LAND USE CHARACTERISTICS

Development Pattern - Williams Township is primarily rural in character. Agricultural/vacant and residential uses account for almost 90 percent of the Township's land.

Residential - The dominant residential use in the Township is single-family homes on large lots. Residential land accounts for approximately one-fourth of Williams Township.



EXISTING LAND USE

Commercial - Small stores and restaurants, scattered throughout the Township, are the most common commercial use. Commercial land occupies less than one percent of the Township.

Industrial/Wholesale/Warehouse - This minor land use, amounting to less than one percent of the Township, is concentrated in the vicinity of the I-78 interchange.

Transportation/Communication/Utilities - This category of land includes Township roads and accounts for over seven percent of the Township's land.

Public/Quasi-Public - These uses include municipal facilities, churches, fire and ambulance facilities and schools. Such uses are scattered throughout the Township and account for less than one percent of the land in Williams.

Parks/Recreation - Park and recreation land is a small land use in Williams, comprising only 1.2 percent of the Township. The largest use in this category is the Echo Ridge Girl Scout Camp. The Delaware Canal, designated as a National Historic Landmark, extends parallel to the Delaware River along the entire eastern border of the Township.

Agricultural/Vacant - Agricultural and vacant lands dominate Williams Township and are chiefly responsible for the Township's rural character. These lands account for 65 percent of the Township.

COMMUNITY FACILITIES AND SERVICES

Government Administration - Williams Township is governed by three elected Supervisors. The Planning Commission and Park and Recreation Commission are appointed to advise the Supervisors. The Zoning Hearing Board has the power to grant zoning variances and special exception uses.

Government Finance - Taxes are the largest source of revenue for the Township, accounting for almost two-thirds of total revenue in 1987. The Earned Income Tax is the largest revenue generator for the Township, followed by the Business Privilege Tax on landfills and the property tax. Maintenance and repair of Township roads is the largest single expense for Williams Township, totalling 42.8 percent of the Township's 1987 budget. Insurance and employee-related costs comprise an additional 28.0 percent of expenses.

Municipal Facilities - Williams Township has a municipal building which includes office and meeting space for Township officials. The building is in good condition. The municipal maintenance building is an older structure which will need some major repairs as money becomes available. The Township also owns a variety of maintenance equipment, most of which is in good condition.

Sewerage - Central sewer facilities in Williams are limited to the I-78 interchange area. The remainder of the Township is served by private, on-site systems. At present, septic system malfunctions are isolated and infrequent enough so as not to pose a health hazard in the Township.

Water - The I-78 interchange area receives central water from the Easton Suburban Water Authority. All other areas of the Township are served by private wells. To date, the Township has not experienced major problems with inadequate or contaminated water supplies.

Storm Drainage - Locations which experience persistent flooding are treated on a case-by-case basis. The Raubsville area has a system of storm sewers, and there are no plans to extend storm sewers to other parts of Williams. The construction of I-78 has created some temporary flooding conditions in the northern part of the Township.

Solid Waste - Williams Township has no municipal solid waste disposal system. The Township is served by private haulers. Williams is also planning to participate in the regional waste-to-energy project being undertaken by the Lehigh Valley Solid Waste Authority. There is also an active recycling effort in the Township for paper, glass, tin, aluminum and motor oil.

Parks/Recreation/Open Space - There are six public recreation facilities in the Township: Delaware Canal and Roosevelt State Park, Wy-Hit-Tuk Park, Frya Run Park, Williams Park, Raubsville Park and the elementary school. The Township conducts a summer playground program at Williams Park. There are several other quasi-public and private recreational opportunities within the Township.

Police Protection - Williams Township has no municipal police force. Coverage is provided by the Pennsylvania State Police.

Fire Protection - The Williams Township Fire Company provides volunteer fire protection for the Township. The fire company maintains two locations -- Morgan Hill and Raubsville--for its seven trucks and related equipment. All equipment and facilities are in good condition with the exception of one truck which is scheduled for replacement in late 1988 or early 1989. The fire company has approximately 60 active fire fighters and maintains mutual aid agreements with all nearby communities.

Ambulance Service - The Williams Township Emergency Squad is located in Raubsville and provides ambulance service throughout the Township. The building and two ambulance units are in good condition. Future plans call for the acquisition of a third unit to provide more thorough coverage in the Township.

Education - Students in Williams Township attend the Williams Township Elementary School, the Lauer Middle School and Wilson Area High School, the latter two located in Wilson. There are no other educational facilities in Williams.

Library - Williams Township residents belong to the Mary Meuser Library in Wilson. In addition, residents may borrow from any public library in Lehigh and Northampton Counties and many throughout the State under the Access Pennsylvania program.

Churches/Clubs/Organizations - There are several spiritual and social organizations in the Township, including six churches.

Postal Service - Williams Township currently has no postal address. Township officials are ready and willing to cooperate with the Postal Service to establish a house numbering scheme and postal address in Williams.

TRANSPORTATION CHARACTERISTICS

Road Functions - Roads should function in a hierarchy to maximize safety and efficiency. Williams Township has one expressway (I-78) and one arterial (U.S. 611). There are four collector roads in the Township: Morgan Hill, Durham, Island Park and Raubsville/Hellertown. All other Township roads are local in nature.

Federal-Aid System - There are three roads in Williams Township which are eligible for federal funding. Interstate 78 is an interstate route, Route 611 is a Primary road and Island Park Road is part of the Secondary road network.

Project Funding - Circumstances and legislation at the State level have made federal and state transportation funds more difficult to obtain in recent years. To receive funding for a project on a State road, the Township is responsible for the development of a traffic engineering study. Projects are then analyzed and ranked by the Lehigh Valley Transportation Study and presented to PennDOT for funding consideration.

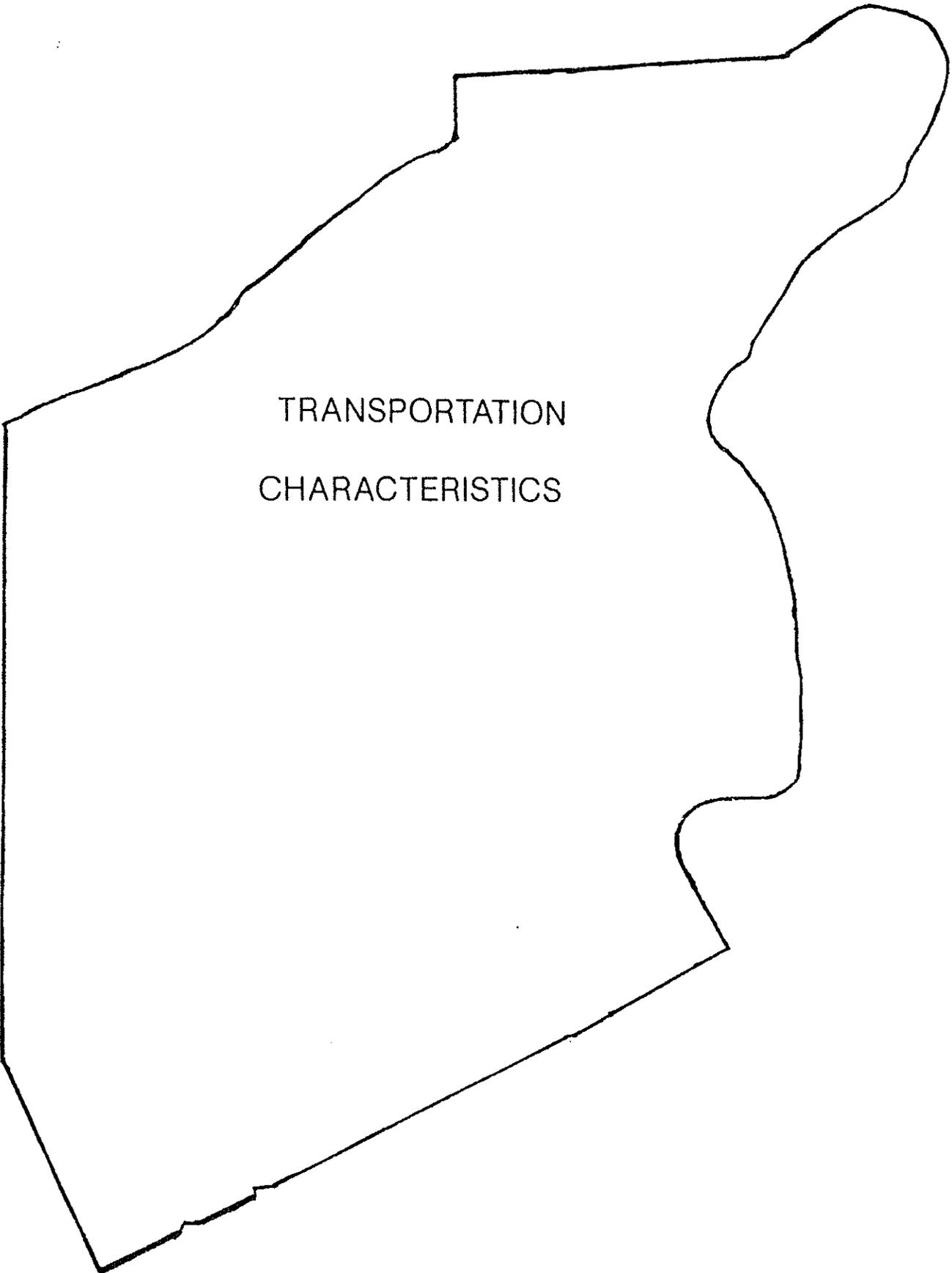
Traffic Volumes - Williams Township roads have relatively low traffic volumes. Traffic has generally decreased during the past 25 years. Only Island Park Road and Route 611 have volumes in excess of 1,000 vehicles per day. When I-78 is completed and as more development occurs in the Township, more traffic can be expected.

Roadway Design and Hazards - Many Williams Township roads are narrow or have alignments which create poor sight distance. These conditions contribute to the rural nature of the Township. Although potential hazards exist throughout the Township, traffic volumes are low enough that many conditions do not warrant the expense of an improvement. This situation may change if development in the Township increases, resulting in increased traffic volumes.

I-78 - Interstate 78 is a major expressway linking Harrisburg to New York City. The portion through the Lehigh Valley includes an interchange on Morgan Hill Road to serve the Easton area. The impacts of the interchange and a plan for the area are discussed in a report entitled Interchange Area Plan: I-78/Morgan Hill Road Interchange Area (URDC; July, 1985).

Public Transportation - No fixed-route bus service is provided within Williams Township. Door-to-door transportation is available on 24-hour notice through the Shared Rides program. Ninety percent of the Shared Rides fare for senior citizens is paid through the State Lottery.

Railroads - There is no passenger rail service in Lehigh or Northampton Counties. Freight service is operated by Conrail on the former Lehigh Valley line along the south bank of the Lehigh River in the northwest portion of the Township.



TRANSPORTATION
CHARACTERISTICS

THE PLAN

THE PLAN

INTRODUCTION

A PLAN FOR GROWTH & PRESERVATION

Well-planned, controlled growth is the Plan's overriding theme. The overall development policy calls for most of Williams Township to retain its predominantly rural character while limited growth would be provided for in appropriate areas. The Plan strongly encourages farmland preservation and keeping floodplains and steep slopes in open space.

Circulation recommendations include making intersection improvements and classifying roads according to their purpose. A pathways system for pedestrians and bicyclists is also recommended.

The remainder of this section describes Williams's Comprehensive Plan. The Plan has six elements:

- Goals for Williams's Future
- Land Use Plan
- Community Facilities Plan
- Circulation (Transportation) Plan
- Energy Use Plan
- Housing Plan

The six elements of the Comprehensive Plan are all extremely interrelated. For example, the community facilities and utilities and transportation system are essential to support the proposed Land Use and Housing Plans. Also, the Energy Use Plan is also very much related to all the other plan elements.

The Action Program at the end of the Comprehensive Plan contains the necessary actions to carry out the Plan and suggests various implementation tools.

RELATIONSHIP TO ADJACENT MUNICIPALITIES AND THE COUNTY

The Comprehensive Plan has been prepared with careful consideration of its interrelationships and compatibility to existing and proposed land uses in adjoining municipalities. The Plan is generally consistent with the policies and proposals of the Regional Plan for Lehigh-Northampton Counties.

GOALS FOR WILLIAMS TOWNSHIP'S FUTURE

Ten goals underlie Williams Township's Comprehensive Plan. They are listed below as well as the objectives which indicate ways to reach these goals.

