

NEWTOWN BOROUGH

Bucks County, Pennsylvania



June
2010

COMPREHENSIVE PLAN

NEWTOWN BOROUGH COMPREHENSIVE PLAN UPDATE

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Why a Comprehensive Plan?

The purpose of a comprehensive plan is to be ready for the future, to work proactively to assure that Newtown Borough will be shaped by its own vision, rather than by reactions to forces acting upon it. The Borough adopted its first Comprehensive Plan in late 1999. While it had previously drafted specialized functional plans and land use ordinances, it had never before prepared a complete comprehensive plan.

The Borough initiated comprehensive planning because it recognized the need to examine overall planning in a coordinated manner, determine goals and objectives for cultural, architectural, and historic preservation, and analyze connections with surrounding municipalities experiencing substantial development. The Borough wished to create policies for continued economic development and retention of a small commercial base, while maintaining the integrity of its residential neighborhoods and the historicity of its business district.

These factors continue to underlie comprehensive planning within the Borough. In addition, recent residential development in the Borough and commercial redevelopment in a section of Newtown Township adjoining the Borough have prompted this reevaluation of the 1999 Comprehensive Plan.

What Does a Comprehensive Plan Accomplish?

The Comprehensive Plan contains a vision of what Newtown Borough wants to be and includes goals and objectives for reaching that vision. The result of a public process, it is an educational document, providing factual information on the Borough, and discussion of conditions, strengths, weaknesses, threats, and opportunities facing it. The participatory process has included questionnaires distributed to all households and all business owners and several public meetings to identify issues and gather opinion, and has concluded with required formal hearings on plan adoption.

The plan identifies resources within the Borough that are worthy of protection and preservation. It contains policies for land use, circulation and community facilities that serve as a guide for public and private decision-making to accomplish the goals and objectives, and thus the vision, of Newtown Borough. It also provides a basis for implementation techniques, such as land use ordinances and capital improvement programs, to implement the policies in this plan.

Pennsylvania Municipalities Planning Code Requirements

The *Pennsylvania Municipalities Planning Code*, Section 301, sets forth the requirements for preparation of a comprehensive plan. The plan is to contain a statement of community development objectives, which are goals and objectives for future development; a land use plan, which is a guide for the future development, redevelopment, conversion, and preservation of land; a community facilities plan; a plan for meeting the housing needs of present and future residents; a circulation plan for the movement of people and goods; a statement of the interrelationships among the plan components; a discussion of short- and long-range plan implementation strategy; a statement indicating the relationship of existing and proposed development to development and plans in adjoining municipalities, to the objectives and plans for development in the county, and to regional trends; a plan for protecting natural and historic resources; and a water supply element.

This updated document addresses the requirements of the *Pennsylvania Municipalities Planning Code*. It conforms as well to the Pennsylvania Department of Community and Economic Development guidelines for comprehensive plans, and is consistent with applicable laws, the *Bucks County Comprehensive Plan*, and the plans of adjacent communities.

The Comprehensive Plan as a Living Document

The written Comprehensive Plan is just a start. It is the foundation for attaining the goals and objectives established within the plan, which can be realized only with the support of Borough government, commissions, boards and committees, businesses, residents, community organizations, surrounding municipalities, and regional planning groups.

The purpose of updating the plan has been to prepare a document that will be used as intended, acting as a continually-accessed resource for Borough Council, the Planning Commission, and other groups within Newtown to guide their actions in attaining the goals of this plan. It presents a strategy to guide public officials and the private sector in making decisions that will assure that the Borough will continue to be an attractive place in which to live and work. This Comprehensive Plan is not an ordinance or regulation, but is a basis for proposing regulations and undertaking specific functional studies and plans designed to implement the recommendations and policies established within it.

Need for Continuing Planning

Planning is an ongoing process. This Comprehensive Plan must be continually reviewed in light of development trends, the state of the economy, unforeseen influences, changes in community goals, and the continued appropriateness of the plan's objectives, policies, and implementation programs.

About Our Community

We Newtown Borough residents realize our hometown is more than the sum of its distinctive physical parts. As important as it is to preserve and enhance our historic buildings, our streetscape, and the tree canopy that shades our streets, it is equally important to foster the friendliness, community spirit, pride, and opportunities for interaction that are part of Borough life. In updating our Comprehensive Plan, we seek to retain the best of our history, while channeling forces of change to shape the future we would like to see.

Crafting the Plan

The Borough actively encouraged involvement of its residents, business community, and civic groups in formulating this Comprehensive Plan. Chapter 3 summarizes the findings of planning surveys that were widely distributed to residents and business owners. In addition to the required formal hearings, multiple public meetings were held to review survey findings, answer questions, and promote participation.

It is evident from the response that the Borough is special to those who live and work here. Residents have expressed their strong desire to retain the physical attractiveness of the Borough of Newtown, its historic character, and its sense of community, as the Borough addresses current and future issues.

From this community-wide participation, a vision that functions as an overarching goal for the Borough has been derived. The Vision Statement embraces the qualities deemed most important to residents. The public surveys and meetings have also played a key role in shaping the goals and objectives for implementing the components of the Comprehensive Plan.

Goals and Objectives

This chapter of the Comprehensive Plan presents the goals and objectives of the Borough for its future. They are intended to apply during the 10-year comprehensive plan term, as set by the *Pennsylvania Municipalities Planning Code*. Although the goals and objectives are organized by topic, many are interrelated and will have impacts in multiple areas.

Goals are general statements indicating the desired direction for the Borough and reflecting the mid-to-long-term conditions the Borough wants to maintain or establish. Objectives are more specific, shorter-term policy guidelines for the Borough to follow. Goals are achieved through accomplishment of the stated objectives.

Vision Statement and Goal

Sustain and enhance the sense of place in Newtown Borough by protecting and strengthening the qualities that make it such a pleasant community in which to live by retaining the following attributes:

- its small-town feel, walkability and convenience;
- its history and architecture;
- the charm and attractiveness of its neighborhoods;
- the friendliness, sense of community, and pride of its residents;
- the balance of residential, commercial, retail, service, and institutional land uses;
- its natural resources;
- a diversity of people and buildings; and
- its community activities and opportunities for interaction.



Housing

Goal: Recognize the variety of housing needs of Borough residents.

Objectives

- Continue to provide for a variety of housing densities and types in appropriate areas.
- Ensure continued maintenance of the housing stock in physically sound condition.
- Encourage continued maintenance of the housing stock in a manner consistent with the architectural styles, scale, and historic character of the Borough.
- Encourage continued diversity of tenure type—both owner-occupied and rental housing.
- Encourage retention of dwelling units within the commercial areas of the Borough.

Natural Resources

Goal: Preserve and enhance “green infrastructure.”¹

Objectives

- Preserve the Borough’s natural resources for current and future residents.
- Acquire new open space and actively continue to retain existing open space.

¹ Green infrastructure is the term for ecological processes, both natural and engineered, that act as an area’s natural infrastructure. It includes streams, rivers, wetlands, parks, open space, trees, green roofs, gardens, farms, aquifers, watersheds, etc.

- Promote the connectivity of greenspace and public access to it, where possible and appropriate.
- Incorporate sustainability measures into public policy and planning practice.
- Encourage planting, maintenance, and preservation of trees on public and private property.

Community Services and Facilities

Goal: Provide essential services and facilities necessary to meet the needs of residents within the fiscal capacity of the Borough.

Objectives

- Maintain and improve current high standards of services and facilities; determine and address any gaps in services and facilities.
- Create and sustain regional service provider partnerships, where practicable.
- Maintain and improve park and recreation facilities within the Borough.

Economic Development

Goal: Sustain and enhance the economic vitality of the Borough, while maintaining its small-town character and uniqueness.

Objectives

- Encourage a diversified tax base, while remaining a predominantly residential community.
- Foster a balance of retail, service, office, food service and residential uses in the business district.
- Foster a balance between businesses oriented to the day-to-day needs of Borough residents and those oriented to serving a more regional clientele.
- Maintain, enhance, and market the central business district as a destination for residents and visitors.

Historic Resources

Goal: Preserve and enhance the architectural, historic, and cultural resources within the Borough.

Objectives

- Protect the integrity of the Historic District.

- Assess and balance trade-offs between historic fidelity and sustainability.
- Ensure that public improvements and amenities are compatible with historic context.

Circulation

Goal: Enhance connectivity, pedestrian movement, and ease of vehicular and bicycle mobility, by means consistent with preservation of the Borough’s neighborhoods.

Objectives

- Maintain and improve the street system, as warranted, in a manner that will add to the safety and livability of Borough streets.
- Encourage improvement of the safety and accessibility of pedestrian and bicycle circulation systems.
- Support access to, and expansion of, the regional public transportation system.
- Promote balance among parking needs, local traffic flow, and emergency vehicle access.

Land Use

Goal: Maintain the balance among residential, commercial, retail, service, and institutional uses, and the character of existing neighborhoods.

Objectives

- Provide for types and scale of land uses within Borough neighborhoods that are consistent with the human scale and streetscapes of those neighborhoods.
- Provide for a scale of development within Newtown Borough that is consistent with the capacity of its infrastructure.
- Retain areas of mixed residential and nonresidential land use, particularly in or near the central business district.

Regional Considerations

Goal: Create and sustain regional partnerships that expand the Borough’s access to resources, further its interests, and help mitigate the adverse impacts of growth in the surrounding area.

Objectives

- Work with Newtown Township and regional planning agencies to find areas of mutual interest and efficiencies of scale.
- Leverage Federal, State, and County opportunities to create and enhance local and regional partnerships to provide community services and amenities.

Planning

Goal: Assure that the Comprehensive Plan will be a “living document” used in decision-making by Borough officials and committees.

Objective

- Develop and carry out a process for executing, updating, and evaluating the plan.

In updating the Borough Comprehensive Plan, Borough Council and the Planning Commission elicited a high level of public participation, so that opinions and advice from residents and business owners would inform policy and planning decision-making. To this end, two survey questionnaires were drafted, distributed, and their results tabulated.

The responses to the surveys have furnished important input into the establishment of community development goals and objectives. In general, the results revealed high satisfaction with the quality of life in the Borough, coupled with appreciation for its unique physical and social attributes. These include a sense of community, walking scale, and historic preservation.

The resident survey was directed to the general public and distributed to all residents. Of more than 774 copies distributed, 260 were completed and returned, for a return rate of about 33 percent.

A business survey was distributed only to owners of businesses located in Newtown Borough. (Nearly 39 percent of the responding business owners live in the Borough or in Newtown Township.) Of 200 copies distributed, 72 were returned, yielding a return rate of 36 percent. Complete results of both surveys are in Appendix A.

