

**NAS-JRB Willow Grove Reuse Master Plan
Key Issues and Planning Principles
Breakout Group Rankings
April 20th, 2011**



The 350 to 400 people in attendance were divided into four break-out groups, including Economic Development, Transportation & Existing Buildings, Environmental & Infrastructure, and Future Land Use. A "Key Issues and Planning Principles" handout was provided to each participant, and they were asked to circle the top two issues and principles that they felt were most important. All forms were collected at the end of the meeting. The tabulated responses can be found in the following tables.

**Key Issues and Planning Principles - Economic Development
April 20th, 2011 Breakout Group Responses**

ECONOMIC DEVELOPMENT ISSUES AND PRINCIPLES			
Issue	What types of uses should be part of a "town center" development?	18	25.71%
Issue	If creating an employment base at the NAS JRB is an important goal, what types of uses are most desirable in your opinion?	13	18.57%
Issue	What are the benefits and impacts of a corporate airport/business park?	11	15.71%
Issue	Should the redevelopment of the base only focus on meeting local economic development needs or should it attempt to meet regional economic development needs?	10	14.29%
Issue	In your opinion, what makes a given use more or less desirable?	6	8.57%
Issue	Is residential development an acceptable, and if so, in what form?	6	8.57%
Issue	Others	6	8.57%
TOTAL		70	100.00%
Principle	All employment generating uses should be sensitive to the impacts of traffic congestion and traffic flow around and through the base property and attempt to mitigate these impacts.	24	30.00%
Principle	Development incentives, if used, should be reserved to attract companies that offer high quality jobs and a large tax base.	18	22.50%
Principle	Employment generating uses should be integrated into a larger, mixed use development plan.	15	18.75%
Principle	Major employment uses at the base should attempt to increase Horsham's employment base, without targeting companies from other nearby locations/business parks/communities.	14	17.50%
Principle	Any airport use of the base, must be linked to major employment uses and create a tax base that benefits Horsham Township.	6	7.50%
Principle	Eligible, non homeless housing NOIs, should be considered for inclusion if they are consistent with the township's reuse planning principles and plan objectives.	3	3.75%
Principle	Others	0	0.00%
TOTAL		80	100.00%

**Key Issues and Planning Principles - Transportation and Existing Buildings
April 20th, 2011 Breakout Group Responses**

TRANSPORTATION AND EXISTING BUILDINGS ISSUES AND PRINCIPLES			
Issue	If traffic congestion and circulation in and around NAS JRB is an important planning consideration, what potential trade-offs are you prepared to make between future uses at the base and additional traffic congestion?	27	24.55%
Issue	Should the reuse plan encourage the use of public transit, as well as a mixed-use plan that allows people to live, work and play in the same location, in order to reduce traffic moving on and off the site and long major corridors?	26	23.64%
Issue	What do you view as the specific traffic challenges/issues near the base? When do they occur – AM, PM, weekends, everyday, occasionally?	19	17.27%
Issue	What land uses would you assume to have the greatest and least impacts on traffic and why?	18	16.36%
Issue	Do you modify your trip routes and/or when you travel to avoid congestion in this area?	15	13.64%
Issue	If the large hangars are not used for aviation uses, what potential uses do you think would be appropriate for these buildings, if any?	3	2.73%
Issue	Others	2	1.82%
TOTAL		110	100.00%
Principle	Improved transportation management, technology and signal coordination should be used to manage circulation and flows along major corridors and/or through, the base.	43	33.08%
Principle	Future reuse alternatives for NAS JRB should seek to improve cross circulation of traffic through the site where appropriate.	29	22.31%
Principle	Traffic access/egress to the NAS JRB property should be strictly controlled to minimize impacts.	20	15.38%
Principle	Intersection improvement & upgrades should be explored for key congested intersections	19	14.62%
Principle	Reuse of existing buildings should be evaluated based on conformity with the overall reuse plan, its ability to meet future needs and the financial feasibility of reuse.	11	8.46%
Principle	Where possible, development sites should share parking lots, access points and signage.	7	5.38%
Principle	Others	1	0.77%
TOTAL		130	100.00%