Goal 1: RETAIN WILLIAMS TOWNSHIP'S RURAL CHARACTER AND FARMLAND

Objectives:

- Preserve prime agricultural land, working farms, pastures, nurseries and other high value agricultural land.
- Explore ways to preserve farmland and cooperate with the Pennsylvania Farmers Associations in their efforts toward agricultural preservation.
- Encourage farmers, who must sell their land, to give other farmers the right of first refusal.
- Determine ways to minimize conflicts between agricultural and residential uses.
- Provide for the continuation and expansion of agriculturally-related businesses within the "Agricultural" area.

Goal 2: RECOGNIZE, RESPECT, AND DERIVE MAXIMUM BENEFIT FROM THE NATURAL ENVIRONMENT

Objectives:

- Use geologic, slope, and soils information to help decide the most suitable type, location, and density of land development.
- Insist that all development adhere to sound soil and water conservation practices.
- Regulate development on land with slopes greater than 15%.
- Preserve floodplains in publicly or privately-owned open space.
- Require developers to take actions that will ensure storm water runoff from future developments will not cause flooding.
- Preserve woodlands.
- Provide conservation areas to help preserve the Township's scenic qualities.
- Provide uniform, equitable enforcement of regulations to protect environmental quality.

Goal 3: ACHIEVE GREATER RESIDENT AWARENESS, UNDERSTANDING, AND PARTICIPATION
IN CARRYING OUT THE COMPREHENSIVE PLAN

Objectives:

- Publicize the Plan to keep residents well informed and to obtain resident participation in planning related matters.
- Continuously use the Comprehensive Plan in making decisions that affect land use, community facilities and transportation in and around Williams.
- Cooperate with adjoining municipalities on planning-related matters of mutual concern--whether the ramifications have immediate, short-term or long-term effects on the Township.
- Encourage subcommittees and/or local interest groups to work with and advise the Planning Commission on matters of local interest.
- Continue to have news coverage on planning-related matters.

Goal 4: ASSURE ADEQUATE, AFFORDABLE HOUSING FOR EXISTING AND POTENTIAL
FAMILIES AND INDIVIDUALS IN WILLIAMS

Objectives:

- Provide appropriate areas for various housing types and densities.
- Increase the supply of housing for younger and older adults.
- Encourage rehabilitation and renovation of existing older homes.
- Require all residential development to meet the highest standards of site design, and enforce standards for site layout.
- Encourage builders to respond to changing housing demands.
- Encourage moderate density living areas at locations which are physically suitable, accessible, and in proximity to public sewer and water services.
- Continue to provide single family low density residential areas and protect these areas from incompatible land users.

Goal 5: ASSURE COMPATIBILITY BETWEEN PRESENT AND FUTURE LAND USES

Objectives:

- Update Williams's zoning and subdivision and land development ordinances to implement the Comprehensive Plan and assure maximum compatibility between adjacent land uses.
- Continuously cooperate with adjoining municipalities to ensure that the zoning ordinances provide for compatible development along municipal boundaries.

Goal 6: ASSURE THAT APPROPRIATE LAND IS MAINTAINED FOR SCENIC OPEN SPACE OR RECREATIONAL USES

Objectives:

- Preserve land with severe development limitations (e.g., flood prone areas and steep slopes) and outstanding scenic areas for enjoyment as open space areas or for passive recreational uses.
- Provide close-to-home public recreation areas that provide facilities to continually meet the growing recreation demands of all age groups.
- Locate recreation facilities near or in conjunction with schools and other community facilities.
- Use the common open space in planned residential or single-family cluster developments for small playlots or playgrounds, where appropriate.
- Continue to evaluate the demand for and feasibility of providing needed recreation programs and facilities.
- Make maximum recreational use of the Wilson Area School District facilities, churches and other public, quasi-public and private facilities.
- Explore the demand for and feasibility of creating a system of recreational pathways throughout the Township.
- Protect and enhance the Lehigh Canal and Delaware Canal by using the Delaware Canal Master Plan as a guide and by cooperating and providing input to the Delaware and Lehigh Navigational Canal National Heritage Corridor Commission.

Goal 7: ASSURE THE PRESERVATION AND IDENTITY OF HISTORIC STRUCTURES AND SITES WITHIN WILLIAMS TOWNSHIP

Objectives:

- Continue to identify sites and structures which have historic importance or architectural significance and develop equitable ways to preserve these features as part of Williams's cultural heritage.
- Develop selected historic features as recreational and/or tourist attractions.
- Assist in the preservation of the historic Delaware Canal and Towpath.

Goal 8: ASSURE THAT PUBLIC FACILITIES AND SERVICES WILL BE ADEQUATE TO ACCOMMODATE FUTURE GROWTH

Objectives:

- Systematically plan and program for capital improvements and municipal services.
- Clearly identify the responsibility for and the necessary funds for providing and sustaining public facilities and services.
- Work to avoid and resolve problems with on-lot septic systems.
- Continue to periodically evaluate the Township's sewer and water needs, and identify priority areas where centralized water and sewer service should be provided.
- Provide for an adequate level of security and safety in the Township by supporting the volunteer fire departments.
- Carefully coordinate residential development with the public sewage systems.

Goal 9: ENSURE THAT COMMERCIAL AND INDUSTRIAL DEVELOPMENT IS ADEQUATE TO MEET TOWNSHIP NEEDS AND IS DESIGNED AND LOCATED IN HARMONY WITH THE TOWNSHIP'S DEVELOPMENT PATTERN

Objectives:

- Identify land best suited for desirable commercial and industrial development to contribute to the Township's economic growth, opportunities for local employment, and shopping facilities; and assure that this land remains available for this use.

- Encourage all new commercial and industrial development to provide the highest quality building and site design.
- Designate areas for commercial and industrial development with due respect for safe and efficient highway access and for compatibility with neighboring uses.
- Encourage commercial clusters and discourage wasteful and unsafe strip commercial developments.
- Encourage sound land use and site planning principles around the I-78/Morgan Hill Road interchange area.

Goal 10: CONTINUE PROVIDING A SAFE AND EFFICIENT TRANSPORTATION NETWORK

Objectives:

- Identify accident-prone areas and alleviate these driving hazards.
- Identify roads in need of maintenance and improvements, and continue annually updating priorities for the establishment of maintenance and improvements programs.
- Classify roads according to the function they will serve in the future and establish standards which relate to these road functions.
- Consider developing a safe pedestrian pathway and bikeway system which links community facilities to major residential areas.
- Plan road improvements in close coordination with land use policies.
- Discourage excessively wide cartways in residential subdivisions.
- Limit the number of new driving hazards by carefully examining the circulation improvements proposed for each subdivision, land development or change of use.

LAND USE PLAN

This Land Use Plan provides for the most appropriate locations of residential, commercial, industrial and other private activities. Agricultural and environmental preservation is also emphasized in this part of the Plan.

The Land Use Plan should serve as an overall guide for Township land use over the next 10 to 15 years. Staging of development within this frame is essential for orderly growth and should be accomplished through zoning and other development controls described in the Action Program at the end of the Comprehensive Plan.

The following sections describe the Land Use Plan:

- Environmental Preservation;
- Residential Land Use;
- Commercial and Industrial Land Use; and
- Highway Interchange Area Planning Principles.

Environmental Preservation

This section of the Land Use Plan acknowledges the importance the Township places on environmental protection, open space preservation, agricultural preservation and historic preservation.

ENVIRONMENTAL PROTECTION

Protecting Williams Township's environmental resources and recognizing development limitations of environmentally sensitive areas are major aspects of the Plan. The Plan recognizes the importance of four types of natural resources: surface water, groundwater, wooded areas and topography.

Surface Waters

Surface waters (e.g., creeks and streams) are important to preserve for four major reasons:

- They affect the quantity of water resources. Increased runoff and sedimentation can cause irregular flow in streams and choke connections with groundwater resources.
- They affect the quality of water resources as a source of groundwater recharge and stream flow.
- They are the major corridors for transporting nutrients in the environment and provide habitats for wildlife.
- They are a scenic asset.

To preserve the quantity and quality of water resources and to maintain the general health of its environment, the Township must plan and regulate development to control the amount and rate of runoff, erosion and sedimentation and chemical and biological pollution. Township regulations should discourage development adjacent to natural drainage channels and require developers to provide for adequate storm water drainage and to control soil erosion and sedimentation through subdivision and land development regulations.

Groundwater

Groundwater, which has percolated through surface soils or seeped from surface waters, is contained in underground formations called aquifers. The water stored in aquifers is released to the surface through wells, springs or by seepage into creeks, streams and wetlands.

Aquifers are important resources because:

- They are natural reservoirs for groundwater used for drinking, irrigation and other purposes.
- They are natural filters for groundwater used for drinking, irrigation and other purposes.
- They are interconnected with surface water systems and help to moderate the flow of such system.

Increased development can deplete an aquifer when wells remove groundwater and because more impervious surfaces decrease recharge and increase runoff. Aquifers can be polluted by salts, petroleum products and other dissolved chemicals which pass relatively intact into an aquifer even after percolating through soils and transmitting formations. Pollution of the aquifer can also occur when pollutants are permitted to enter the water table with little or no filtering by soils.

The Plan also recognizes the importance of protecting: 1) prime aquifer recharge areas and 2) high water yield areas in the Township. More detailed studies should be done to identify the primary aquifer recharge areas and areas of high water yield. After these areas are identified and mapped, zoning controls can be developed and put into place to protect these critical resources. The zoning regulations could relate to minimum lot sizes, maximum lot coverages, permitted land uses, buffer areas and other provisions; they could be applied to "overlay" areas designated on the Zoning Map.

To protect and conserve the Township's groundwater resources, the Plan also urges the Township to regulate development to control the amount and rate of runoff, erosion and sedimentation and chemical and biological pollution. Also, development should be regulated in areas which the Soil Conservation Service designates as having severe limitations to on-lot sewage disposal, unless public sewage is provided.

Wetlands

Wetlands are most commonly called marshes, swamps or bogs. Generally, wetlands occur where groundwater is discharging from an aquifer to the surface. The dredging, filling or development of wetlands should be discouraged to preserve the quality of the water below. Section 404 of the Clean Water Act requires that anyone interested in depositing dredged or fill material into "Waters of the United States, including wetlands", must apply for and receive a permit for such activities.

The Corps of Engineers uses three characteristics of wetlands when making wetland determinations--vegetation, soil and hydrology. Hydric soils are generally a good indicator of wetlands and can be used to initially identify wetlands in Williams Township. A list of hydric soils in Northampton County is available from the Northampton County Conservation District.

Wooded Areas

Most of the Township's woodland has been cleared for agricultural use and development. Yet, much woodland is still found throughout the Township.

Wooded areas are important resources in the Township. Not only are they attractive and provide shade, but they also help reduce soil erosion and the effects of strong winds. Trees and wooded areas also can be used as buffers to reduce the impact of highway noise and to achieve compatibility between otherwise incompatible, adjacent land uses.

The Plan promotes the preservation of existing wooded areas, as well as the planting of new trees to establish additional wooded areas. The Plan also endorses the acquisition of woodland for public open space and recreation.

Topography

Much of Williams Township is characterized by steep slopes over 15 percent. Developing steep sloping land can result in increased erosion and runoff and increased construction and maintenance costs. Contamination of the groundwater by septic systems also becomes more likely as slope increases, as does the cost of providing central sewerage systems.

Once poorly-designed or constructed developments on steep slopes are established, soil erosion and extensive water runoff are invariably a constant problem during rains. Development on steep slopes can also detract from these scenic resources. These are the reasons why the Plan recommends that steep sloping areas (over 15 percent) be kept in open space or be used only for lower density residential uses on larger lots. Where slopes are between 15 to 25 percent, three-acre lots or larger are recommended. Five-acre or larger lots are recommended on slopes over 25 percent. Also, vegetation on slopes 15 percent and greater should be retained as much as possible to prevent soil erosion and sedimentation.

OPEN SPACE PRESERVATION

As the Township becomes more and more developed, the need for open space preservation will become more apparent. The following recommendations, if implemented, will help preserve open space:

- Preserve land with severe development limitations (e.g., flood prone areas, natural drainage swales and steep slopes) and outstanding scenic areas for enjoyment as open space areas for passive recreational uses.
- Use the common open space in cluster-type subdivisions for either well-maintained parks or for well-maintained open space conservation areas or a combination of the two.
- Preserve, by acquisition or easement, wooded areas and treelines, and include them as part of the Township's open space system.