Traffic control ranked highest on residents' list of planning problems, followed by growth management. Within the business community, parking and traffic outranked all other concerns. The results of the two questionnaires distributed in 2007 remained largely consistent with public survey findings from the 1999 Comprehensive Plan.

The resident survey encompassed 14 questions, covering household demographic information and asking respondents to rank the relative importance of various planning concerns. The final question was an open-ended invitation to write about Borough issues important to the respondent. The business survey included 10 questions, similarly targeted to issues affecting the business community, and with a final question likewise seeking a narrative response.

These are the three key questions from the resident survey, together with the three responses most often picked as a first choice:

Why did you choose to live in the Borough? (Question 2)

Responses:

1. General quality of life (19.1 percent)

2. Close-knit small town (15.7 percent)
3. Convenient to work (10.1 percent)

Tell us what characteristics of the Borough you like best. (Question 6)

Responses:

1. Sense of community (25.1 percent)
2. Walking scale (15.3 percent)
3. Historic preservation (14.5 percent)

Tell us what you believe are the major problems or needs facing the Borough. (Question 7)

Responses:

1. Traffic control (29.6 percent)
2. Growth management (26.2 percent)
3. Taxes (8.5 percent)

A cumulative total of nearly 97 percent of residents rated the quality of life in the Borough as good, very good or excellent. Nearly 62 percent of residents expressed satisfaction with the quality of nonresidential development in the Borough, compared to slightly less than 40 percent who expressed satisfaction with the quality of residential development.

Key short-answer questions on the business survey, with the three responses most often chosen first, were these:

From a business perspective, what are the three biggest challenges Newtown Borough will face in the next five years? (Question 3)

Responses:

1. Parking (47.4 percent)
2. Traffic (31.6 percent)
3. Taxes/other costs (5.3 percent)

List the three most important things Newtown Borough could do to improve your ability to operate a successful business. (Question 6)

Responses:

1. Parking (52.3 percent)
2. Traffic calming (10.1 percent)
3. Better licensing and regulatory environment (9.2 percent)

A cumulative total of 82 percent of responding business owners described the business climate in the Borough in terms ranging from good to excellent.

Issues

The previous chapter on the Comprehensive Plan questionnaire results and the following chapters providing background information on the Borough together identify land use, circulation, community facilities, housing, implementation, and other issues that need to be addressed in this updated plan. Particularly important issues include:

- maintaining and enhancing the walkability of the Borough;
- assuring sufficient downtown parking to maintain the economic vitality of the central business district;
- balancing the need to provide parking with the need to maintain the historic character and charm of the Borough, and limiting intrusions into residential neighborhoods;
- reducing the impacts on Borough streets and neighborhoods of traffic generated outside the Borough;
- preserving the history, architecture, and charm of the Borough and its building stock;
- maintaining the character of residential neighborhoods within the Borough;
- maintaining the Borough's identity, character, and uniqueness as increased residential, commercial, industrial, and institutional development and resulting increased traffic occur in the region;
- maintaining the economic vitality of the Borough while retaining small-town character and encouraging businesses that serve its residents;
- maintaining diversity of people, housing, and land uses within the Borough;
- protecting natural features, retaining open spaces, and promoting new ones in the face of development pressures;
- preserving mature trees and encouraging new plantings;
- enhancing existing recreation facilities and providing new recreation opportunities;
- maintaining the quality of life, sense of community, and human interaction within the Borough;
- planning for the potential use of the few developable land parcels in the Borough and for potential reuse of properties in ways consistent with the existing character of the Borough;
- controlling the practices of "teardown," de-subdivision, and re-subdivision in land use planning;

- working cooperatively with Newtown Township to address issues of mutual importance, including Sycamore Street and State Street business district planning, pedestrian circulation, parking and traffic, recreation and open space, and provision of other community facilities; and
- “greening” the community by planning for sustainable development and promoting conservation of natural resources.

Newtown Borough as a Residential Community

While this plan will address the economic vitality of the Borough, it is important to keep in mind that it is still primarily a residential community, home to about 2,300 people. It is a place to which residents have strong ties, and the Borough must be maintained as a community people wish to live in, one that provides a favorable environment for housing, the growth of children, and the development of adults. Maintaining the quality of life in the Borough is of critical importance.

Encouraging Economic Vitality

The Borough has a vibrant downtown. An issue facing the Borough is addressing how to maintain this vitality in a manner that will not adversely impact its residential neighborhoods and the important quality of life that exists. While economic vitality can be approached directly, for example, by assuring enough parking to serve businesses within the Borough, providing opportunities for adaptive reuse of its older buildings, fostering public-private partnerships to support the business community, marketing commercial opportunities within the Borough, strengthening the downtown streetscape, and visually marking gateways at the entrances to the Borough, these are not the entire solution.

It is important to preserve the residential neighborhoods that support the commercial areas within the Borough and provide a workforce. Planning to achieve a desirable quality of life makes economic sense, as it can encourage additional investment in the Borough. Preserving community architecture, history, and culture helps maintain a sense of place and attracts people to Newtown.

Maintaining a Sense of Place

“A sense of place” is a term used often in community planning. To say that there is a sense of place in Newtown Borough is to say it is a location that is distinctive, to which people attach meaning, where there is a sense of a physically defined area, and where past and future experiences can be shared with other people.

For a sense of place to exist, it is necessary to maintain human scale, providing places in which people can live, work, and play safely and securely. This involves maintaining pedestrian scale; recognizing that streets are for people and not just for cars; preserving

trees and attractive streetscapes; encouraging humane architecture which pleases and does not overwhelm; providing safe neighborhoods; offering convenience to jobs and necessary services; providing adequate parking; creating opportunities for human interaction by providing open space, recreation and public places, such as pedestrian ways and sitting areas, community facilities and special events; providing diversity in experience and sensory stimuli; honoring history; maintaining unique characteristics; and recognizing the boundaries of the community.

Growing awareness of human-caused climate change and the need for sustainable planning are major challenges of the 21st century. As a result, individuals, institutions, and all levels of government are increasing their commitment to ensure sustainable planning and development.

According to the federal Environmental Protection Agency (EPA):

Careful measurements have confirmed that greenhouse gas emissions are increasing and that human activities (principally, the burning of fossil fuels and changes in land use) are the primary cause. Human activities have caused the atmospheric concentrations of carbon dioxide and methane to be higher today than at any point during the last 650,000 years. Scientists agree it is very likely that most of the global average warming since the mid-20th century is due to human-induced increases in greenhouse gases, rather than to natural causes. (<http://www.epa.gov/climatechange/fq/science/html#10>)

While precise definitions of sustainability may vary, a common element is the impetus to balance environmental protection, economic growth, and social equity. The EPA defines sustainable development as “development that meets the needs of the present without compromising the ability of future generations to meet their own needs.” The concept of sustainability encompasses ideas, aspirations, and values that continue to inspire public and private organizations to become better stewards of the environment and that promote positive economic growth and social objectives.

The principles of sustainability can stimulate technological innovation, advance competitiveness, and improve our quality of life. A major practical effect of sustainable planning is the reduction in energy consumption and the corresponding reduction in energy-related expenses.

In addition, sustainability fosters human community, through its characteristic physical forms of compact design, mixed uses and walking scale. People see and get to know their neighbors in the course of daily activities centered within a well-defined place. Borough residents acknowledged this interrelationship in the Comprehensive Plan survey, in which they selected the sense of community as one of the best assets of their hometown.

Newtown Borough recognizes both the essential and ethical nature of this multi-faceted topic, and has afforded it prominence in its 2009 Comprehensive Plan. Statements

addressing sustainable planning and development theories and practices occur throughout the document and are included in several sections:

Chapter 7, "Housing," emphasizes the desirability of preserving a housing mix that includes smaller and less costly units. Apartments, twin and small single dwellings, and adaptive reuse are housing types that promote economic and social diversity, as well as energy efficiency.

Chapter 8, "Natural Resources Management," emphasizes the importance of protecting the Borough's surface water resources, in particular, "Old Skunky" and Newtown Creek. It also highlights the value of protecting and maintaining the Borough's trees, which help provide natural cooling and absorb carbon dioxide.

Chapter 9, "Community Facilities and Services," addresses various aspects of the "built" community and its operations. Of particular interest from a sustainability perspective are open space, stormwater management, water and wastewater, and solid waste management and recycling. Also of significance is the preservation and expansion of open space in the Borough. The current amount of open space is considerably lower than average, based on National Park and Recreation Association recommended standards.

Chapter 10, "Economic Development," identifies opportunities for expanding open space and pedestrian connectivity within or adjacent to the business district, to restore access to the original Newtown Common and create a trail link along Newtown Creek. It also emphasizes the importance of maintaining its defined, compact, and historic downtown business district as a key component of a healthy local economy that contributes to the tax base and addresses community needs.

Chapter 11, "Historic Preservation and Borough History," promotes sustainability by advocating adaptive reuse of existing structures. It also addresses other issues such as selection of building materials and how to incorporate new, sustainable technology and products into structures within the Borough's Historic District (for example, energy-efficient replacement windows or solar panels) while maintaining Newtown's unique historic character.

Chapter 13, "Transportation and Circulation," addresses both pedestrian and vehicular movement within and through the Borough. A major component of sustainable planning is to reduce automobile use, particularly for short trips, by improving pedestrian connectivity and making walking and bicycle riding safer and more appealing. The chapter also proposes improving access to, and awareness of, public transportation as a viable alternative to individual automobile trips.

Chapter 14, “Land Use,” addresses sustainable land planning. Communities such as Newtown Borough have many opportunities to promote sustainable land use by limiting impervious surfaces, and encouraging increased open space and effective design of developed land.

Chapter 15, “Newtown Borough and Its Region,” points out that Newtown and the communities that surround it are increasingly interdependent and must work together to resolve issues of increased population growth, commercial development, and vehicular traffic. Sustainable solutions such as open space acquisition and stormwater management also must be addressed cooperatively with neighboring municipalities.

The Borough should also consider other, more specific opportunities for reducing energy consumption and costs. An effective strategy for sustainability is consistent with maintaining and improving the quality of life of Borough residents, while at the same time promoting environmental stewardship and reducing energy costs.

Recommendations

The following recommendations for action by the Borough are directed toward encouraging environmentally sustainable choices. They should be taken as a starting point, rather than as a complete list of measures to be employed to promote sustainability.

- Plan public lighting for the minimum wattage required for a specific function, and install energy-saving lighting fixtures that use compact fluorescent bulbs and traffic lights illuminated by LEDs, wherever possible.
- Consider converting/modifying building systems in the Borough Council Chambers and other Borough-owned buildings to operate with maximum efficiency.
- Purchase and maintain Borough-owned vehicles, including police cars, with fuel economy as a consideration.
- Consider providing incentives to promote sustainable (“green”) design.
- Consider enacting a solar access/shadow protection ordinance to regulate the use of solar collectors, where permitted. Review other articles in the Borough ordinances toward the goal of promoting energy-efficient design, building materials and construction methods, without compromising the historic district ordinance.
- Plant new and maintain existing street trees; improve and maintain landscaped areas in public parks and other open spaces.
- Encourage residential and business property owners to participate in Borough-wide landscape improvement programs.