Key Issues and Planning Principles - Environmental and Infrastructure

April 20th, 2011 Breakout Group Responses

KEY ENVIRONMENTAL AND INFRASTRUCTURE ISSUES AND PRINCIPLES

Issue	The Navy is continuing the investigation of remediation solutions at two of the IRP sites on the base. Should the Navy clean up these sites to the highest standards before conveyance, or convey the property with land use conditions (e.g., groundwater extraction prohibited without suitable treatment)?	21	36.21%
Issue	The base has some remaining open space that includes a variety of natural features and habitat (i.e., woodland, meadows, and wetlands). How important is it to retain these land features? Should they be integrated into a parks and recreation system?	17	29.31%
Issue	Limits on groundwater withdraw and the lack of sewage treatment facilities could substantially limit redevelopment options. Should the HLRA and Water & Sewer Authority take steps to ensure the provision of water and sewer to the site?	15	25.86%
Issue	How important is it to prevent disturbance (i.e., avoid developing) of potential archaeological sites that may be eligible for listing on the National Registry?	3	5.17%
Issue	Others	2	3.45%
TOTAL		58	100.00%
Principle	The reuse plan must secure viable sources for water and wastewater utilities to support development.	19	27.94%
Principle	The reuse plan should incorporate the latest green and sustainable design principles where appropriate (e.g., LEED buildings, LID, complete streets, energy efficiency/renewable energy, etc).	14	20.59%
Principle	The reuse plan alternatives should recognize development limitations in localized areas near wetlands, floodplains, and other surface water areas (e.g., along Keith Valley and Horsham Roads).	12	17.65%
Principle	The reuse plan should incorporate natural site features including: parks, trails, community recreational areas, etc.	10	14.71%
Principle	Future environmental remediation costs must be considered relative to future reuse alternatives and development phasing.	7	10.29%
Principle	Landfill areas should be considered for future recreational (e.g., golf courses, parks, etc) and open spaces with proper engineering and land use restrictions.	4	5.88%
Principle	Others	2	2.94%
Principle	Areas with residual groundwater contamination and LUCs may possess reuse constraints.	0	0.00%
TOTAL		68	100.00%

Key Issues and Planning Principles - Land Use and Site Planning
April 20th, 2011 Breakout Group Responses

LAND USE AND SITE PLANNING		Number	% of Total
Issue	Should the reuse plan encourage a mixed-use plan that allows people to live, work and recreate, in the same location, in order to reduce traffic moving on and off the site?	25	43.86%
Issue	Should the final reuse land plan seek to maximize its employment/tax base benefits to the township or achieve a more balanced plan that meets a variety of community needs?	13	22.81%
Issue	What types of parks, open space or recreation facilities would you like to see in the plan?	8	14.04%
Issue	What sustainable or "green" elements would you like to see incorporated into the plan?	5	8.77%
Issue	Others	4	7.02%
Issue	What balance should be achieved between areas designed for vehicles and those designed for pedestrians?	2	3.51%
TOTAL		57	100.00%
Principle	All future reuse alternatives for NAS JRB should seek to improve cross circulation of traffic through the site where appropriate.	16	32.00%
Principle	The final land plan should create a sense of place and community.	12	24.00%
Principle	The reuse plan should be sensitive to adjacent land uses where possible.	7	14.00%
Principle	The reuse plan should incorporate the latest green" and sustainable" design principles where appropriate (e.g., LEED buildings, LID, complete streets, energy efficiency/renewable energy, etc).	5	10.00%
Principle	Reuse of existing buildings should be evaluated based on conformity with the overall reuse plan, its ability to meet future needs and the financial feasibility of reuse.	5	10.00%
Principle	Traffic access/egress to the NAS JRB property should be strictly controlled to minimize impacts to traffic congestion.	4	8.00%
Principle	The reuse plan alternatives should recognize development limitations in localized areas near wetlands, floodplains, and other surface water areas (e.g., along Keith Valley and Horsham Roads).	1	2.00%
Principle	Others	0	0.00%
TOTAL		50	100.00%