HISTORIC PRESERVATION

The Plan urges the continued identification preservation of all historic sites and structures in Williams Township. The following historic structures which are listed in the report entitled Bicentennial History of Williams Township prepared by the Williams Township Bicentennial Committee (1976) have already been identified and should be preserved:

1. The Lattig (Skaggs) Home
2. The Richard (Wagner) Home
3. The Richard (Cavallo) Home
4. The Richard (Isaac) Home
5. The Black Horse Tavern
6. The Seiffert (Bradstreet) Home
7. Lofty Oaks Inn (The Link Home)
8. Hineline Store (Waltman Home)
9. The Mammy Morgan Home (no longer standing)
10. The Best (Rhoads) Home
11. Woodring Grist Mill (Hafer Home)
12. The Allen (Wagner) Home
13. The Wagner (Helm) Homestead
14. Union Hotel (The John Murray Home)
15. Snug Harbor (Malye Home)
16. The Sharrer (Weller) Home
17. The Blum (Rankin) Home
18. The Lantz (Houser) Home
19. The Saylor (Horth) Home
20. The Unangst (Mammana) Home
21. The Raub (Anthony) Home
22. The Raubsville Hotel
23. The Raub (Kreutzberg) Home
24. The Wilhelm (Patriarca) Home
25. The Wilhelm (Heller) Home

26. The Deemer Homestead
27. The Arndt (Melchor) Home
28. The Arndt (Bonstein) Home
29. The Knecht (Melchor--Bach Echo) Farmstead
30. The Krumrine (Koch) Home
31. Moritz Grist Mill (The Paul Beidler Home)
32. The Kline (Delahunty) Home
33. The Kline (Heindel) Home
34. The Laubach (Van Vliet) Home
35. The Laubach (Melchor) Farm
36. The Miller (Szmodis) Home
37. The Shimer (Szmodis) Home
38. The Shimer (Pektor) Home
39. The Stout (Bachman) Home
40. The Stout (Seipt) Home
41. The Stout (Hindenach) Home
42. The Stout (Thaler) Farm
43. Coffeetown Grist Mill (The Peter Beidler Home)
44. The Coffeetown Miller's House No. 1 (The Schultz Home)
45. The Coffeetown Miller's House No. 2 (The Dunbar Home)
46. The Fry (Kressman) Home
47. The Coffeetown Miller's House No. 3 (The Hugo-Wunderly Home)
48. The Raub (Stryker) Home, Formerly the Raul Hotel
49. The Kleinhans (Smith) Home
50. The Koplín (Hoover) Home
51. The Bachman (Konia) Home
52. The Bachman (Ivenz) Home
53. The Bachman (Kachline) Home
54. The Bougher (Hoyt) Home
55. Ground Hog Locks - Uhlerville
56. The Uhler (Weiss) Home
57. The Transue (Parker-Lauer) Home
58. The Grube (Anderson) Home
59. The Hessian House (Service Home)
60. The Wolbach (Hamilton) Home

It will also be important to assist and be involved in the preservation of the Delaware Canal and Lehigh Canal. These canals represent two of the earliest large-scale transportation systems in the United States. They played a pivotal role in the nation's transformation from an agrarian to an industrial society. Today, both canals are part of the Delaware and Lehigh Navigation Canal National Heritage Corridor. The Delaware Canal is also the only remaining fully-watered towpath canal in America.

AGRICULTURAL PRESERVATION

This Plan encourages the continuation of farming and the preservation of prime agricultural land, pastures and other high value agricultural land. Farmers in the Agricultural Area are encouraged to continue farming as long as possible and to sell their land to other farmers whenever possible. Also, farmers in the Township should consider the prospects for establishing an "agricultural area" under the Agricultural Areas Securities Law (PA. Act 43) to help protect farmland. But if development occurs, the Plan provides for single family homes on lots of no less than one acre.

RESIDENTIAL LAND USE

The Plan offers two different living environments to provide the Township's present and future residents a choice of different types of living areas. Housing types and residential densities, in particular, are the major distinguishing characteristics between the two living environments which are described below.

LOW DENSITY RESIDENTIAL AREAS

As shown in the Comprehensive Plan Map, Low Density Residential areas represent the most extensive living environment in the Township. They provide for single family detached homes at a density of one dwelling unit per acre.

MODERATE DENSITY RESIDENTIAL AREAS

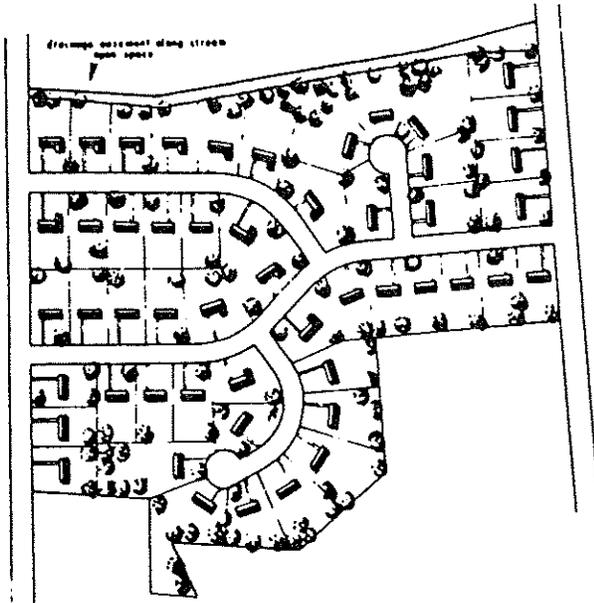
Moderate Density Residential areas are recommended near Easton and the I-78 interchange area, where opportunities exist for public water and sewer. In these areas, a developer would have the opportunity to build a variety of housing types (such as single family home, duplex, townhouse, or apartment) at a density between 1-7 dwelling units per acre, depending upon the availability of sewer and water. This provides the freedom to choose the dwelling unit types that meet market requirements and the flexibility that is needed to achieve better land planning by "fitting" different housing types to the characteristics of the site.

Staged development is recommended in the Moderate Density Residential areas. Staging will allow for orderly development and enable the Township to better assess the community facilities and services, and identify other needs.

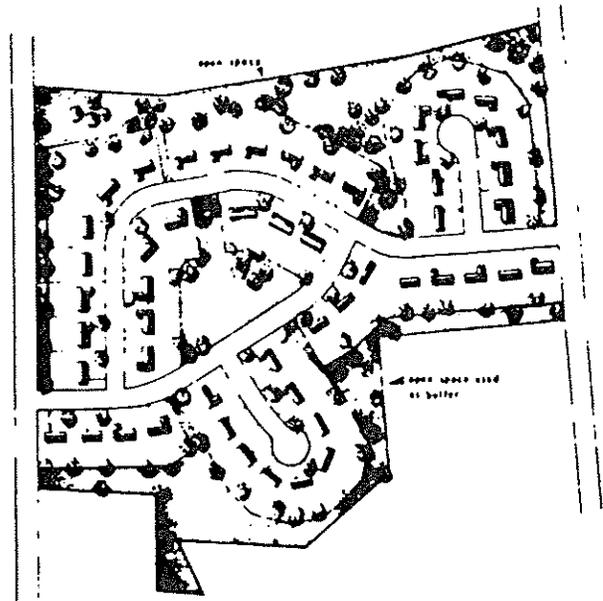
Existing adjacent land use is an important factor to consider when planning a development in this area. If single family homes already exist on adjacent lots, a moderate density development should plan single homes next to them. Multi-family housing could be planned next to more densely developed adjacent land uses. If necessary, large building setbacks and planted buffers could be used to assure compatibility with adjacent land uses.

The Plan encourages the concepts of Single-Family Cluster Development and Planned Residential Development (PRD) in the Moderate Density Residential Areas. In single-family cluster developments, single-family detached homes are grouped closer together by permitting homes to be built on smaller lots than would be permitted in a conventional single home development. The land that is saved by permitting homes on smaller lots is put into open space for the benefit of residents.

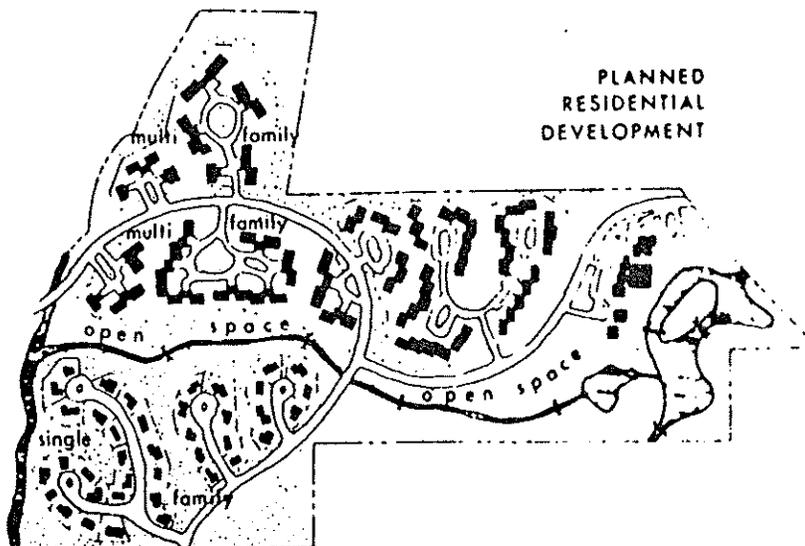
CONVENTIONAL



CLUSTER



Planned Residential Development (PRD) is another option that should be considered in Moderate Density Residential Areas. Homes would be clustered on one part of a tract of land. The remainder of the land would be permanently preserved in open space or crop farming. As seen in the illustration below, PRD's usually include more than one type of housing. Requirements are more flexible than for conventional development to allow careful and creative layouts.



PLANNED
RESIDENTIAL
DEVELOPMENT

COMMERCIAL AND INDUSTRIAL LAND USE

Opportunities for commercial and industrial use must exist in the Township. Close-to-home shopping opportunities and employment opportunities are not only convenient, but they represent an energy-efficient land use development policy; they can also enhance the Township's tax base.

Because of the rural preservation and residential orientation of this Comprehensive Plan, commercial and industrial uses must be carefully located and carefully planned. This will help ensure that these nonresidential uses will be compatible with the prevalent rural character of Williams Township.

Very careful reviews and controls will be needed of any proposed expansion or change of a commercial use in an area with a residential character.

COMMERCIAL AREAS

Local Commercial

A Local Commercial area should continue to be provided along Morgan Hill Road (between Old Well Road and Jeanette Street). Several other small areas should also be provided at convenient locations. This will provide for certain limited types of businesses, such as branch banks, small offices and barbers/ beauticians and other uses that would be compatible with nearby homes.

Highway Commercial

Highway commercial areas are provided near the I-78/Morgan Hill Road Interchange and along Route 611. These areas are easily accessible and already commercially-oriented; they provide for travel services such as gasoline stations, restaurants, motel and other appropriate highway-oriented commercial uses. Careful site plan review will be essential of any proposed businesses to make sure that traffic flows and turns will be safe.

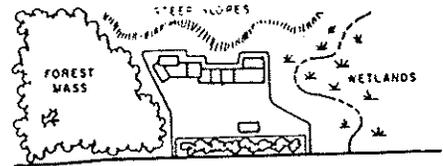
Planned-Unit Commercial Development

The "Planned-Unit Commercial Development" area located between I-78 and Cedarville Road is intended to provide flexibility and encourage well-planned, larger scale commercial developments. In this area a developer could build attractive, mixed-use commercial developments. A wide variety of commercial uses would be permitted. Certain residential uses, such as garden apartments could also be permitted as part of the overall development. Careful site plan review will also be essential in these areas.

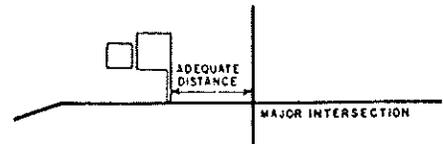
COMMERCIAL AND INDUSTRIAL PLANNING AND DESIGN PRINCIPLES

Where applicable, the following planning and design principles should be used in the planning and design of commercial and industrial developments in the Township:

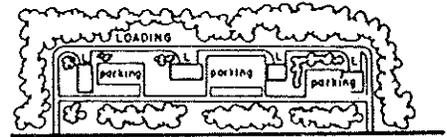
Recognize and respect the natural limitations of the land.