Population Growth

Newtown Borough has been a population center for more than 300 years, and is now nearly fully developed. By contrast, the once-rural township surrounding it began experiencing marked growth after World War II, and explosive growth in the 1970s and '80s.

The Borough's population has grown only modestly over the past 75 years or so, particularly when compared to that of neighboring Newtown Township. Population change figures for the Borough, the Township, and Bucks County are in Table 1.

Table 1
Population Change (1930-2000)
Newtown Borough, Newtown Township, Bucks County

Year	Newtown Borough			Newtown Township			Bucks County		
	Population	Change Number	Change Percent	Population	Change Number	Change Percent	Population	Change Number	Change Percent
1930	1,824			712			96,727		
1940	2,009	185	10.1%	816	104	14.6%	107,715	10,988	11.4%
1950	2,095	86	4.3%	1,013	197	24.1%	144,620	36,905	34.3%
1960	2,323	228	10.9%	1,468	455	44.9%	308,567	163,947	113.4%
1970	2,216	-107	-4.6%	2,002	534	36.4%	416,728	108,161	35.1%
1980	2,519	303	13.7%	4,527	2,525	126.1%	479,211	62,483	15.0%
1990	2,565	46	1.8%	13,685	9,158	202.3%	541,224	62,013	12.9%
2000	2,312	-253	-9.9%	18,206	4,521	33.0%	597,635	56,411	10.4%
Change		488	26.8%		17,494	2457.0%		500,908	517.9%

Source: U.S. Census

The Borough's population grew by 26.8 percent from 1930 to 2000, compared with total growth of 2,457 percent for Newtown Township and Countywide growth of 517.9 percent in the same period. The Borough's census population in 2000 was 2,312, an increase of fewer than 500 from the 1930 figure of 1,824.

Since 1940, however, the Borough has gained a total of only 303 people, for a cumulative growth rate of 15 percent. It actually lost population during some of the past decades, while gaining population in others. Although the figures for the Borough show a population loss of nearly 10 percent from 1990 to 2000, those numbers reflect a reassignment to Newtown Township of a small area that was previously counted as part of the Borough, and it is likely that the Borough actually lost little population, if any.

The Borough's population is expected to grow by about 5.5 percent, to 2,440, by 2010, and to add another 228 people, or 4.1 percent, in the following 10 years, according to population projections devised by the Delaware Valley Regional Planning Commission. Those projections are in Table 2.

**Table 2
Population Projections (2000-2020)**

	2000	2010	Percent Change 2000-2010	2020	Percent Change 2010-2020	Total Change 2000-2020 Number	Percent
Population	2,312	2,440	5.5%	2,540	4.1%	228	9.9%

Source: Delaware Valley Regional Planning Commission

Population Characteristics

The average household in the Borough was smaller and older in 2000 than it was in 1990. Population characteristics are in Table 3.

**Table 3
Demographic Characteristics (1990-2000)**

Characteristic	1990	2000
Population	2,565	2,312
Median age (years)	39.0	41.2
Households ¹	1,066	920
Family households ²	673	595
Married-couple families	565	505
Nonfamily households ³	393	325
Householders living alone	350	275
Average household size	2.37 persons	2.35 persons
Average family size	3.04 persons	2.95 persons

Source: U.S. Census

¹ A household is an occupied housing unit

² A family household is a household with two or more individuals related by marriage, birth, or adoption.

³ A nonfamily household is a household with a group of unrelated individuals or a person living alone.

The average household size in Newtown Borough dropped from 3.04 persons to 2.95 persons during the decade, and the median age rose from 39 to 41.2 years. The corresponding median age in Bucks County rose from 33.7 to 37.7 years in the same period.

These trends are typical. Household size has been declining regionally and locally because of factors that include later marriage and childbearing, higher divorce rates, and greater life spans. Maturation of the huge post-war baby boom generation and a high population of elderly regionally and statewide have played a role in raising the median age.

The predominant type of household in the Borough remained a traditional married-couple family, with about 55 percent of households fitting this description in 2000. The share of family households rose nominally, by about 2 percent, from 1990 to 2000, but more than one-third of Borough households were nonfamily households. The variety of housing types and good availability of rental housing in the Borough likely have contributed to this population characteristic.

In the face of broad-based trends toward an aging population, comparative changes in the age distribution in Newtown Borough and Township from 1990 to 2000 seem to confirm the public impression that population turnover is occurring, with younger singles and families moving into the Borough. Table 4 details changes in the age distribution from 1990 to 2000.

Table 4
Change in Age Distribution (1990-2000)
Newtown Borough, Newtown Township, and Bucks County

Age Group	2000						1990					
	Newtown Borough		Newtown Township		Bucks County		Newtown Borough		Newtown Township		Bucks County	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
under 5	144	6.2%	1,368	7.5%	38,288	6.4%	144	5.6%	1,245	9.1%	106	8.9%
5 to 9	115	5.0%	1,436	7.9%	43,274	7.2%	160	6.2%	1,048	7.7%	123	10.3%
10 to 14	143	6.2%	1,600	8.8%	45,635	7.6%	138	5.4%	893	6.5%	86	7.2%
15 to 19	156	6.7%	1,168	6.4%	39,683	6.6%	164	6.4%	686	5.0%	58	4.9%
20 to 24	89	3.8%	553	3.0%	28,321	4.7%	140	5.5%	600	4.4%	52	4.4%
25 to 34	310	13.4%	2,297	12.6%	75,421	12.6%	379	14.8%	3,239	23.7%	248	20.8%
35 to 44	342	14.8%	3,903	21.4%	107,861	18.0%	407	15.9%	2,944	21.5%	155	13.0%
45 to 54	400	17.3%	3,127	17.2%	89,949	15.1%	292	11.4%	1,284	9.4%	81	6.8%
55 to 59	142	6.1%	772	4.2%	31,560	5.3%	133	5.2%	421	3.1%	31	2.6%
60 to 64	100	4.3%	481	2.6%	23,519	3.9%	102	4.0%	435	3.2%	26	2.2%
65 to 74	146	6.3%	839	4.6%	39,983	6.7%	244	9.5%	515	3.8%	78	6.5%
75 to 84	138	6.0%	500	2.7%	25,888	4.3%	200	7.8%	228	1.7%	82	6.9%
85 and up	87	3.8%	162	0.9%	8,223	1.4%	62	2.4%	147	1.1%	69	5.8%
TOTAL	2,312	100.0%	18,206	100.0%	597,605	100.0%	2,565	100.0%	13,685	100.0%	1,195	100.0%

Source: U.S. Census

Generally, the share of school-age children in the Borough trailed both Newtown Township and Bucks County as a whole, while the share of people age 55 and older was greater. In the Borough, as in the Township, the greatest percentage gain from 1990 to 2000 was in the 45 to 54 age group, which represented the leading edge of the baby boom generation. There has been regional concern about the flight of young, well-educated people to other parts of the country, where economic and social opportunities may seem brighter.

In Newtown Borough, one counterweight to this trend has been a relative gain in the share of population in the 25 to 34 age group. This group is representative of young singles and families in the post-college years, who are establishing careers and households. In 2000, the Borough's share of this age group, at 14.8 percent, exceeded the Township and County shares by about 1 percent.

At the same time, the Borough's share of senior citizens remains substantial and is poised to grow. In 2000, those 55 and older constituted more than one-quarter of the total Borough population. About 16 percent of the population was 65 or older. The comparative figures for Newtown Township and Bucks County were about 10 percent and 12 percent, respectively.

As the baby boom generation ages, the number of elderly residents in the Borough and the region will continue to increase. An aging population spurs demand for services that include health care, specialized activities, transportation, and supportive housing and services.

The Borough's walking scale is amenable to elderly people and others who do not own or drive cars. Aside from Friends Home, a residential community which provides independent and assisted living facilities for the elderly, those seeking age-restricted housing must look outside the Borough, to the life care communities and active adult developments in neighboring Newtown Township, or beyond.

Of those who moved into the Borough between 1995 and 2000, about 65 percent came from elsewhere in Bucks County, with another 19 percent from elsewhere in Pennsylvania. Table 5 shows the origins of newcomers to Newtown Borough.

Table 5
Origins of New Residents of Newtown Borough (1995-2000)

Place of Origin	Number	Percent
Bucks County	525	64.9%
Elsewhere in Pennsylvania	154	19.0%
Other states	120	14.8%
Outside United States	10	1.2%
Total Newcomers	809	100.0%

Source: U.S. Census

The Borough's population is homogeneous. As of the 2000 census, nearly 97 percent of residents were white, more than 98 percent native-born, and more than 95 percent spoke only English. African-Americans constituted the largest single minority group, at 1.1 percent of the population. Other minorities together accounted for less than 2 percent of the population.

Borough residents are likely to be well-educated and employed in a white-collar occupation. More than 93 percent of residents were high school graduates and 49 percent had bachelor’s degrees or higher.

The median household income for Borough residents in 1999, at \$63,571, exceeded the Countywide median of \$59,727 by more than 6 percent. Ten years earlier, the Borough median fell short of that for Bucks County.

The 1999 Borough median income compared favorably to those in most other nearby boroughs, but was well under the \$80,532 median for Newtown Township. Median income figures are in Table 6.

Table 6
Median Income in Newtown Borough, Selected Municipalities, Bucks County (1999)

Place	Median Household Income
Newtown Borough	\$63,571
Newtown Township	\$80,532
Langhorne Manor Borough	\$67,500
Langhorne Borough	\$56,389
Bucks County	\$59,727

Source: U.S. Census

Nearly 29 percent of Borough residents worked in management or professional jobs, compared to a corresponding percentage of 38.4 for the county. Another 11 percent worked in service jobs, a figure that was nearly identical to the percentage for Bucks County. Table 7 details residents’ occupations.

Table 7
Occupations of Residents in Newtown Borough and Bucks County (2000)

Occupation	Newtown Borough		Bucks County	
	Number	Percent	Number	Percent
Management, professional, and related	703	58.8%	118,482	38.4%
Service	131	11.0%	32,973	10.7%
Sales and office	251	21.0%	91,460	29.7%
Farming, fishing, and forestry	0	0.0%	559	0.2%
Construction, extraction, and maintenance	52	4.4%	27,802	9.0%
Production, transportation, and material moving	58	4.9%	37,005	12.0%
TOTAL	1,195	100.0%	308,281	100.0%

Source: U.S. Census

Commuting Patterns

Data on workplace location and travel time to work suggest that proximity to employment is a feature that draws people to live in Newtown Borough. Borough residents in 2000 were more likely than Bucks County residents in general to work in their home municipality and county. Information on place of work is in Table 8.

