

GOALS AND OBJECTIVES OF THE TRAFFIC CIRCULATION PLAN ELEMENT

The "Master Plan Part II: Traffic Circulation Plan Element" portion of the Montgomery Township Master Plan originally was adopted on December 15, 1986 and has been amended six (6) times since then, most recently on July 29, 2002.

The following goals and objectives originally were adopted on November 30, 1992 as part of the "Part II: Traffic Circulation Plan Element" and remain valid at this time:

1. The Township should utilize the existing roadways within the Township to the greatest extent possible in order to increase the probability of having the Traffic Circulation Plan implemented due to the practicality of improving existing roads rather than building new ones.
2. All roadways in the Township should be provided with the minimum improvements necessary to provide safe travel; over improvements will cause traffic speeds to unnecessarily increase, will cut-back many existing front yards, and will require the removal of any existing vegetation along the road's frontage.
3. No particular roadway in the Township should be called upon to move volumes of traffic which will result in the necessity to improve the roadway in a manner incompatible with residential development; therefore, traffic should be diffused among a variety of alternate routes rather than channeling traffic to any particular route.
4. Residential lots which abut or have direct driveway access to Route 206 and certain other relatively major roadways in the Township should be relatively large in size and have relatively wide frontages in order to achieve the following related objectives:
 - a. To lessen the number of potential new driveway access points, thereby lessening turning movements and interference with the through flow of traffic;
 - b. To lessen the need to provide wide paved cartways on the roads, thereby maintaining the rural residential character of the Township to the maximum extent possible; and
 - c. To set back a house a sufficient distance from the "arterial" or "major collector" road in order to protect the residents from the nuisances associated with the relatively high volumes of traffic that will travel the roads in the future.

Summarily, an overall theme of the "Traffic Circulation Plan Element", which was stated in the originally adopted 1986 version and which remains the same today, is that the residents of Montgomery Township are willing to endure a certain amount of inconvenience in the layout and design of the roads within the Township in order to prevent the creation of an interregional traffic pattern.

TRAFFIC GENERATION AND THE PRESERVATION OF THE RURAL RESIDENTIAL CHARACTER OF MONTGOMERY TOWNSHIP

As noted previously, a basic goal of the traffic circulation planning in Montgomery Township is to utilize, as much as possible, the existing roadways within the Township. As a result, small-scale "doable" improvements to the existing road system are preferred and generally have the greatest probability of being accomplished. Additionally, small-scale improvements to the road system will provide the greatest possibility of preserving the rural residential character which prevails throughout most of Montgomery Township.

Since all of the existing roadways in Montgomery Township, including State Route 206 (Van Horne Road), have an effect on the prevailing rural residential character of the Township, it is important that the "Land Use Plan Element" portion of the master plan and the implementing "Land Development Ordinance" provisions appropriately limit the amount of traffic that will be generated as a result of the permitted development.

Indeed, recognition of the potential adverse repercussions of increased traffic volumes within and through Montgomery Township has led to modifications and changes to the "Land Use Plan Element" and amendments to the "Land Development Ordinance" in an effort to lessen the amount of traffic to be added to the road system.

As an example, a major modification to the "Land Use Plan Element" was adopted during 1989 when the Township lessened the amount of acreage planned for nonresidential development and also lessened the intensity of the development permitted. More specifically, the permitted floor/area ratios (FAR) within the "REO" zoning districts were reduced, the "RD" zoning district was eliminated in its entirety, and the "LM" zoning district (i.e., the prior MFG" district) was reduced in size and its permitted FAR also was reduced.

More recently, the Township rezoned approximately 138.1 acres of land north of Route 518 into a new "ARH" Age-Restricted Housing district. Previously, almost the entirety of the subject land area was zoned within the "REO-3" zoning district, which could have resulted in the construction of approximately 451,979 square feet of office space on the subject lands. Under the adopted "ARH" ordinance provisions, the subject land can be developed with 218 age-restricted dwelling units, 30,000 square feet of office space and up to 120 beds in an "Assisted Living Facility".