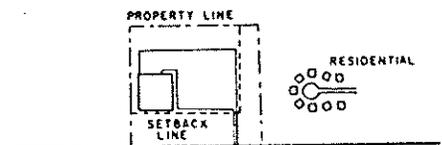
Separate access points from existing roadway intersections to minimize congestion.



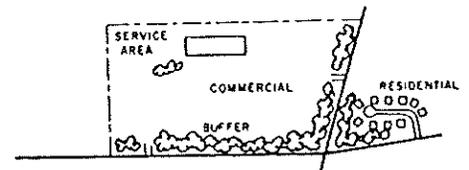
Provide a limited number of access points. Provide adequate off-street parking and loading areas.



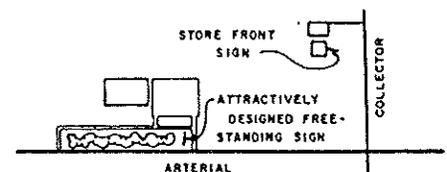
Establish setback lines between the development and adjoining roadways and residential uses. This prevents crowding and allows for future improvements and expansion.



Use landscaped buffer areas to screen development areas from residential areas and roadways. Service areas should especially be screened. Buffer areas can help create attractive environments and minimize distractions to the motorist.



Provide safe, attractive and unobstructive signs and carefully control the location, design and construction of signs and lighting.



INDUSTRIAL AREAS

This Plan provides for two types of industrial development: 1) General Industrial and 2) Light Industrial/Business. Most of these areas are located within the I-78 Corridor. The General Industrial areas provide for a wide variety of industrial uses. The Light Industrial/Business areas provide for smaller manufacturing or assembly operations and other industrially-related establishments, as well as business offices. Totally planned and well-designed industrial developments are strongly encouraged. Careful standards covering concerns such as noise, odor, dust and setbacks from homes can make sure that industries function in harmony with other uses in the Township.

HIGHWAY INTERCHANGE AREA PLANNING GUIDELINES

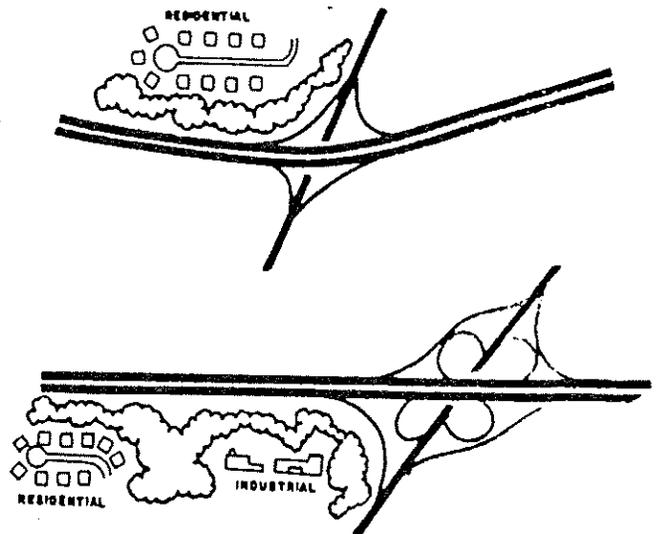
Proper interchange area planning goes beyond the selection of appropriate land uses; it extends into the details of interchange area site design and development, and into traffic engineering. This section of the Plan presents interchange planning and development guidelines for creating a functional, well-designed and economically-successful interchange area. These guidelines which relate to land use and development, traffic and transportation and other subjects should be used by developers during the preparation of site and building plans and by the Township to assist in the review of site plans in the Interchange Area.

LAND USE AND DEVELOPMENT GUIDELINES

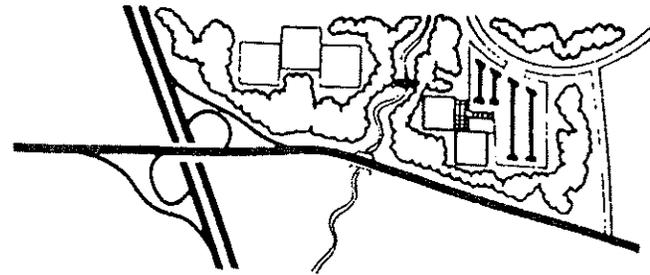
All uses within the interchange area should comply, wherever appropriate, to the following interchange planning and design guidelines:

Landscaped buffer zoned and open space systems should be established between development areas and the expressway, where visibility from the highway is not an important factor. Wooded buffer zones can reduce both highway noise and distractions to the motorists.

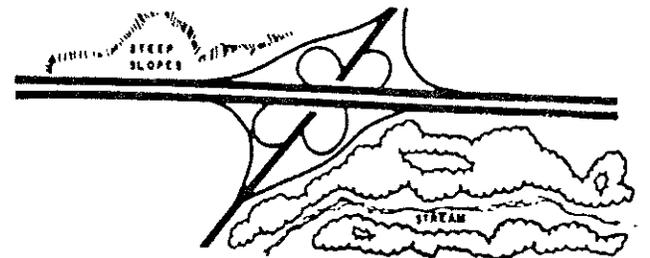
Buffer zones should be used to insure land use compatibility between adjacent uses which ordinarily would be considered incompatible (for example, residential and industrial uses).



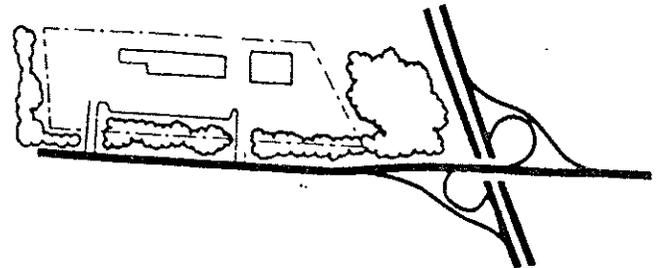
Nonresidential uses and their parking or service areas should be physically-separated from the highway by a curb, planting strip or other suitable barrier against unchanneled motor vehicle access.



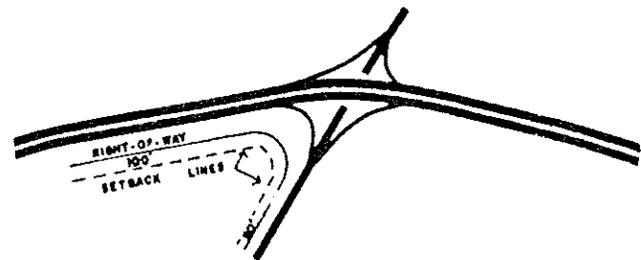
Setback lines should be established at least 100 feet from the expressway right-of-way and 50 feet from the approach highway right-of-way. Setbacks will prevent buildings and other structures from crowding the right-of-way area and will assure safe sight distances. They also will allow space for future improvements, with less disruption to the landowner and lower cost to the public.



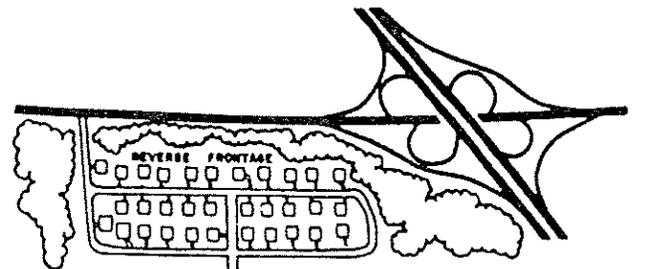
The concept of reverse frontage should be applied to residential uses within interchange areas. Residential lots should face on frontage roads to other access roads. Eliminating numerous driveways on the approach highway will result in traffic entering the traffic stream by intersecting collector roads in a safe and efficient manner.



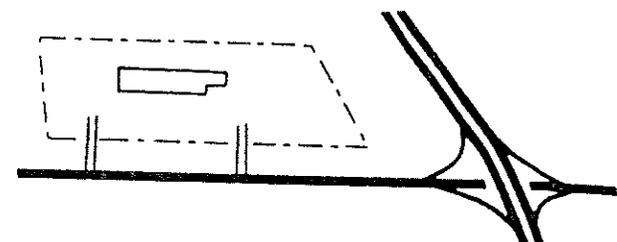
Each separate use, grouping of attached buildings or grouping of permitted uses as part of a single integrated plan should be limited to not more than two access points to any one street or highway.



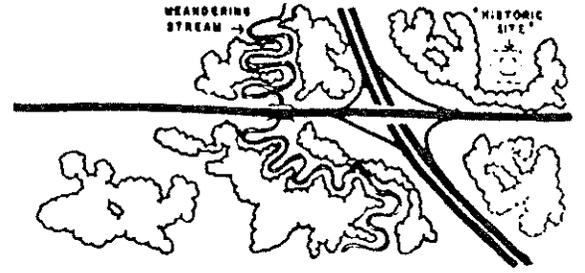
Buildings and parking areas should be arranged in a manner which creates variety, harmony and attractiveness in site design, and respects the site's natural assets and limitations.



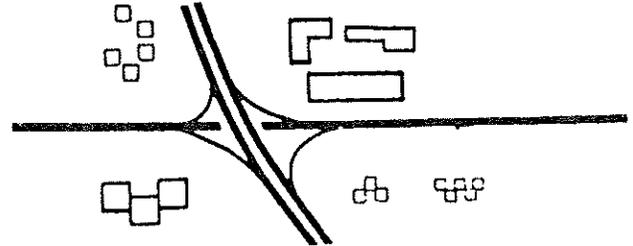
Areas unsuitable for development, i.e., steep slopes, floodplains, shallow soils, etc. should remain undeveloped and be incorporated into plans for highway beautification.



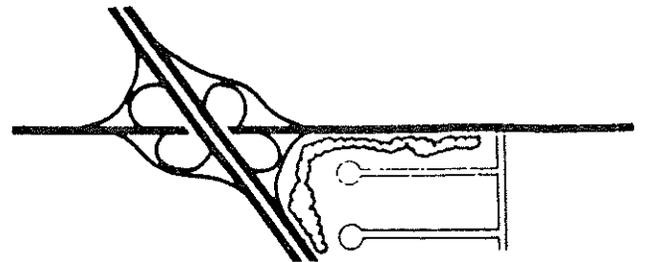
Spots of natural beauty or historic significance should be reserved for recreational or tourist enjoyment.



Individual land uses should be grouped on the basis of their similarity and compatibility. The mixing of land uses may result in functional and visual conflicts between the site users.

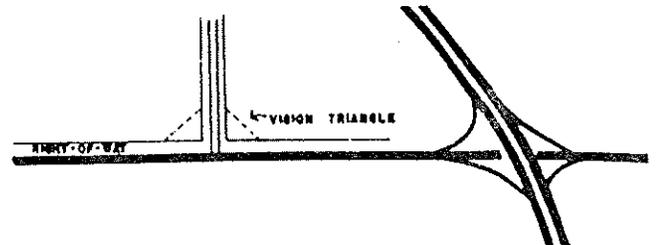


Interior tracts of land should be protected from becoming "land locked" by ribbon development along approach highways. Interchange land should be developed to provide access to interior tracts and to discourage development with shallow lots.

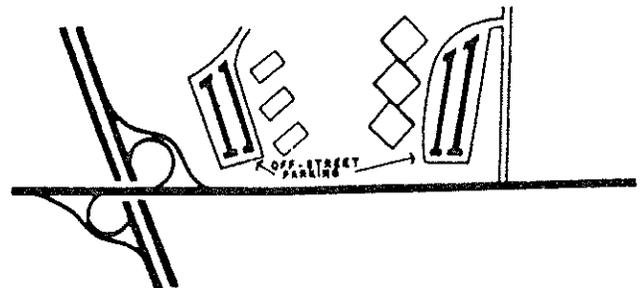


TRAFFIC AND TRANSPORTATION GUIDELINES

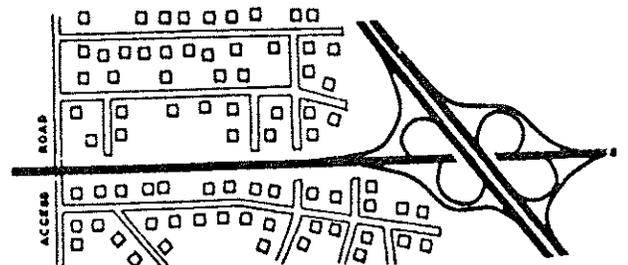
Vision triangles should be established at public street openings and railroad crossings on the intersecting highway. This cleared area allows drivers to see stopped or approaching vehicles. No structure, fence, planting or other obstruction should be permitted within a triangle bounded by the street right-of-way lines and a straight line drawn between points on each right-of-way line 175 feet from their intersection.