Table 8
Place of Work for Residents of Newtown Borough and Bucks County (2000)

	Newtown Borough		Bucks County	
	Number	Percent	Number	Percent
TOTAL workers*	1,188	100.0%	303,586	100.0%
Worked in...				
municipality of residence	238	20.0%	51,337	16.9%
county of residence	729	61.4%	168,090	55.4%
state of residence	929	78.2%	260,009	85.6%
outside state of residence	259	21.8%	43,577	14.4%

Source: U.S. Census
*Age 16 and Older

More than 61 percent of Borough residents worked in Bucks County, compared to a figure of 55.4 percent for all County residents. A substantial share of all employed Borough residents, one out of five, or 20 percent, worked within the Borough.

At the same time, a similar proportion of Borough residents, 21.8 percent, worked outside the state of Pennsylvania – most in neighboring New Jersey, and a lesser number in New York City. By comparison, only 14.4 percent of residents countywide worked in a state other than Pennsylvania. Good access to Interstate Route 95 and U.S. Route 1 facilitates out-of-state commuting from Newtown Borough.

Proximity to the workplace is reflected in commuting time for Borough residents. Table 9 details travel time to work.

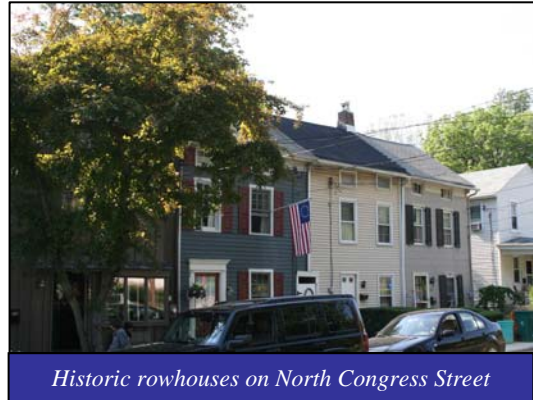
Table 9
Travel Time to Work for Residents in Newtown Borough and Bucks County (2000)

	Newtown Borough		Bucks County	
	Number	Percent	Number	Percent
Total	1,188		303,586	
Did not work at home	1,128	94.9%	292,794	96.4%
Less than 5 minutes	87	7.7%	8,034	2.7%
5 to 9 minutes	182	16.1%	27,990	9.6%
10 to 14 minutes	132	11.7%	40,247	13.7%
15 to 19 minutes	84	7.4%	41,549	14.2%
20 to 24 minutes	156	13.8%	38,526	13.2%
25 to 29 minutes	71	6.3%	17,358	5.9%
30 to 34 minutes	146	12.9%	34,176	11.7%
35 to 39 minutes	21	1.9%	9,429	3.2%
40 to 44 minutes	41	3.6%	12,362	4.2%
45 to 59 minutes	109	9.7%	29,993	10.2%
60 to 89 minutes	65	5.8%	23,241	7.9%
90 or more minutes	34	3.0%	9,889	3.4%
Worked at home	60	5.3%	10,792	3.7%

Source: U.S. Census

Newtown Borough residents typically spend somewhat less time traveling to work than do other Bucks County residents. For example, the most frequently occurring travel time to work for Borough residents in 2000 was 5 to 9 minutes, reported by 16.1 percent of census respondents. Countywide, the most frequently reported commuting time was 15 to 19 minutes, selected by 14.2 percent of respondents.

A good and varied mix of housing types in the Borough contributes to the diversity of the population, and to the close-knit community character that its residents cherish. A housing mix that includes smaller “starter” homes, twin homes, townhouses, detached single-family houses, adaptive reuse of historic homes, and upscale new construction, is affordable to a wide range of households. Rental apartments are found in small buildings of three or more units, larger apartment buildings housing 10 or more units, large old homes that have been converted to multifamily housing, and apartments above businesses along State Street.



Historic rowhouses on North Congress Street

Table 10 details housing units in Newtown Borough by type as of 2000. More than half of all housing, 57.5 percent, consisted of single-family detached dwellings. Attached single-family townhouse units and apartment buildings of three or more units each account for about 17 percent of the housing stock, with the remaining 9 percent in twins or duplexes.

Table 10
Housing Units by Type in Newtown Borough (2000)

Housing Type	Number of Units	Percent
Single-family detached	538	57.5%
Single-family attached (townhouse or condominium)	161	17.2%
Buildings of 2 or more units (multi-family or apartments)	237	25.3%
TOTAL	936	100.0%

Source: U.S. Census

Ownership and Market Value

In the Borough, about two-thirds of housing was owner-occupied in 2000, while the remaining third was rented. Figures on housing tenure type and value are in Table 11.

Table 11
Rental and Owner-Occupied Housing in Newtown Borough
Selected Municipalities, and Bucks County (2000)

Place	Rental Housing Units			Owner-Occupied Housing Units		
	Number	Percent	Median Rent	Number	Percent	Median Value
Newtown Borough	311	33.8%	\$804	609	66.2%	\$232,800
Newtown Township	899	13.3%	\$1,005	5,862	86.7%	\$188,200
Langhorne Borough	194	35.1%	\$649	358	64.9%	\$172,200
Langhorne Manor Borough	45	13.6%	\$675	285	86.4%	\$186,500
Yardley Borough	338	28.9%	\$781	832	71.1%	\$170,100
Bucks County	49,520	22.6%	\$736	169,205	77.4%	\$163,200

Source: U.S. Census

The renter/owner-occupant profile in the Borough was roughly comparable to the national average, and similar to figures for two other nearby boroughs, Langhorne and Yardley. The Countywide housing stock, and even more so, that of Newtown Township, included a higher share of owner-occupied units.

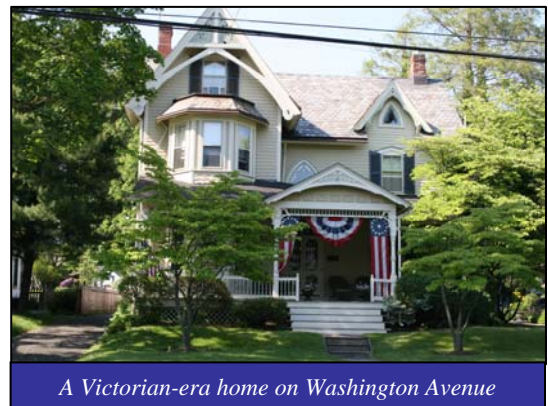
The median monthly rent in Newtown Borough, at \$804 in 2000, was at the higher end of the scale for nearby boroughs, but was 25 percent less than the \$1,005 median in Newtown Township. The 1.3 percent rental vacancy rate in the Borough was exceptionally low; a vacancy rate of about 5 percent is considered “normal” to allow for market turnover.

The median value of owner-occupied housing in Newtown Borough, at \$232,800, was the highest of the listed communities. Housing values have appreciated considerably since the 2000 census. Recent construction of two new amenity-rich housing developments added to a sharp run-up in median value, even within the context of a softened market in residential real estate at the time this document was published.

Housing Age

The Borough’s housing stock is a key component of its historic character. Table 12 details the age of housing.

More than half of all housing in the Borough—57.2 percent—was built before 1940. Since then, the 15.4 percent of housing built between 1970 and 1979 represents the most active decade of construction.



Older housing in general and historic housing in particular often require costly maintenance and modernization. The Borough attracts residents who seek out historic housing. The housing stock is generally well kept.

In 2004-2005, the Borough experienced a burst of residential construction, designed to be stylistically compatible with existing housing. Newtown Station, a “traditional neighborhood development” (TND) on the site of the former Frost-Watson lumberyard, totals 57 units, mostly townhouses and twins, with three single-family detached homes located on Washington Avenue. Philips Court, on South State Street, consists of 14 twin homes.

Housing communities limited to occupancy by those 55 and older have become a highly popular residential construction type in recent years, but none have been built in the Borough. The only age-targeted residence in the Borough is Friends Home. (See Chapter 6, “Population.”)

Residential Conversions

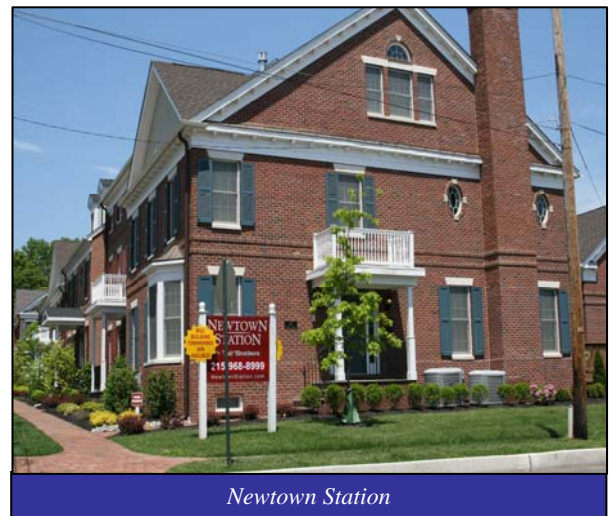
The Borough’s zoning ordinance includes regulations that control residential conversion within homes built before 1983. Residential conversions enabling the creation by special exception of one additional self-contained dwelling unit within an existing home are permitted in all zoning districts except the BR-1 lowest-density residential district, the BPS professional services district, and the B-2 “heavy” mixed use district.

Residential conversion provisions are one means of encouraging adaptive reuse of older, larger housing. Land use change data compiled for this Plan suggests that these provisions have been used often during the past 10 years.