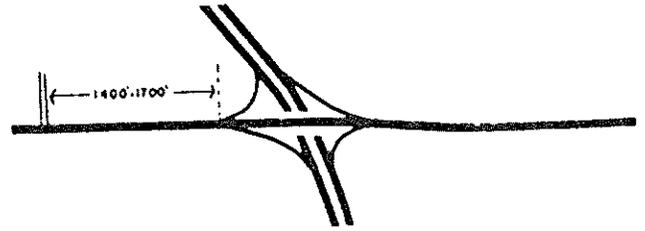
Adequate off-street parking and loading areas should be provided for all types of development.



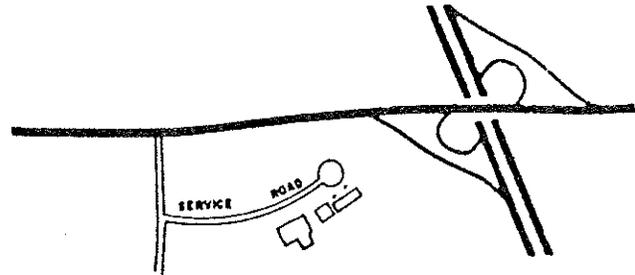
Traffic moving to local destinations around the interchange should be separated from through traffic by the use of special access provisions.



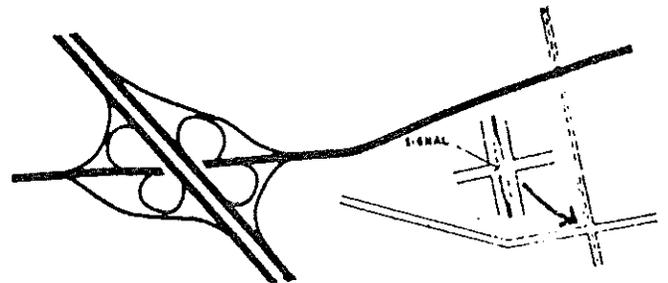
Accessways to approach highways should be prohibited in the vicinity of the ends of approach ramps. Location of the first access point in relation to ramp terminals should be based on distance required for safe and efficient merging traffic. The proper distance between the ramp and the first access point depends upon the design speed of the highway and the amount of traffic it carries. For most highways with normal traffic, 1,400-1,700 feet is adequate. Heavily-traveled roads may require 2,000 feet.



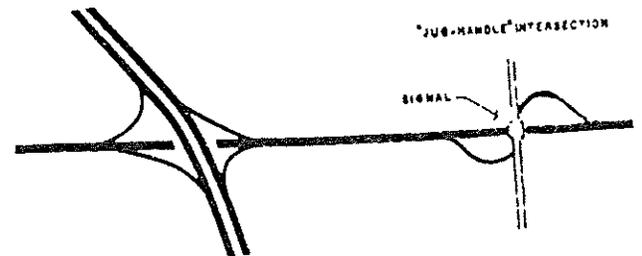
Service roads (common accessways) should be provided parallel to the approach highway, thus minimizing the number of direct access points to the intersecting highway.



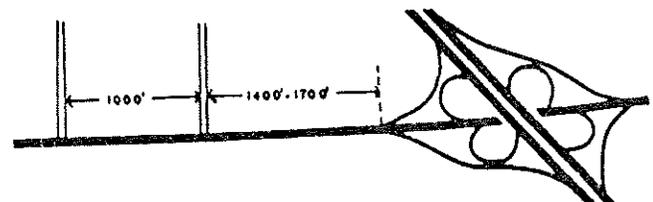
Separate turning lanes and appropriate traffic control devices should be utilized to insure safe and efficient movement within the interchange area.



Access points to major trip generators should be located opposite each other at previously-designated locations. These strategic intersection locations should be designed so that no left turns are permitted from the arterial route. Turns should be accommodated by "jug handles" which require left turns and U-turns to be made from the right side. Lesser access points would be permitted only for right turns in, and right turns out with left turn maneuvers provided by jug handles at the next downstream major intersection.



The opening of local road intersections with the approach highway should be controlled. As a general rule, the spacing between intersections should not be less than 1,000 feet.



COMMUNITY FACILITIES AND SERVICES PLAN

A community should provide its residents with public services and facilities that are needed to protect their welfare and promote their social and cultural well-being. The buildings, parks, and other facilities necessary to carry out these basic services are the concern of this Community Facilities and Services Plan. Since Township government provides most of these facilities, they represent one effective way in which governmental action can directly influence the development of the Township.

PARKS AND RECREATION

Williams Park is well-developed and centrally located, and should be expanded in the future as funding becomes available. The following planning guidelines will be useful in deciding when and where new parks are needed.

PARK PLANNING GUIDELINES

Classification	Function	Size	Population	Service Area
Local Park	Small recreation areas such as playlots or miniparks normally provided in built up areas where space is at a premium. The facilities which are primarily intended for children up to seven years include play apparatus, a paved area, benches, sand areas, landscaping, quiet time areas, and multi-purpose courts.	Up to one acre	500- 2,500	Sub-neighborhood
Neighborhood Park	These moderately sized parks should adjoin public elementary schools whenever possible and serve as a center for education, recreation and cultural activities for the people of a neighborhood. Active and passive recreation areas for children and adults should be complemented by attractive landscaping.	5 to 20 acres	2,000- 7,500	1/4 to 1/2 mile
Community Park	The larger community park should whenever possible, adjoin junior and senior high schools. While having many of the same facilities as the neighborhood park, the community park has facilities which require more space such as tennis courts, swimming pool, multi-purpose courts, extensive ball-fields, community center building and adequate off-street parking.	20 to 100 acres	7,500-35,000	1/2 to 3 miles
Open Space & Conservation Area	Steep slopes, floodplains, low wet areas, dense woodlands and other areas of conservation significance constitute these areas. Although preservation-oriented, limited and scattered recreation activities such as hiking, fishing, nature study, picnicking, biking and other activities which do not disturb the environment would be encouraged in these areas.			Distributed wherever appropriate to protect natural resources

SOURCES: National Recreation and Park Association, National Park, Recreation and Open Space Standards; and, Urban Research and Development Corporation, Bethlehem Area Recreation, Parks and Open Space Plan, 1975.

SCHOOLS

The Plan endorses the continued use of the District's schools for education, recreation and community use, to make the fullest use of the facilities throughout the evenings, weekends and summers. The Township should cooperate with the Wilson Area School District administrators and private school administrators in examining potential population increases in the Township and for expanded or new school facilities.

EDUCATION/RECREATION CENTERS

The Plan encourages continued use of the schools for recreation and designates the existing schools in the Township as "Education/Recreation" Centers.

This term implies the optimum use of public facilities for both the development and application of skills, insights and resources of individuals through education and recreation. Not only can the dual functions of a center be performed without interfering with any part of the education program, but they actually broaden and strengthen the school curriculum.

STREAM VALLEYS

The Plan strongly urges the preservation of stream valleys in the Township. The areas adjacent to these streams are typically undeveloped and provide natural areas for wildlife and opportunities for passive recreation. Because of their winding courses, the streams represent a potential recreational and open space network throughout much of the Township.

TOWNSHIP BUILDINGS

The Williams Township Municipal Building located at Williams Park is in very good condition and is adequate for most of the Township's needs. It should continue as the Center for Township Government. The Plan encourages renovation or expansion of the building if additional space needs should require it in the future.

The Township Maintenance Building, at the intersection of Diehl and Morgan Hill Roads is currently in need of repair. As money becomes available, the Township should make improvements to this building. Expansions to increase the indoor storage capacity of the building should also be considered.

SEWER AND WATER

Steep slopes, shallow soils and high water tables make many areas of the Township poorly suited for on-lot sewer systems. Residents and developers who install individual on-lot sewer systems are urged to over-design them and to construct and operate them in strict compliance with all applicable regulations of the Pennsylvania Department of Environmental Resources.

The Plan discourages the need for a Township-wide sewer and water system by providing large building lots in the Agricultural Areas and the Low Density Residential Areas of the Township. Centralized water and sewer service (i.e., public) is proposed only for the Moderate Density Residential Areas and the nonresidential areas in the northern portion of the Township near the City of Easton and I-78.

STORM SEWERS

As Williams becomes more and more developed, the amount of storm water runoff will increase, sometimes requiring the construction of a storm sewer system to alleviate runoff problems. The Plan encourages minimizing the need for future storm sewers by discouraging development adjacent to natural drainage channels and by requiring developers to provide adequate storm water drainage through subdivision regulations.

POLICE PROTECTION

This Plan recommends that Township officials periodically review Williams's police needs, as the Township grows. Major factors that should be considered include the crime reports, accident reports, the ability to respond quickly (especially by the State Police) and the financial resources available to the Township. Cooperation with neighboring police departments can also allow more effective coverage.

This Plan also encourages the formation of "Crime Watches". This program urges citizens to serve as additional "eyes and ears" for their police, by watching for and reporting any suspicious activity. Crime Watches work best when it includes occasional meetings between citizens and a police officer to discuss ways of preventing crime.

FIRE PROTECTION

The Township needs to continue to work with the Williams Township Fire Company to identify needs and ways to improve protection. High priority should be given to the establishment and enforcement of a fire code in the Township. Also, continued cooperation and training with neighboring fire companies will be essential.

SOLID WASTE

A solid waste crisis is approaching throughout the region because of dwindling landfill space. Some high technology solutions may be possible at the regional level. Under State law, Williams Township will be required to establish a mandatory recycling program. This might be accomplished through cooperation with local civic and youth groups and/or trash contractors or through Township work crews. Certain types of materials could either be picked up at the curbside or taken by residents to convenient drop-off locations.

CIRCULATION (TRANSPORTATION) PLAN

The roads in Williams Township form the framework for development. These roads not only influence the general direction of growth but are often deciding factors in commercial, industrial, and residential location. This Plan addresses itself to a future road system and other facets of a circulation system--public transportation, pedestrian pathways and bikeways, street maintenance, and intersection improvements. The goal is to make sure that the transportation system remains safe and efficient.

HIGHWAY/ROAD PLANNING PRINCIPLES

FUNCTIONAL ROAD CLASSIFICATIONS

Every road and highway in Williams Township has a part to play in moving traffic within and through the Township. Some roads are more important than others, underscoring the importance of knowing what function each road should have. The following table shows four types of roads that are needed to efficiently and safely accommodate traffic in and through the Township.

FUNCTIONAL ROAD CLASSIFICATIONS AND CHARACTERISTICS

Road Classification	Function	Road
Expressway	Carry very large volumes of traffic at high speeds. They have four lanes or more and grade-separated interchanges.	o Interstate 78
Arterials	Carry medium to large volumes of traffic at moderate to high speeds.	o U.S. Route 611
Collectors	Intercept local traffic, carry a moderate volume of traffic, and usually have two lanes.	o Morgan Hill Rd. o Durham Rd. o Island Park Rd. o Raubsville/ Hellertown Rd. o Berger Rd.
Locals	Carry smaller volumes of traffic, provide direct access to abutting properties, and channel local traffic to collector roads.	o All other roads

The Comprehensive Plan Map, at the end of this document, shows each road in the Township as one of the four types--Expressway, Arterial, Collector, Local.