Table 12
Housing Age in Newtown Borough
(2000)

Year Built	Number	Percent
1999 or later	0	0.0%
1995 to 1998	12	1.3%
1990 to 1994	0	0.0%
1980 to 1989	53	5.7%
1970 to 1979	144	15.4%
1960 to 1969	39	4.2%
1950 to 1959	72	7.7%
1940 to 1949	81	8.7%
1939 or earlier	535	57.2%
TOTAL	936	100.0%

Source: U.S. Census



Newtown Station



Residential conversion on South Chancellor Street

Recommendations

The Borough is nearly fully developed. It seeks to maintain quality, historic character, scale, choice, and sustainability in its housing stock. The actions and policies below are recommended to further these objectives:

- Promote maintenance of existing housing in good physical condition. Enforce housing, zoning, health, safety, historic preservation, and property maintenance codes for rental and owner-occupied housing to maintain sound buildings, property values, historicity, attractive neighborhoods, affordability, and diversity of housing choice.
- Work with older or other limited-income Borough residents to identify programs that are available to help them meet their housing expenses and maintain their homes.
- Explore methods of encouraging energy efficiency improvements and stemming adverse environmental impacts of existing or potential new construction, while protecting the visual character of historic housing. (Also see the related discussion in Chapter 5, “Sustainability.”)
- Revise or add zoning ordinance standards as necessary to foster appropriate size, density, and type of any new or replacement construction.
- Preserve neighborhood fabric by preventing “teardowns” that result in construction, reconstruction, or renovation of housing at an inappropriately large scale. (Also see the related discussion in Chapter 14, “Land Use.”)
- Review the zoning ordinance standards for TNDs to ensure their appropriateness to overall conditions in the Borough, to the districts in which they are permitted, and their consistency with the *Pennsylvania Municipalities Planning Code*.
- Update the Borough’s Zoning Ordinance and Subdivision and Land Development Ordinance as to continue support of residential adaptive reuse. Periodically review housing conversion and residential accessory regulations, in particular, to ensure their appropriateness to real estate market conditions and preservation of the Borough’s stock of historic housing.

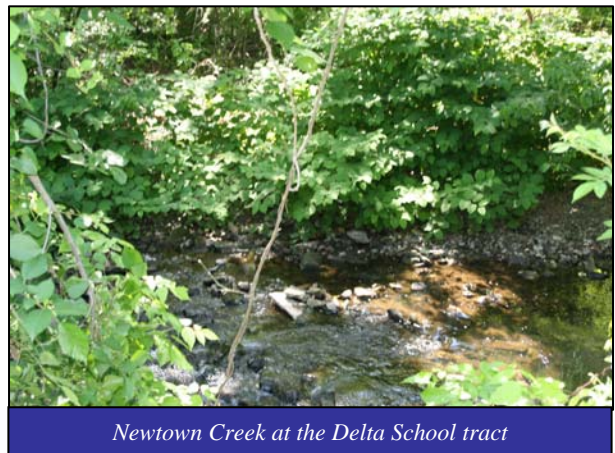
Natural resources serve to help maintain the character of a place and enhance the quality of life. Understanding their importance is also crucial to guiding land use planning and future development.

This chapter looks at natural resources as they are affected by regulatory or stewardship measures that can be undertaken or influenced by the Borough. Three key natural resources within the Borough that merit protection and regulation are its surface water resources, its trees, and its open space. Map 1, following page 32, depicts the principal natural resources in the Borough.

Surface Water Resources

Newtown Borough has two separate surface water resources, Newtown Creek and Old Skunky. These resources accommodate stormwater runoff, provide for groundwater recharge and wildlife habitat, and contribute to the array of scenic resources.

Newtown Creek flows along the western portion of the Borough, forming the western Borough boundary from Barclay Street to Washington Avenue, then meanders in and out of the Borough north of Washington Avenue. Old Skunky is the drainage course that flows through the southern portion of the Borough to Newtown Creek.



Newtown Creek is the Borough's most valuable natural resource for many reasons, including stormwater management, scenic qualities, and wildlife habitat. The creek does not now function as a recreational asset for the community, as there is limited access and the only public open space near it is the remaining portion of Newtown Common at the west end of Greene Street.

The Newtown Creek Coalition is a broad-based group of residents, business owners, and public officials from both the Borough and Newtown Township that was formed to improve and preserve the creek. Activities considered by the Coalition to preserve and enhance the creek and public access to it include cleanup; beautification; invasive plant management; infrastructure improvements, such as pedestrian crossings to reduce vehicular traffic and encourage pedestrian circulation in the business district; and stormwater management measures.

The Borough's zoning ordinance requires a riparian buffer along Newtown Creek. The buffer must be at least 20 feet in width, measured from the top of the bank of the stream and extending on both sides of the stream. The ordinance further specifies that within the riparian buffer no grading, paving, or removal of vegetation shall be permitted in order to protect water quality, prevent erosion and sedimentation, and prevent flooding.

The Newtown Borough Storm Drainage System Plan was prepared in 1997 by the Borough engineers at the time, Pickering, Corts and Summerson, Inc. The plan locates the route of Old Skunky, inlets and storm sewers, and proposed inlets and storm sewers.

In 2007, the Borough was awarded a state grant to conduct a study to assess ways to mitigate stormwater management problems associated with Old Skunky. (See Chapter 9, "Community Facilities and Services," for a full discussion of this issue.)

Recommendations – Surface Water

Listed below are actions that should be taken to protect water resources in the Borough. While most will require the support of the Borough Council and other public agencies, they create opportunity for involvement by community groups and other volunteers.

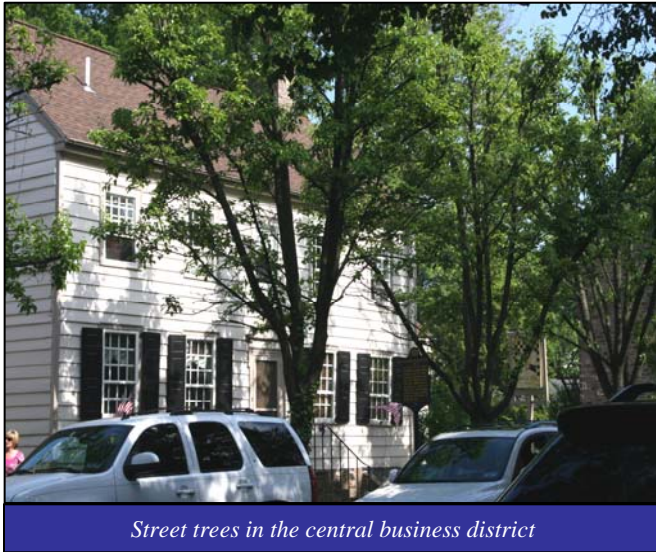
- Amend the zoning ordinance where feasible, after a review of riparian buffer preservation standards along Newtown Creek, focusing on segments of the creekbank that remain undeveloped. (Also see Chapter 14, "Land Use.")
- Investigate opportunities for making Newtown Creek more accessible and usable to the public.
- Continue to support efforts to improve conditions along Newtown Creek, including a visual assessment to identify areas of the creek in need of mitigation and repair.
- Incorporate the findings of the Newtown Creek study into a creek management and improvement plan that addresses cleanup and beautification, invasive plant control, stormwater management, and pedestrian crossings and other infrastructure improvements.
- Continue to review subdivision and land development plans with respect to ensuring the protection of Newtown Creek and Old Skunky.
- Incorporate recommendations from the Old Skunky engineering study into plans and processes for cleanup and maintenance of Old Skunky.

Trees

Along with historic homes and commercial buildings, the mature street trees in residential neighborhoods and downtown add to the Borough's charm and character. In addition to the visual benefits that trees provide, they also play an important role in the ecological

balance and well-being of the environment by providing wildlife habitat, creating buffers between buildings, reducing pollution by absorbing carbon dioxide, and aesthetically enhancing the community.

The Borough is enrolled in the Arbor Day Foundation's national Tree City USA program, which requires it to carry out a community forestry program. The Shade Tree Commission is the Borough entity with prime responsibility for overseeing tree planting and maintenance.



Street trees in the central business district

The Borough benefits greatly from the diversity of trees along its streets. To aid in the preservation and maintenance of these trees, the Borough has a Street Tree Master Plan that characterizes Borough streets as to pavement widths, sidewalks and planting strips, lot widths, building setbacks, building heights, intensity of use by trucks or buses, types of land uses, overhead utility lines, street lighting, and ground factors. The plan notes existing trees and conditions, recommends planting treatments, and designates an official tree for each street.

An arborist annually evaluates Borough street trees and recommends maintenance or replacement measures. Homeowners and business property owners are responsible for caring for trees located within the right-of-way adjoining private property. The Borough has planted trees in its public parks.

The Borough's Zoning Ordinance (Section 504.A) requires that all uses shall provide shade trees or street trees in accordance with Shade Tree Commission requirements, the Subdivision and Land Development Ordinance, and the Street Tree Master Plan. For woodlands, the Zoning Ordinance also stipulates that no more than 50 percent of any woodland may be cleared or developed and that the remaining 50 percent shall be protected.

The Borough's Subdivision and Land Development Ordinance (Section 510.A) requires street trees to be provided in all new land developments, and specifies the placement, size, and species of trees that may be planted. The ordinance (Section 511) also seeks to protect existing trees by specifying that they should be retained wherever possible, requiring all

trees with a diameter of 16 inches or greater to be preserved, and requiring tree protection during construction.

The Shade Tree Commission has been revived after several years of inactivity. The commission can take a leadership role in formulating policies and plans to maintain the health and number of trees in the Borough.

Recommendations – Trees

The measures listed below should be implemented to provide greater protection of trees and woodlands, and help establish greener infrastructure.

- Enact more stringent regulations to protect trees and woodlands.
- Update and implement the Street Tree Master Plan. The update should include review of planting recommendations to ensure diversity of tree species. To guard against the possibility of large-scale devastation by both native and introduced insect pests and diseases, no single species should account for more than 10 percent of the total tree population. The list of recommended trees should be updated to include only pest- and disease-resistant trees.

These additional recommendations for planting and caring for street trees should be incorporated into the Street Tree Master Plan:

- Establish a periodic schedule for conducting tree inventories, as tree conditions may change over time.
- Establish a program to identify and address street trees with structural defects, damage from disease, and crown thinning or imbalance.
- Encourage the planting of street trees to replace those that die or must otherwise be removed.

Open Space

Open space, including passive recreation areas, is a component of a balanced resource management program, since land in a natural state provides wildlife habitats and aids stormwater management by absorbing runoff and filtering impurities that could diminish the quality of surface or groundwater.

The open space within the Borough used by the public for passive recreation, Newtown Common, now consists of less than a tenth of an acre. The Borough ranks as a high priority the identification and acquisition of additional land for open space and passive recreation, and the creation of greenways.

Recommendations – Open Space

The recommended activities listed below are intended to support the Borough's efforts to maximize its open space. Chapter 9, "Community Facilities and Services," provides additional information about the Borough's park and open space resources, and also notes these significant recommendations for preserving and expanding them.

- Update the municipal Open Space Plan.
- Investigate opportunities for acquiring additional open space and recreation areas.
- Actively retain existing open space and recreation areas.
- Pursue Open Space Plan priorities for protection through the County program and other funding sources.
- Pursue opportunities to create and expand greenway corridors, and increase public access to them, particularly by means of acquisition of easements along Newtown Creek and in proximity to Newtown Common.
- Pursue intermunicipal cooperation with Newtown Township on recreation and open space activities of mutual benefit.