The following design principles should be used to help determine the appropriate width of roads in the Township:

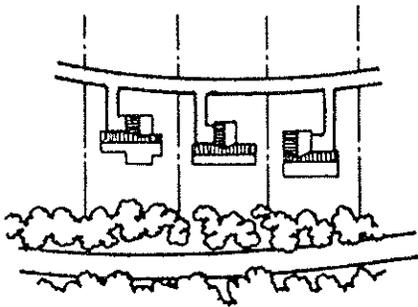
- Wider streets will provide for larger and faster traffic flows, an undesirable objective within residential areas. For local single family access roadways, a 26-foot wide pavement will provide either 2 parking lanes and a driving lane or 1 parking lane and 2 driving lanes. Widening this pavement a few feet more will not provide any significantly increased capacity, but it will provide wider driving lanes, which will, in turn, tend to encourage faster driving. Where adequate off-street parking is provided, roadway widths can be reduced accordingly.
- A 24-foot wide pavement technically is suitable for automobile parking on both sides of the street without impeding one-lane vehicle movement. Comparative accident incidence studies for 24-foot wide minor residential streets are scarce and somewhat inconclusive. While not normally recommended, the proliferation of small automobiles may well make the use of a 24-foot wide pavement very feasible and desirable.
- A 22-foot wide pavement offers no significant advantage over a 20-foot wide pavement. Although parking is feasible only on 1 side, a 22-foot width is wide enough to tempt drivers to park on both sides.
- A 20-foot wide pavement is the minimum width which generally offers year-round utility and convenience where snow and ice control needs are foreseeable such as in the Township. Suitable for cul-de-sacs up to about 300 or 400 feet, a 20-foot wide pavement will provide parking on 1 side with alternating vehicular traffic flow, is sufficiently narrow that drivers are not tempted to park on both sides, and has inimum construction, space and maintenance requirements. Its biggest disadvantage is that it will not accommodate parking on both sides.
- An 18-foot wide pavement is suitable only for use on short one-way loop streets serving not more than 15 dwellings, or on short cul-de-sacs, usually serving no more than 5 to 7 dwellings. A properly parked vehicle on an 18-foot wide one-way pavement will not impede the largest truck which might use the roadway.
- The 16-foot pavement is not suitable for cul-de-sacs having more than three dwellings but offers acceptable utility on one-way loop streets. The 16-foot pavement cannot be considered a desirable width but must be conceded to be acceptable under certain conditions such as 16-foot wide one-way streets created to avoid destruction of unique natural features.
- Once the traffic from local residential streets has reached sufficient volume so that 2 clear traffic lanes are required, a street takes on the function of primarily moving traffic and should be designed for accommodating more traffic; the street becomes a collector. Automobile movements should be relatively swift (34-45 mph) and unrestricted. Ideally, homes should not face on a collector street since this results in the multiple traffic hazards of street parking, automobiles entering the street from driveways, and children who may dart unseen into the roadway.

Collector streets having a pavement width of 36-feet will provide 2 adequate traffic and 2 curb parking lanes. Where houses do not have access to the collector street and, hence, no parking is normally to be expected, 2 moving lanes of pavement will be adequate with shoulders graded to provide for emergency parking.

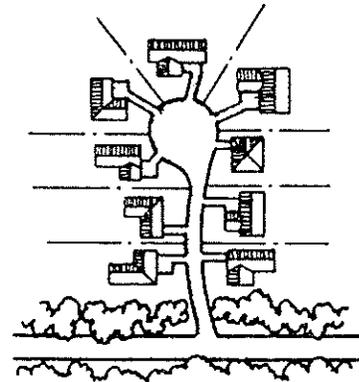
LOTING ALONG ARTERIAL HIGHWAYS

The following sketches show design principles which should be used when lotting along the Township's arterial highways. The application of these principles will reduce traffic hazards and congestion and provide quieter and more attractive residential areas.

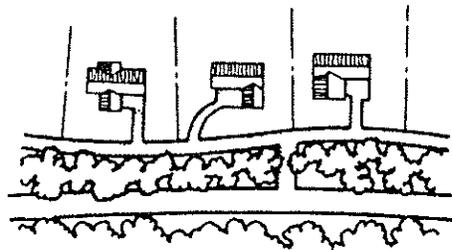
PRINCIPLES FOR LOT DESIGN ALONG ARTERIAL HIGHWAYS



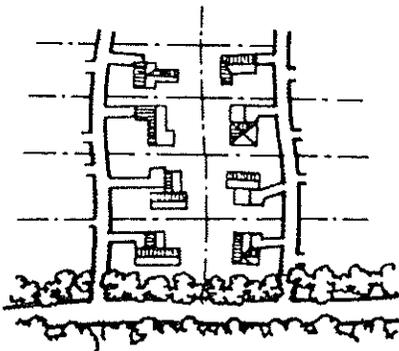
REVERSE FRONTAGE



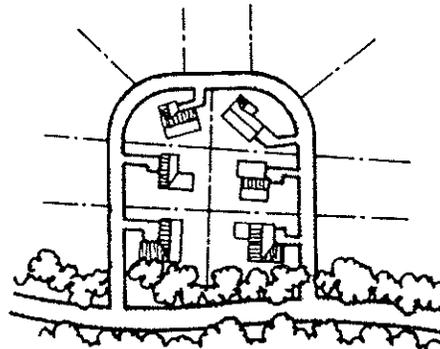
CUL-DE-SAC



FRONT ACCESS ROAD



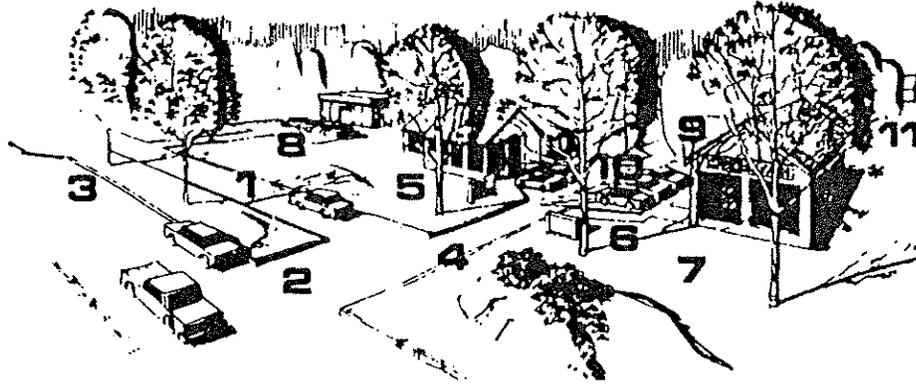
EXTENDED STREETS



LOOP

SITE DESIGN PRINCIPLES ALONG HIGHWAYS

The following design principles serve as guidelines for achieving safe and attractive highway business development, particularly along the more heavily travelled arterial highways.



PRINCIPLES EMPLOYED

- | | |
|--|---|
| 1 Marginal Access Road | 7 No Parking in Front Yard |
| 2 Reduced Number of Highway Access Road | 8 Parking Area in Front but not in Front Yard |
| 3 Acceleration/Deceleration Lanes | 9 Parking Areas Broken up by Landscaping |
| 4 Future Extension of Marginal Access Road | 10 Combined Parking Area for Two Uses |
| 5 Deep Front Yard Setback | 11 Buffer Yard |
| 6 Parking Areas Screened from Highway | |

ROAD MAINTENANCE

Most of the roads and highways in the Township are in good condition and are kept well-maintained. The Plan calls for continual road maintenance and paving portions of unpaved roads each year.

CIRCULATION IMPROVEMENTS

The Background Studies identified dangerous curves, road segments and intersections within the Township (see Transportation Characteristics Map).

Since many of these circulation problems involve State roads, the Township should work closely with PennDOT to study these problems and determine exactly how each problem can be improved. These problems should be recognized and, whenever possible, corrected.

The Plan also encourages the continued identification of accident-prone areas. Through remedial planning and design efforts, the major driving hazards can be alleviated. Periodically, accident reports should be reviewed to identify specific causes of hazards. Some of these hazards can be corrected easily, such as by the moving of a sign, shrub or crops that obstruct drivers' views.

The circulation system within the I-78/Morgan Hill Road interchange area is also needs to be addressed. Several circulation improvements will be needed to maximize development opportunities and to minimize traffic problems. These include:

- Improving the Morgan Hill Road/Line Street/Hilton Street Intersection and the Industrial Drive/Cedarville Road Intersection,
- Improving alignments on Hilton Street and Cedarville Road, and
- Widening Industrial Drive and Cedarville Road.

Also, as the interchange area becomes more fully developed and as there is more traffic, it may be necessary to signalize the intersections at the ramps of Morgan Hill Road. Traffic and circulation conditions in the interchange area should be continually monitored.

A new collector road is proposed in the Plan to serve the Moderate Density Residential area. The alignment shown in the Comprehensive Plan is for conceptual purposes only.

ALTERNATIVE FUNDING FOR ROAD IMPROVEMENTS

NEED

Because traditional funding sources are shrinking, alternative methods are needed to fund road improvements. PennDOT has a policy that if significant alternatives or Township funding can be raised for a worthwhile project, a project can move up much further in priority. For instance, instead of being listed for construction 9-12 years from now, a project can move up to being done two years from now. PennDOT's intent is to make their limited dollars go further.

LIMITATIONS

Any alternative funding that is raised should be carefully restricted to ensure that it is only used for major transportation improvements.

VOLUNTARY CONTRIBUTIONS

Nearby developers, businesses or institutions that stand to benefit from a road improvement may be willing to make voluntary contributions towards the cost of a project in order to get it completed sooner.

DONATIONS OF LAND

Landowners may be willing to donate small pieces of needed land adjacent to roads to allow an important improvement to be made, such as widening an intersection or making a corner of an intersection less sharp.

NEGOTIATED OFF-SITE IMPROVEMENTS

Developers are traditionally required to make road improvements that are needed at the boundaries of their development to serve the traffic it generates. Increasingly, developers are also being requested to contribute a fair share of the costs of needed improvements off of their site. One concern with negotiated improvements is that developers do not know how much they will be required to spend for improvements until most of the subdivision process is completed. Also, a Township may face serious legal challenge if it turns down a subdivision because the developer refuses to make transportation improvements that the Township's ordinances did not specifically require. Also, the costs of an improvement may not be spread fairly between all those who benefit from it. In addition, negotiated improvements rarely include improvements to roads away from the site that may be directly affected by the traffic. For instance, traffic from a development may cause a need for a new traffic signal a quarter-mile down the road. The Transportation Partnership Act, described later, is designed to allow a fairer system and one that would allow developers to understand their costs beforehand.

TRAFFIC IMPACT FEES

Several townships in Lehigh and Northampton Counties have since the early 1980's charged development with traffic impact fees. The fees are based upon the amount of traffic a use is expected to generate. For example, \$300-\$400 is usually charged per dwelling unit. The fees are based upon the cost of a specific program of improvements. In lieu of impact fees, some communities allow developers to construct needed road improvements, within very clear specifications.

TRANSPORTATION PARTNERSHIP ACT

This Act, passed in 1985 and revised in 1986, gives municipalities specific powers to levy taxes, fees or assessments to fund needed transportation improvements. One advantage is that developers are able to get a clearer idea ahead of time of what will be expected of them. The following are some of the key features of this law:

- "All benefitted properties" must be assessed, including both existing and new development.
- Assessments must be reasonably related to the amount of traffic a use generates.
- Detailed traffic studies and plans must be developed and accepted within the Lehigh Valley's official transportation program.
- The funds can be used on State or Township roads.
- The intent is for the partnership to be mostly voluntary.

BUSINESS DISTRICT IMPROVEMENT ACT

This State law works similar to the Partnership Act and would allow assessments for road improvements. However, it is limited to "commercial" areas. This law has a great deal more flexibility and four fewer requirements than the Partnership Act.

OFFICIAL MAP

This allows the Township to reserve land for key road connections and improvements. It is discussed in the "Action Program."

PEDESTRIAN PATHWAYS AND BIKEWAYS

Pedestrian pathways and bikeways will undoubtedly become more important in the future, especially in light of our limited energy resources and the increasing amount of leisure time. In the future, Township Officials should work toward the development of a pathway system within Williams Township for safe bicycle and pedestrian travel. The proposed open space system provides opportunities for scenic pathways. One way of making bicycling and pedestrian travel safer is by making the shoulders of key roads wider and smoother.

The Delaware Canal and its adjacent towpath now function as a major pathway and bikeway in the Township. Consideration should be given to providing additional trails which link the Delaware Canal to major community facilities in the Township.

SCENIC DRIVES

Several roads, including Lehigh River Scenic Drive (Rt. 611), are designated as scenic drives (see Comprehensive Plan Map). Land uses along these roads should recognize and protect the scenic character found along these roads. Signs should be small and attractively designed; billboards should be prohibited along these roads.

HOUSING PLAN

Comprehensive Plans are now required, under Section 301 of the Pennsylvania Municipalities Planning Code, to include a housing element. This section of the Comprehensive Plan provides the overall housing policies and proposals for the Township.

OVERALL HOUSING POLICY AND PROPOSALS

OVERALL HOUSING POLICY

The overall housing policy of Williams Township is to assure adequate, affordable housing for existing and future families in the Township. The following proposals are aimed at achieving this overall housing policy.