The residents and businesses within a community come to expect that it will be safe and that necessary services will be provided, including public amenities such as parks and other areas for recreation. Community facilities and services are key components in determining the quality of life in a community. In addition, as they affect the quality of life, facilities and services can also be an economic development tool, because businesses often look at these attributes within a community when they locate.

Borough residents surveyed for this Comprehensive Plan expressed satisfaction with the quality of life in the Borough. Nearly three-quarters of the residents responded they would prefer maintaining the current level of both taxes and public services, as opposed to reduced or increased taxes with correspondingly reduced or increased service levels. Schools, police and fire protection, ambulance service, and parks and recreation were rated within the middle range of residents' favorite Borough characteristics.

The Borough Council should periodically evaluate the need and opportunity for additional, expanded, or improved services and facilities, and plan for providing them in efficient and economical ways, partnering with other public and private agencies as necessary or when possible. Although most facilities and services will be provided at the Borough level, multi-municipal or regional coordination should always be considered.

Schools

Students from Newtown Borough attend public schools within the Council Rock regional school district. The district is responsible for planning, maintaining, and operating school facilities.

There is no longer a public school operating within the Borough. The Chancellor Street School, which used to house students in grades K to 2, was converted to administrative offices for the Council Rock School District in 2002 and is now known as the Chancellor Center. The center is expected to adequately meet district needs for administrative space for the term of this Comprehensive Plan.

The Borough's elementary school students in 1st through 6th grades are enrolled at the Goodnoe Elementary School, located just outside Borough boundaries at Frost Lane and Andrew Drive in Newtown Township. The Goodnoe School is within walking distance for most students from the Borough, though it is desirable to improve and expand pedestrian routes to the school.

Students from Newtown Borough in 7th and 8th grades attend the Newtown Middle School at 116 Richboro Road in the Township. The Borough's high school students attend Council Rock High School North, located west of the Borough in Newtown Township, at 62 Swamp Road. In 2002, the school district opened a second high school, Council Rock South, in Northampton Township, to handle its growing enrollment.



Chancellor Center, formerly an elementary school

Borough Administrative Services

The Borough has a council form of government. A six-member Borough Council and a mayor are elected by the voters. The Borough Council Chambers are located in a historic building at 23 North State Street.

Most public meetings are held at the council chambers, including Borough Council work sessions. Regular monthly meeting of the Borough

Council and other events that require more space are held at the Council Rock School District's Chancellor Center in the Borough.

The Borough administrative staff is housed in the Borough building as well. Public works operations are outsourced to a private contractor, who stores some equipment in the garage at the Borough building. The building, supplemented by use of the Chancellor Center, is expected to serve municipal needs adequately for the foreseeable future.

Emergency Services

Ambulance Services

Ambulance services are provided by the Newtown American Legion Ambulance Squad, Inc., based at 2651 South Eagle Road in Newtown Township. The squad is sole provider of emergency transport services to Newtown Borough and Township, and also serves parts of other surrounding townships.

Its staff includes paid and volunteer personnel and the headquarters garages its fleet of emergency vehicles. Currently, office space is adequate and vehicle storage space is fully used, and being supplemented off-site.

Fire Protection

Fire protection is provided by the volunteer members of the Newtown Fire Association. The fire station in the Borough is located at 14 Liberty Street, and consists of a historic building that was expanded in 2000 to accommodate a three-bay garage. The historic station was restored in 2008-2009 to house a museum for display of antique fire trucks.

The fire association also maintains a station on Memorial Drive in Newtown Township. Staffing is provided by volunteers and paid firefighters on the day shift, who are hired through the Township. The association's service area encompasses Newtown Borough and Newtown Township, and parts of Upper Makefield and Middletown townships. Staffing, space, equipment and response time are deemed satisfactory for the foreseeable future.

Police Protection

The police department occupies a building at 22 Liberty Street, which it leases from the Newtown Fire Association. The police department includes a staff complement of full and part-time officers. The building is expected to meet the department's needs for the term of this Comprehensive Plan.

Hospitals

Medical centers close to Newtown Borough are St. Mary Medical Center, in Middletown Township on Route 413, south of the Borough; and the Bucks Frankford Hospital on Oxford Valley Road in Falls Township.

Library Services

The Newtown Library Company, founded in 1760, is located at 114 East Centre Avenue in the Borough. It is a private library with a collection of more than 21,000 books, including historic and current volumes. A modest fee is charged for individual or family membership. The reading rooms are open to the public.

For more extensive library needs, residents have access to the resources of the Bucks County Free Public Library system. Libraries near Newtown Borough include the Bucks County Community College library and County branch libraries in Lower Makefield Township and Langhorne Borough.



Post Office

The Borough no longer hosts its own central post office. The nearest post office branch is located in Newtown Township east of the Borough on Terry Drive in the Newtown Business Commons.

Religious Institutions

Religious institutions in the Borough play a significant role in community life. In addition to their religious activities, they often host outside organizations or sponsor events and programs that address cultural and social needs for residents of the Borough and surrounding areas.

Congregations in the Borough include: St. Mark A.M.E. Zion Church, Macedonia Baptist Church, Newtown Friends Meeting, Newtown United Methodist Church, St. Luke's Episcopal Church, Newtown Presbyterian Church, and the Glazier Jewish Center. Many Borough congregations worship in historic churches that date back to the early 1800s.

Civic Groups and Facilities

There are a number of civic groups active within the Borough. Like the Borough's religious institutions, civic groups contribute to the community fabric and run programs and facilities of wide-ranging benefit.

Their visible role in public and private community endeavors helps create the "small-town" quality of life prized by Borough residents. Services and facilities operated by nonprofit organizations and other types of privately funded and sponsored civic groups supplement and complement the efforts of public organizations and provide cost-effective benefits to the community. Continuation of these efforts should be supported.

Business and economic development-oriented organizations include the Newtown Business and Professional Association, and the Newtown Borough Retailers Association. The Newtown Historic Association raises funds, maintains a research center, and holds walking tours and other special events in support of its mission to preserve and celebrate the Borough's historic heritage.

The Community Welfare Council has been engaged in fundraising and restoration efforts for the Newtown Theatre, which it owns and operates. The council also operates the Pickering Manor residence for the elderly, which is located in Newtown Township, near the Borough border.

Based on the increase in younger families in the Borough, and the important role of community activities, public officials and civic groups have been exploring the possibility of re-establishing a community center. Such a facility would create a central and needed place for activities and services, particularly those for youths and families. A joint facility serving both the Borough and the Township could be an option.

Recommendations – Civic Facilities

The recommendations listed below are intended to help coordinate activities of the public and private sector in providing public facilities and services, to ensure adequacy of service while avoiding duplication of effort.

- Monitor adequacy of civic facilities, plan for renovations, expansion, or additions, as needed. Partner with public or private agencies, as appropriate.
- Support community groups, public and private, that provide services and facilities.

- Explore potential opportunities for multi-municipal or other regional approaches to provision of services and facilities.
- Explore the need for a community center, and consider potential sites.

Recreation Facilities and Open Space

The Borough has three recreation facilities within its boundaries. The baseball and multi-purpose field at Pickering Field encompasses about 3 acres at the corner of Chancellor Street, Jefferson Street, and Lincoln Avenue. The Linton Memorial Park has play equipment on a half-acre site on the northwestern corner of Lincoln Avenue and Penn Street.



Brian S. Gregg Memorial Park

Brian S. Gregg Memorial Park combines open space with a children’s playground and was dedicated to honor the Borough police officer slain in the line of duty in September 2005. In 2001, the Borough used a grant of \$114,465 from the Bucks County Open Space Program to purchase this land parcel of approximately 1 acre adjacent to the former Chancellor Street School, now the Council Rock School District’s administrative office building.

Newtown Common is a .077-acre park along Newtown Creek, just off of the west end of Greene Street, with benches and a stone marker. The Common was once part of a much larger central green space. (Chapter 11, “Historic Preservation and Borough History,” describes the origin of Newtown Common.)

The total recreational acreage now available within the Borough falls considerably short of the National Park and Recreation Association’s recommended standard of 6.25 acres to 10.5 acres of local, close-to-home park facilities per 1,000 persons. According to this formula, the Borough should have more than 15 acres of park facilities; it now has less than 5.

As noted in Chapter 15 of this document, which references regional influences, the Borough is fortunate that its residents can use nearby facilities. They include the Goodnoe Elementary School, adjacent to the Borough at Frost Lane and Andrew Drive in Newtown Township, which has play equipment and multi-purpose fields; Roberts Ridge Park, next to Goodnoe School; Carl Sedia Park/Chandler Fields, also in the Township; Bucks County Community College; Council Rock Middle and High Schools; Tyler State Park; and Core Creek County Park. Borough residents also can use the Newtown Trail, a 3.7-mile linear park that connects through the Borough linking Tyler State Park with the Township’s Silver Lake Park along the Newtown Bypass.

It would nevertheless be extremely desirable to have additional recreation facilities within the Borough, though there is limited land available for that purpose. It also would be desirable to acquire and protect portions of the remaining open space within the Borough, for use as greenways, or simply as protected land left in its natural state. The Borough intends to evaluate potential park and open space sites as it reviews and updates its 2001 open space plan.

In 2007, Bucks County voters authorized a new \$87 million bond issue to continue to fund the County open space and farmland preservation programs. Municipalities are required to update their open space plans in order to qualify for local funding. As of this document's publication, Newtown Borough has been updating its open space plan to enable it to use its County funding allocation of \$234,306.

Some potential sites for Borough facilities include the Delta School tract on South State Street along Newtown Creek, the former SEPTA regional rail station across from Linton Memorial Park, and the SEPTA right-of-way that runs from Penn Street and Lincoln Avenue through the southern tip of the Borough. Other opportunities include purchase, easement designation, or other methods for the Borough to acquire portions of properties for use as open space from owners of large developable land parcels.

The Borough may also consider applying some of its bond funding allocation to a joint project with Newtown Township. The Newtown Creek Coalition is exploring the possibility of acquiring land or easements to create greenways and restore access to some of the common area that once existed along Newtown Creek.

Recommendations – Recreation and Open Space

The recommended activities listed below are strongly oriented toward the expansion of open space and recreation opportunities.

- Update the municipal Open Space Plan.
- Investigate opportunities for acquiring additional open space and recreation areas.
- Actively retain existing open space and recreation areas.
- Pursue Open Space Plan priorities for protection through the Bucks County program and other funding sources.
- Pursue opportunities to create and expand greenway corridors, and increase public access to them, particularly by means of acquisition of easements along Newtown Creek and in proximity to Newtown Common.
- Pursue intermunicipal cooperation with Newtown Township on recreation and open space activities of mutual benefit.

Water Resources

Water resources for purposes of this Comprehensive Plan are divided into three main areas: water supply, wastewater collection/treatment/disposal, and stormwater management. The following discussion addresses concerns and considerations for each.