PROPOSALS

The Land Use Plan offers three different living environments to provide the Township's present and future residents a broad choice of different types of living areas. These areas include the Agricultural areas, the Low Density Residential areas and the Moderate Density Residential areas (see Land Use Plan section). Housing types and residential densities, in particular, are the major distinguishing characteristics between the three living environments.

The plan continues to provide for single family low density residential areas and urges protecting these areas from incompatible land users. Moderate density residential areas also provided at locations which are physically suitable, accessible and in proximity to public sewer and water. This will help increase the supply of housing for younger and older adults.

The Housing Plan also encourages the rehabilitation and renovation of existing older homes. Residents are encouraged to take advantage of state and federal housing rehabilitation assistance programs. The Township officials should keep abreast of the available housing programs and pass this information on to Township residents.

It will also be important for the Township to continue to monitor housing vacancies, characteristic and conditions. Detailed records of the types of new housing constructed and demolitions also should be maintained. This will allow the Township to determine the net increase in housing units by type of unit and to estimate the Township's population size.

The following list provides a summary of the major proposals aimed at achieving the overall housing policy of the Township:

- Provide appropriate areas for various housing types and densities.
- Increase the supply of housing for younger and older adults.

- Encourage rehabilitation and renovation of existing older homes.
- Require all residential development to meet the highest standards of site design and enforce standards for site layout.
- Encourage builders to respond to changing housing demands.
- Encourage moderate density living areas at locations which are physically suitable, accessible and in proximity to public sewer and water services.
- Continue to provide single family low density residential areas and protect these areas from incompatible land users.

ENERGY USE PLAN

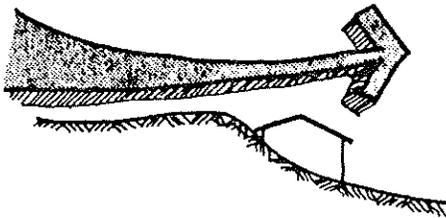
PLANNING PRINCIPLES FOR ENERGY CONSERVATION

The higher costs of energy and the need for national independence for sources of energy have caused a greater need for energy conservation. This Plan acknowledges the Township's awareness of the need to achieve effective energy conservation in all development.

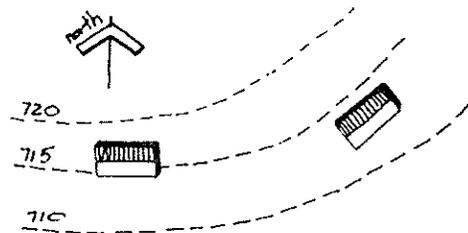
Developers should be encouraged to use the following principles and objectives which illustrate examples of how the natural elements such as the sun, wind, landform, and vegetation can support heating and cooling systems.

FOUR BASIC WAYS TO CONSERVE ENERGY

1. Siting

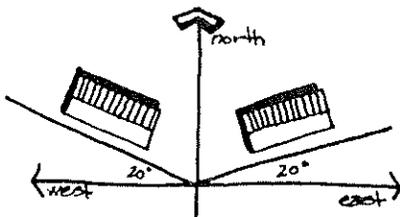


Use Landform to Deflect Winter Winds

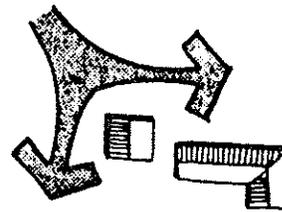


Use South and Southeast Facing Slopes as Much as Possible

2. Building Orientation

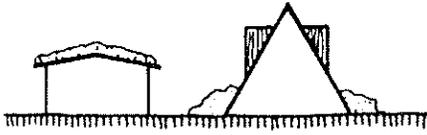


Orient Buildings on an East-West Axis to Maximize Solar Access and Minimize Overheating

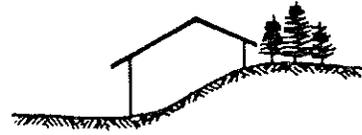


Orient Unheated Buildings to Buffer Heated Buildings from Winter Winds

3. Building Design and Construction



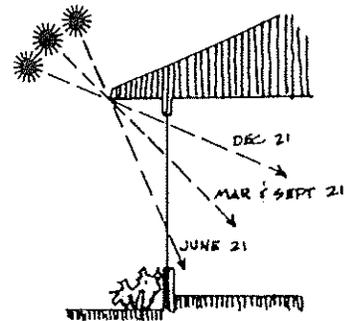
Flat or Shallow Pitched Roofs Hold Snow for Added Insulation



Buildings Built into Hillside or Partially Covered with Earth and Plantings are Naturally Insulated

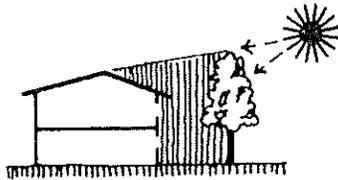


Darker Colors Absorb More Radiant Energy from the Sun

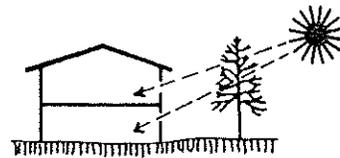


Overhangs Can Control the Sun's Rays

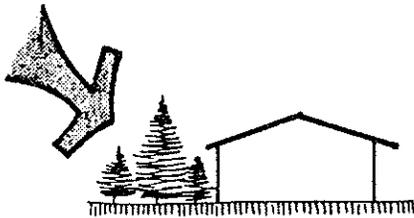
4. Landscaping



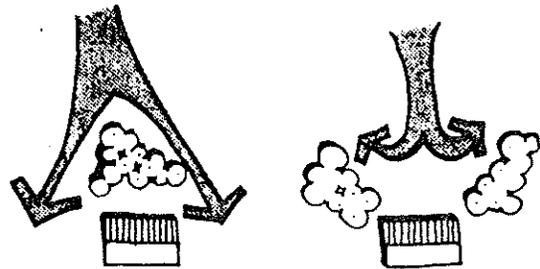
Deciduous Trees Provide Shade in Summer



Deciduous Trees Allow Sun in Winter



Evergreens Buffer Winter Winds



Deflect Rather than Dam Winds

PLANNING FOR SOLAR ACCESS

INTRODUCTION

The term, "solar access," refers to the availability of sunlight during the period of the day and year when the sun's energy can be most usefully employed by solar energy collection systems. Solar access consists of two basic principles:

- 1) proper orientation to the sun, and
- 2) freedom from shading by obstructions.

PLANNING FOR ORIENTATION REQUIREMENTS

A general southern exposure is essential for solar systems to be effective, but the ideal orientation will vary according to the nature of the solar application and microclimatic conditions. An exposure within the range of 20 degrees east to 20 degrees west of south is generally acceptable for most solar applications.

This implies orienting streets in a general east-west direction. On rolling terrain, streets can follow the contours of the land, while lots and (particularly) buildings should be oriented for ideal solar exposure. In areas already platted in a manner detrimental to solar utilization, building additions, in-fill developments, and redevelopments should be permitted to be solar-oriented.

PLANNING FOR SHADING REQUIREMENTS

The term, "solar skyspace," refers to the space which must be free of obstructions to protect a given area from shading. Protection of the solar skyspace need not be absolute for solar energy systems to be effective. But land use controls should protect that portion of the solar skyspace necessary for the economical operation of solar energy systems without unreasonably burdening adjacent land owners.

The Township should also promote the best use of topography to maximize the efficiency of solar systems. Development should be encouraged on south-facing slopes and discouraged on north-facing slopes. Shadow analyses should be provided in the review of proposed developments to preserve solar access for both that development and adjacent developments.

PLANNING FOR ALTERNATIVE ENERGY SOURCES

The Plan recognizes that alternative energy sources (e.g., windmills, methane distillation, etc.) will likely play an increasing role in the future use of energy by residents. The land use controls of the Township should encourage the safe and reasonable development and use of alternative sources of energy.

ACTION PROGRAM

ACTION PROGRAM

CONTINUING PLANNING

This Comprehensive Plan must be used consistently in every decision pertaining to land use and circulation. Then and only then will it really be a useful document. The test of each proposal affecting either one of these areas should be a question: "Does it conform with our Comprehensive Plan?" or "Does it carry out the goals of the Plan?"

But the Plan should be annually reviewed and, if necessary, updated to reflect the major problems of the time. As part of its continuing planning program, Williams should maintain a close working relationship with adjoining municipalities on planning, development and preservation matters.

Continued consultation and technical assistance from specialists in law, planning, engineering, finance and other disciplines is vitally important to effectively carry out the Plan. Wise use of these specialists will save time, provide realistic alternative solutions, and in the long run result in high quality, timely services to Township residents at comparatively small costs.

IMPLEMENTATION TOOLS

This Comprehensive Plan is a valuable document because it provides the policies for guiding the future development and preservation of Williams Township. The Plan is not, however, a legislative document. Three types of ordinances can help implement the Plan: (1) the zoning ordinance, (2) the subdivision and land development ordinance, and (3) the official map.

OFFICIAL MAP

Section 401 of the Pennsylvania Municipalities Planning Code, empowers the Township Board of Supervisors to make or cause to be made surveys of the exact location of the lines of existing and proposed public roads, watercourses and public grounds. This includes the widening, narrowing, extension, diminution, opening or closing of these roads, water courses and public grounds. Act 247 also provides for the Supervisors to adopt, by ordinance, such surveys as the Official Map of the Township. When an Official Map is adopted, no permit may be issued for any building within the lines of any road, watercourse or public ground shown or laid out on the Official Map.

An Official Map is an important legal tool by which the Township can effectively implement portions of this Comprehensive Plan such as the preservation of land for the development of future park areas. It is not the intent of the Official Map to force or compel a dedication of land without adequate and just compensation. Rather, it is intended to prevent development of buildings on a site so that planned roads, parks, etc. can be constructed in the future without incurring excessive public costs of clearing the land of structures.

CAPITAL IMPROVEMENT PROGRAMMING

A 5-year Capital Improvements Program should be considered to plan for any major projects that may be needed. The capital improvements will normally include major physical facilities such as streets, public buildings, storm water systems, parks, etc., and involve expenditure of funds over and above those needed for normal operations and maintenance in the Township.

The development of a good capital improvement program involves a complete and intensive study of the financial resources of the Township. This study would analyze aspects of the fiscal structure such as operating revenues and expenditures, debt limit, tax rates, etc., to determine exactly what the Township's financial capabilities are. Recommendations for capital improvements based upon the Comprehensive Plan are then scheduled in accordance with the Township's financial capacity.

A Capital Improvements Program would have five major benefits:

- 1) It will help assure that projects are based upon the ability to pay and upon a schedule of priorities determined in advance.
- 2) It will help assure that capital improvements are viewed comprehensively and in the best public interest of the Township as a whole.
- 3) It will promote financial stability by scheduling projects at the proper intervals.
- 4) It will avoid sharp changes in the tax structure by properly scheduling projects.
- 5) It will facilitate the best allocation of Township resources.

ZONING

The zoning ordinance is the legal tool for regulating the use of land. Its regulations apply to: (1) the height and bulk of buildings and other structures, (2) the percentage of a lot that may be occupied and the dimensions of yards required, (3) the density of development, and (4) the actual use of the land.

The zoning ordinance has two parts: (1) an official zoning map which delineates land use districts and (2) the text which provides general information regarding administration of the ordinance and regulations for each zoning district.

The changing conditions in the Township, the plans and projects which are creating more and more impacts, the policies in this Plan, and the revisions to the Pennsylvania Municipalities Planning Code will require changes to the present Township Zoning Ordinance.

SUBDIVISION AND LAND DEVELOPMENT ORDINANCE

The Subdivision and Land Development Ordinance guides and controls the layout of streets, lots, and utility systems. Subdivision control helps achieve the following results:

- 1) Coordinated street patterns.
- 2) Adequate utilities that protect streams, wells, and the land from pollution.
- 3) Reduced traffic congestion.
- 4) Installed improvements.

It will be important to periodically revise the Township's Subdivision and Land Development Ordinance to reflect changes in the Pennsylvania Municipalities Planning Code and to incorporate the latest principles and standards in subdividing land.