Water Supply

Many Bucks County communities are concerned with water supply issues related to the safe yield of groundwater and/or surface water withdrawal, the potential reduction in groundwater recharge to local aquifers, and potential impact from pollutants on the quality of these water supply sources. The *Pennsylvania Municipalities Planning Code (PMPC)* directs municipalities to consider water supply resources in municipal comprehensive planning, zoning, and the development review process.

Section 301(b) of the code states that the comprehensive plan shall include a plan for the reliable supply of water that considers current and future water resource availability, uses and limitations, including provisions adequate to protect water supply sources. Any such plan should be generally consistent with the State Water Plan and any applicable water resources plan adopted by the Delaware River Basin Commission.

The Newtown Artesian Water Company, the Borough's water supplier, relies on both surface water and groundwater resources. The company's water system is supplied by five groundwater sources and also by an interconnection with the Bucks County Water and Sewer Authority (BCW&SA).

The water purchased from the BCW&SA is surface water originating from the Delaware River and treated at the Philadelphia Water Department's Baxter Water Treatment Plant. The groundwater supplies consist of wells located throughout the Newtown Artesian Water Company service area.

At the end of 2006, the water company provided service to 9,617 customers in Newtown Borough, Newtown Township, and Middletown Township north and west of Core Creek, with an average daily demand of 2.22 million gallons. The company's wells provided 50.3 percent of the total supply. Water purchased from the BCW&SA accounted for about 49.7 percent of the total supply in 2006.

Groundwater quality is continually threatened by land uses and activities that may generate potential sources of contamination. Amendments to the Safe Drinking Water Act of 1986 require that states, through local land use planning and other management means, create wellhead protection programs to protect the quality of groundwater used as sources of public drinking water supplies.

In addition, the Delaware River Basin Commission has established guidelines for the preparation of Integrated Resource Plans that analyze the interrelationship of water quality and water availability for current and future water use to assist in assuring better integration of water resource protection in land use planning. Because certain land uses and activities are more compatible with maintaining good water quality and others are less compatible, municipalities can use overlay zoning to restrict or prohibit potentially detrimental land uses and/or activities in groundwater recharge areas.

The Borough has a vested interest in making sure its water supply source is not affected by present and future development in the Borough or in groundwater contributing areas outside its borders.

Recommendations – Water Supply

Protection of the water supply is integral to ensuring a continuing supply of safe drinking water. The following actions should be incorporated to help ensure the quality of drinking water:

- Monitor efforts of both the Newtown Artesian Water Company and the BCW&SA to continue to supply safe and adequate water to the Borough.
- Modify Borough ordinances to establish wellhead protection zones around each public water supply well. Encourage Newtown and Middletown townships to do the same.
- Investigate the benefit of pursuing the development of an Integrated Water Resource Plan and potential funding of such a plan in cooperation with the Newtown Artesian Water Company and Newtown and Middletown townships.

Wastewater Facilities

The Newtown Bucks County Joint Municipal Authority (NBCJMA) provides wastewater services for both Newtown Borough and Newtown Township. As of 2008, the NBCJMA provided service for more than 8,400 customers, maintaining five wastewater pumping stations, nine metering sites, more than 50 easements, and approximately 100 miles of sanitary sewers within the Newtown area.

The NBCJMA municipal conveyance and collection system operates within three drainage basins: Neshaminy Creek, Core Creek, and Newtown Creek. The Newtown Creek drainage basin encompasses the largest area within Newtown Borough and Township. This basin is approximately nine square miles and includes all of Newtown Borough and approximately two-thirds of Newtown Township. There are no other private or public wastewater disposal systems located within the Borough.

At present, all wastewater flows from the NBCJMA are conveyed to the Northeast Philadelphia Wastewater Treatment Plant by the BCW&SA's Neshaminy Interceptor.

Under a 1975 wastewater disposal agreement among the BCW&SA, the Borough, Newtown Township, and the NBCJMA, the BCW&SA is allocated 35 million gallons per day of treatment capacity in the Northeast Philadelphia plant.

The average daily flow conveyed from the Newtown Creek Basin in 2007 was 1,915,000 gallons of wastewater per day, according to BCW&SA figures. This represents about 5.4 percent of the total BCW&SA allocated capacity. Thus, there appears to be sufficient capacity to address wastewater flows from future development in the Borough.

In 1993, Borough officials adopted the *Act 537 Sewage Facilities Plan - Newtown Creek Drainage Basin*, as a revision to the *Sewage Facilities Plan – Act 537 for Newtown Township*, which the Township had adopted in 1992.¹ The Act 537 Plan revision was intended to address the wastewater facilities needs of existing and future development and problems within the Newtown Creek drainage basin. Wastewater disposal alternatives were reviewed and evaluated against existing wastewater facilities plans, local zoning, and comprehensive plans, while considering environmental constraints such as soil suitability and topography.

Recommendations – Wastewater Facilities

The following actions should be taken to address the wastewater facilities needs of the Borough:

- Monitor NBCJMA efforts to continue to provide adequate wastewater facilities.

Stormwater Management

As development or redevelopment within the Borough occurs, there is a need to manage stormwater in a way that recognizes the watershed-wide scope of stormwater management problems and potential solutions. A comprehensive approach to stormwater management, addressing both water quality and quantity, can control peak flows of runoff, protect water quality, and maximize infiltration of runoff to provide groundwater recharge.

Newtown Borough is located in the Neshaminy Creek Watershed. In 1992, Bucks County prepared the *Neshaminy Creek Watershed Stormwater Management Plan* to address the requirements of the Pennsylvania Stormwater Management Act. The plan mandated that ordinances be adopted by municipalities to require new developments to provide stormwater management measures that manage the volume and rate of stormwater runoff and protect water quality. The plan encouraged the use of infiltration best management practices (BMPs) to address runoff rates and volume, and benefit water quality and groundwater recharge.

¹ The Act 537 Official Sewage Facilities Plan is mandated by the Pennsylvania Sewage Facilities Act and formulated to provide for the adequate handling of a municipality's wastewater treatment and disposal needs.

Concurrent with this document's publication, the County is updating the Act 167 *Neshaminy Creek Watershed Stormwater Management Plan*. Municipalities will be required to amend their stormwater ordinances to incorporate the plan's provisions, when it is completed.

New requirements to be provided in the updated Act 167 plan will assist in establishing more effective management of stormwater. The plan will place increased emphasis on maintaining water quality and groundwater recharge; controlling the volume of stormwater, rather than the rate of release; preventing downstream flooding and streambank erosion; and ensuring proper long-term operation and maintenance of stormwater facilities. Low-impact design and conservation development techniques must be considered for development sites and design sequencing must be followed to avoid sensitive areas on a site, minimize site disturbance, and minimize increases in runoff and impacts to water quality.

In 2005, the Borough enacted Ordinance 661, known as the *Newtown Borough Neshaminy Creek and Little Neshaminy Creek Watershed Stormwater Management Ordinance*. The stormwater management ordinance was enacted to comply with National Pollutant Discharge Elimination System (NPDES) Phase 2 regulations² and the anticipated update to the *Neshaminy Creek Watershed Stormwater Management Plan*. Similarly, in 2005, the Borough amended Ordinance 519, pertaining to subdivision and land development, to require all subdivision and land development plans to comply with the applicable provisions of the *Newtown Borough Neshaminy Creek and Little Neshaminy Creek Watershed Stormwater Management Ordinance*.

The NPDES Phase 2 regulations require municipalities to develop a stormwater management program that meets state permit requirements and includes six minimum control measures: public education and outreach, public participation, illicit discharge detection and elimination, and construction site and post-construction runoff control and pollution prevention. Annual reports must be submitted to the State Department of Environmental Protection to signify how the municipality is meeting incremental elements of the program.

Thus far, Newtown Borough has submitted the requisite annual reports in accordance with the NPDES Phase 2 program. The Borough is engaged in public education and outreach, providing educational materials to residents.

² The National Pollutant Discharge Elimination System (NPDES) is a two-phased Federal program that seeks to establish local regulations resulting in a nationwide reduction of pollutants in waterways, including stormwater discharge regulations. The municipal NPDES program must be correlated with the community's Act 167 stormwater management plan.

Other required control measures, such as illicit discharge detection and elimination and the operation, maintenance, and inspection of municipally-owned stormwater facilities, are not the major issues that are typical in a small town, as there are few stormwater management facilities in the Borough. Nevertheless, facilities and infrastructure will be inspected on an ongoing basis and the Borough will continue to comply with program requirements.

Localized Stormwater Management Issues

All stormwater in the Borough ultimately drains into Newtown Creek. Approximately two-thirds of the Borough's area, including all of Washington Village and much of the central and eastern portions of the Borough, first drains to Old Skunky, an intermittent drainage channel described in greater detail in Chapter 8, "Natural Resources Management." It connects with Newtown Creek near the intersection of South State Street and Sterling Street. The remaining one-third of the Borough, primarily the western portion, drains directly to Newtown Creek.

Much of Newtown was built before stormwater management techniques, such as storm sewers and on-site water detention, were widely practiced. Over time, storm sewers have been added as streets have been maintained and reconstructed. More recently, State-mandated stormwater management requirements, including BMPs, have further reduced surface water runoff in Newtown Borough.

Stormwater runoff in Newtown Borough is managed through detention basins, storm sewers, and sheet flow. Approximately 100 storm inlets feed storm sewers directly into Newtown Creek; approximately 120 inlets channel stormwater first into Old Skunky. A small detention basin is located by Brynwood Lane, and a much larger detention basin in line with Old Skunky was created next to Centre Avenue as part of the Newtown Station development. Many Borough streets have no storm inlets, and water flows along the street surfaces.

Significant storm events have resulted in flooding along Old Skunky, as well as localized flooding in locations such as the lower end of Frost Lane. Recent remediation includes the addition of two storm inlets on the western half of Frost Lane to channel stormwater to Newtown Creek. In addition, Old Skunky has experienced problems with erosion and illegal dumping. The Borough has received a grant of \$25,000 from the State Department of Community and Economic Development to conduct a study of the watercourse, including stream assessments, soils analysis, and bank stabilization recommendations.

Recommendations – Stormwater Management

While stormwater management ultimately must be addressed watershed-wide, there are actions the Borough should take to contribute to a comprehensive approach, and to mitigate drainage and flooding problems within its borders:

- Continue to enforce the recommendations of the *Neshaminy Creek Watershed Stormwater Management Plan*, as updated.
- Continue to ensure compliance with the NPDES program and file program reports.
- Review ordinances to ensure the Borough is encouraging the use of state-of-the-art stormwater BMPs.