ROLE OF THE TOWNSHIP PLANNING COMMISSION

One of the Williams Township Planning Commission's greatest responsibilities is to ensure that the Comprehensive Plan is carried out. But it has other responsibilities as indicated in the Pennsylvania Municipalities Planning Code (Article II):

- A. The Planning Commission shall, at the request of the Township Supervisors, have the power and shall be required to:
 - 1) Prepare the Comprehensive Plan for the development of the Township and present it for the consideration of the governing body.
 - 2) Maintain and keep on file records of its action.
- B. The Planning Commission, at the request of the Supervisor, may:
 - 1) Make recommendations to the Supervisors concerning the adoption or amendment of an official map.
 - 2) Prepare and present a Zoning Ordinance to the Supervisors and make recommendations on proposed amendments to it.
 - 3) Prepare, recommend, and administer the Subdivision and Land Development Ordinance.
 - 4) Prepare and present a building code and housing code to the Supervisors.
 - 5) Prepare and present an environmental study to the Supervisors.
 - 6) Submit a recommended capital improvements program to the Supervisors.
 - 7) Promote public interest in, and understanding of, the comprehensive plan and planning.

- 8) Make recommendations to governmental, civic and private agencies and individuals as to the effectiveness of the proposals of such agencies and agencies.
- 9) Hold public hearings and meetings.
- 10) In the performance of its functions, enter upon any land to make examinations and land surveys with the consent of the owner.

ROLE OF THE TOWNSHIP BOARD OF SUPERVISORS

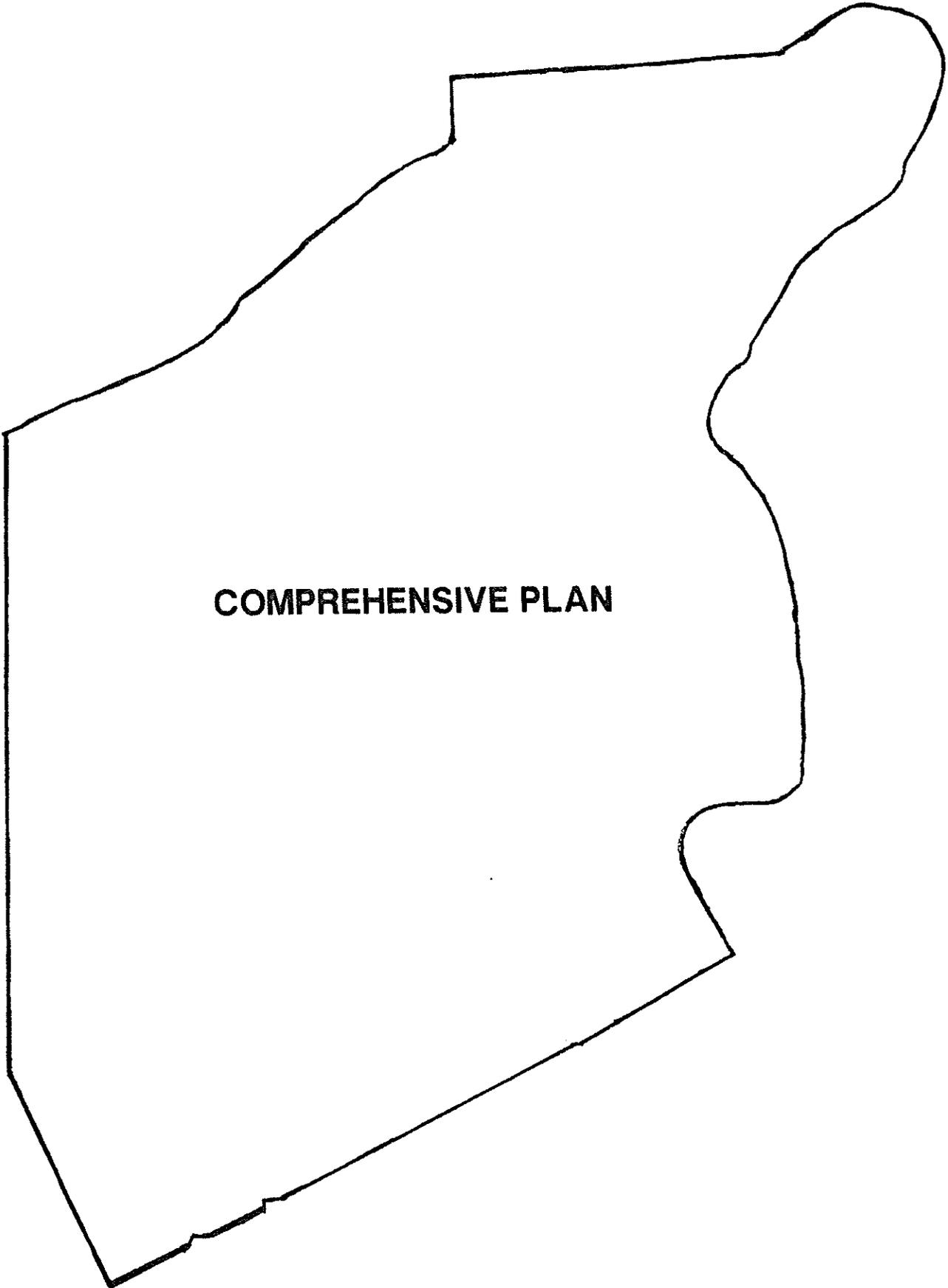
The final decision on nearly every matter that affects the growth of Williams Township rests with the Board of Supervisors. They certainly have a vital role, if not the key role, in carrying out the Plan and insuring a continuing planning program. Hence, it is imperative that the Supervisors maintain a relationship of trust and confidence in the advice and recommendations of the Planning Commission. The Township Supervisors and the Planning Commission should at all times keep one another informed of matters concerning development in the Township.

MAJOR ACTIONS--A SUMMARY

The following major actions should be taken to implement the Comprehensive Plan:

- For every new land use that is proposed in the future, ask the question, "Does it help carry out the goals and objectives of the Plan?"
- Revise the existing Williams Zoning Ordinance in accordance with the goals, objectives and recommendations in the Comprehensive Plan.
- Require various impact studies and analyses for major developments as part of the update to the Township's Zoning Ordinance and Subdivision and Land Development Ordinance. These should include:
 - Community Impact Analysis - which determines the potential effects of the proposed development upon public facilities, utilities, schools, roads and Township costs and revenues.
 - Hydrogeologic Analysis - which addresses the water availability and recharge for the project and includes a water budget to determine whether or not there is sufficient groundwater available for the project.
 - Natural Features and Open Space Analysis - which addresses geology, soils, topography and other natural features located at the proposed site.
 - Traffic Impact Analysis - which identifies existing and future traffic conditions (volumes, problems, etc.) and proposes solutions to alleviate identified problems and deficiencies.

- Periodically revise the Township's existing Subdivision and Land Development Ordinance to help ensure safe and well-designed new development.
- Prepare and implement a five-year Capital Improvements Program to schedule public improvements according to priorities established by the Township and according to the Township's ability to pay for these improvements. Annually update this program to constantly plan expenditures five years in advance; the Planning Commission should prepare and recommend the annual update to the program.
- Make maximum use of federal, state, and county funds to assist in making needed public improvements. The Planning Commission or a committee of Township Officials should be responsible for keeping informed of funding programs.
- Annually evaluate the Comprehensive Plan and, if necessary, make modifications to the Plan to ensure that it remains a useful document to help make day-to-day decisions about the future growth and preservation of the Township.
- The Planning Commission should submit an annual written report to Township Supervisors, summarizing its conclusions on the evaluation of the Comprehensive Plan, a summary of the past year's major activities, and a summary of the upcoming year's major projected activities and crucial issues that will or may be facing the Township.



COMPREHENSIVE PLAN

COMPREHENSIVE PLAN

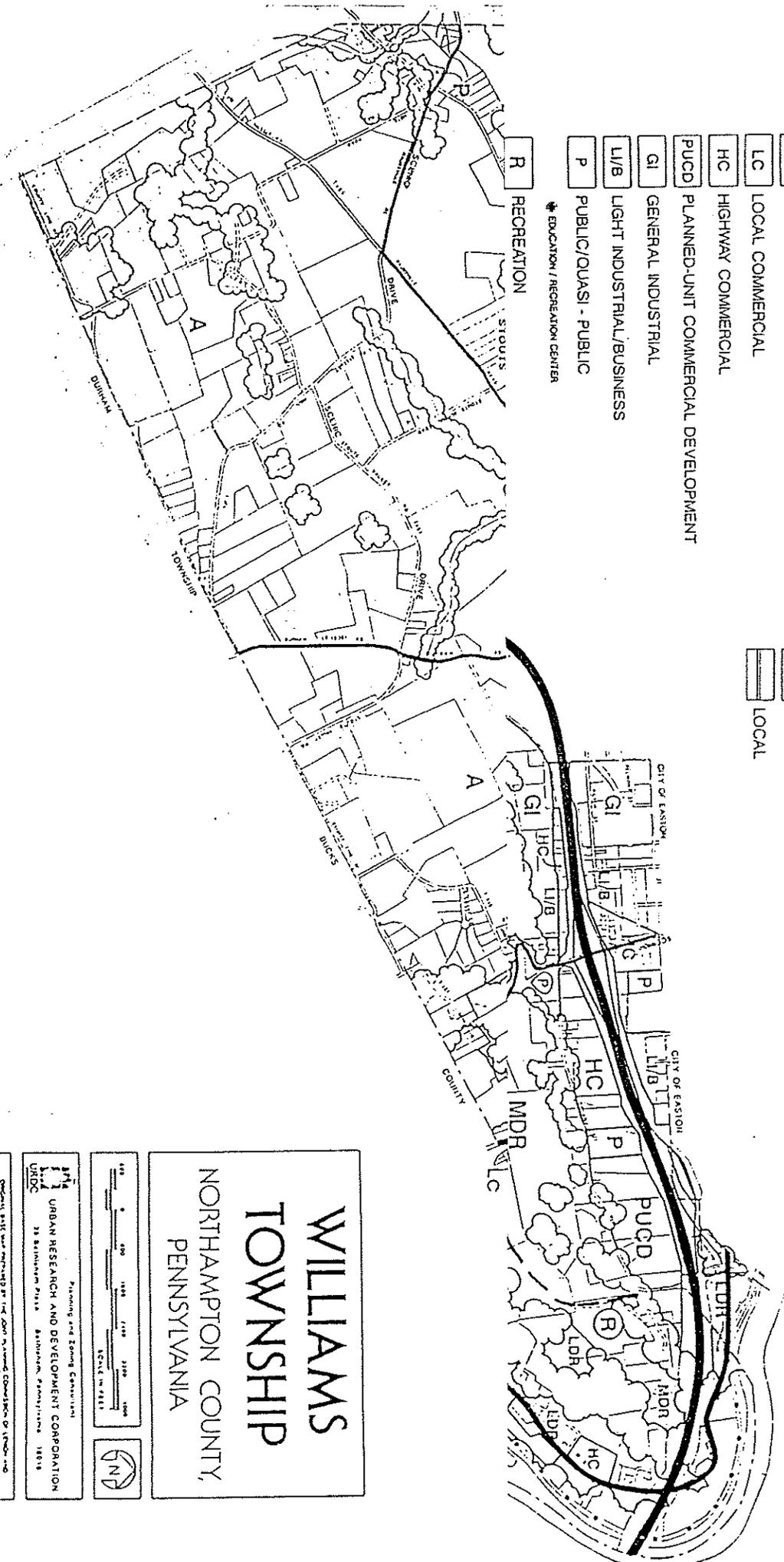
LAND USE

- A AGRICULTURAL
- LDR LOW DENSITY RESIDENTIAL
- MDR MODERATE DENSITY RESIDENTIAL
- LC LOCAL COMMERCIAL
- HC HIGHWAY COMMERCIAL
- PUCD PLANNED-UNIT COMMERCIAL DEVELOPMENT
- GI GENERAL INDUSTRIAL
- L/B LIGHT INDUSTRIAL/BUSINESS
- P PUBLIC/QUASI - PUBLIC
- R RECREATION

* EDUCATION / RECREATION CENTER

FUNCTIONAL ROAD CLASSIFICATIONS

- EXPRESSWAY
- ARTERIAL
- COLLECTOR
- LOCAL



WILLIAMS
TOWNSHIP
 NORTHAMPTON COUNTY,
 PENNSYLVANIA



Planning and Zoning Commission
URDC
 URBAN RESEARCH AND DEVELOPMENT CORPORATION
 33 BIRKENHEAD PLACE BALTIMORE, PENNSYLVANIA 18015

Conducted with the aid of the Planning Commission of Williams and
 Northampton Counties.

August 10, 1989