- Create an inventory of Borough-managed stormwater management facilities and establish regular maintenance schedules for such facilities. Evaluate whether a retrofit program for substandard existing facilities is needed and feasible.
- If necessary, revise the municipal stormwater management ordinance to comply with the updated Neshaminy stormwater plan.
- Create a Borough stormwater management plan, addressing long-range plans for Old Skunky, streets without storm drains, education and responsibilities of Borough residents and property owners, runoff remediation for land development and subdivision, and integration with the Borough's street maintenance and reconstruction program.

Solid Waste Management (Recycling)

The Newtown Borough Council adopted the *Bucks County Municipal Waste Management Plan Revision* in September 2007. The plan, prepared by the County as a State-mandated update to the Bucks County Municipal Waste Management Plan of 1991, provides continued guidance for solid waste management responsibilities throughout the County to the year 2014. These responsibilities may be accomplished through municipal programs or through the regulation of private firms that collect and haul municipal waste.

Newtown Borough is not required to establish a State-required curbside recycling program because its population, 2,312 as of the 2000 census, falls below the threshold set by the State for mandatory recycling. However, the Borough is required to regulate by ordinance the transportation, collection and storage of municipal waste generated within its boundaries.

The Borough manages residential municipal waste collection and recycling through an ordinance that regulates the haulers operating within the Borough. The recycling program addresses recyclable materials including aluminum and steel cans, three colors of glass, food and beverage containers, #1 and #2 plastic bottles, and newspaper.³

Business owners and residents in Newtown Borough contract directly with private haulers for solid waste collection, disposal, and recycling services. Haulers deliver the collected waste for disposal to a nearby landfill or waste-to-energy facility, while the recyclable components are delivered to recycling facilities in the region.

The Borough also participates in the Southeast Pennsylvania Regional Household Hazardous Waste Collection Program, which it has done for more than 15 years. This

³ In Pennsylvania, Act 101, the Municipal Waste Planning, Recycling, and Waste Reduction Act of 1988, requires that mandated municipalities (municipalities with populations of more than 10,000 and smaller municipalities with a population of 5,000 to 10,000 residents and a population density of more than 300 residents per square mile) establish a curbside program to source-separate and collect a minimum of three types of recyclables, plus yard waste, and to adopt resolutions, ordinances, regulations, and standards to carry out the responsibilities of solid waste management.

program provides an opportunity for residents to properly dispose of the hazardous component of the residential waste stream that should not be disposed in local landfills or waste-to-energy facilities.

The figures in Table 13, reported as part of the Borough’s annual municipal recycling report for 2006, show the results of the efforts of the residents and businesses of Newtown Borough. More than 190 tons of recyclable materials were diverted from the waste stream by Borough residents, along with an additional 36 tons of material from businesses.

**Table 13
Recycling in Newtown Borough (2006)**

Program Year 2006	Residential Waste Generation (tons)	Residential Recycling (tons)	Residential Recycling Rate (%)	Commercial Recycling (tons)	Total Reported Recycled (tons)	Recycling Rate (total %)
Newtown Borough	1,988	226	11.4%	36	262	13%

Source: Newtown Borough

Recycling efforts on the part of residents and businesses in Newtown Borough will continue to conserve landfill space and contribute to the long-term sustainability of the environment.

Although the State and the County have reached the goal set by the State to recycle 35 percent of the municipal waste stream, continued effort on the part of each community is important in order to continue this success and possibly even increase this rate. Efforts at the municipal level to maintain resident involvement should continue.

Because there is even greater potential for improving the volume of commercial recycling in the Borough, this should be a prime focus of assessment and public education efforts. Newtown Borough should continue and expand efforts to communicate with businesses to assure they have recycling programs in place, and to provide assistance where necessary to help them review their waste management programs.

A program to institute a commercial recycling enforcement program could benefit local businesses by reducing their waste streams, while at the same time increasing the rate and volume of recycling in the Borough. These continued efforts will further increase the diversion of materials from the waste stream, and these tonnages may be included on the municipal Act 101, Section 904, Recycling Performance Grant application, resulting in more grant funding to the Borough.

Another potential addition to the Borough’s recycling program is leaf collection. Many area municipalities collect bagged leaves at curbside for delivery to a local compost facility.

Recommendations – Solid Waste Management (Recycling)

Listed below are actions the Borough should take to sustain its residential recycling program and to encourage more nonresidential recycling. Organizations active in the business community could partner with the Borough in promoting and implementing these activities.

- Continue to promote and monitor the residential recycling program.
- Provide a program to offer assistance to businesses and institutions in the Borough to review their waste management programs and to assist them in their efforts to divert greater amounts of material from the waste stream.
- Sponsor a program, facilitate a program, or support an organization to address illegal dumping and/or littering problems in the Borough.
- Consider establishing a recycling program for pedestrians and shoppers in the business district along State Street.
- Encourage residents to compost yard waste on site.
- Regularly re-evaluate feasibility of a seasonal municipal leaf collection program and lawn waste composting.

The goal for economic development within the Borough is to sustain and enhance economic vitality, while maintaining small-town character and uniqueness. Although the Borough is tied to the regional economy through residents' employment and spending patterns, it is the Borough's own central business district (CBD) that contributes most directly to the municipal tax base and the localized economy. The Borough also encompasses some commercial, office and light industrial enterprises located outside of the downtown business district.

The business owners surveyed for the comprehensive plan update predominantly rated the business climate in the Borough as good to very good. Their greatest concerns were the adequacy of parking and traffic control.

In the survey of residents, those who responded expressed a high degree of satisfaction with the appearance of the business district. At the same time, a number of written comments on the survey expressed the wish for more shops that serve basic needs.



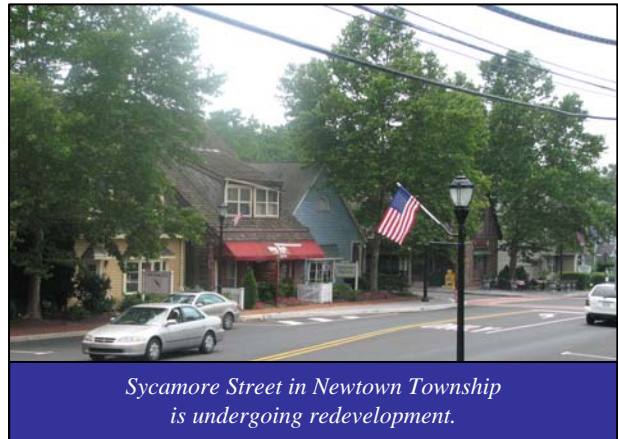
Many of the stores and businesses serving day-to-day needs of Borough residents have relocated within the shopping centers in the area. The increase in land values and rents within the Borough and changing consumer market trends have also contributed to the loss of uses serving the daily needs of Borough residents.

The Borough business district serves an upscale population. The spending potential index for households within a 1-mile radius of the intersection of State Street and Washington Avenue was 159, or nearly 60 percent more than the national average of 100, according to a 2006 market profile by the ESRI geographic information systems firm. The figure for households within 5 miles of that location was even higher, at 180, or 80 percent more than the national average.¹

¹ ESRI's Spending Potential Index compares the average expenditure for a product locally to the average amount spent nationally. An index of 100 is average.

As Newtown Township continues to redevelop Sycamore Street, the Borough and Township are cooperating on issues of mutual concern that affect both business communities. Among the issues of joint concern are the adequacy of parking, the flow of traffic, the potential need for business district expansion, and linking the Township's Sycamore Street business district to the Borough business district on State Street, through means such as design strategies for signs, streetscapes, landscaping, marketing and special events, pedestrian routes, and shopper transport.

Compact and well-defined, the CBD lies within the Borough's historic district. Alterations, additions, infill, renovation, or reconstruction are subject to approval by the Historic Architectural Review Board (HARB). This review process protects the historic character and visual appeal of the downtown area, which in turn, enhance business potential.



The Broader Picture

Maintaining economic vitality in the Borough must not be focused only on what is happening in the commercial core on State Street. There are several other elements, including:

- Preservation of community architecture, history and culture (creating a sense of place)
- Preservation of residential neighborhoods, which support businesses
- Improving Borough gateway images
- Continuing to allow for adaptive reuse in Borough ordinances
- Providing for and managing nonresidential uses outside the CBD.



Fostering a Balance

The Borough wishes to retain and enhance its character, uniqueness, and the quality of life, in the face of impacts of growth in the region. It also seeks to retain a diversified tax base, while remaining a predominantly residential community.

To that purpose, the Borough seeks to foster a balance of retail, service, office, food service and residential uses in its downtown business district, maintaining a healthy mix in which no one type of business dominates. It also strives to encourage balance between businesses oriented to the day-to-day needs of residents and those oriented to serving a more regional clientele.

A number of nonresidential uses – commercial, office, and light industrial – are situated outside the core CBD, most notably in the southwestern quadrant of the Borough. These contribute to and diversify the tax base. Mixed-use, but business-oriented, zoning has been enacted in these areas with the intention of conserving such business operations, buffering any adverse impacts of adjoining dissimilar uses, and allowing flexibility in the event of transitions of use and/or ownership.

This Comprehensive Plan affirms a policy of retaining, through appropriate zoning, existing nonresidential uses, to the extent practicable. The Borough also seeks to channel into its two business/light industrial zoning districts new nonresidential uses that would be in compliance with zoning regulations and compatible with adjoining residential and nonresidential development.

At the same time, the increasingly residential nature of the Borough and economic viability factors may affect the long-term continuation of certain nonresidential uses in their present location. Planning for possible transition in use or ownership of specific nonresidential parcels is considered further in Chapter 14, “Land Use.”

Community Development

Fostering the spirit of community within the Borough of Newtown also supports economic development. The objectives for community development include encouraging communication and cooperative efforts among Borough government and committees, committee organizations, residents and businesses; supporting community-wide activities and events; and soliciting broad-based participation in Borough government and committees and community organizations. Programs that emphasize the history and architecture of the Borough should continue to be promoted.

Government Programs

Appendix E is a “Funding and Technical Assistance Summary” that lists selected state and federal programs for planning and community development. It includes some potential assistance sources that may be suitable for economic development and downtown revitalization initiatives.

Recommendations – Downtown Economic Development

Borough officials and other stakeholders in the business district can take a variety of actions to preserve the distinctive appearance of the downtown area and promote its continued economic vitality. Key elements in strengthening the commercial core – the CBD – include:

- Preserving the image of the CBD by maintaining and enhancing its physical appearance.
 - This includes enhancing the appearance of buildings, street lights, window displays, parking areas, signs, sidewalks, benches, landscaping, trash receptacles, utility poles and lines, graphics, and the entrances to the business district. Design in the area should recognize existing desirable physical elements, be compatible with the area’s historic character, and be unified. As noted in Chapter 12, “Streetscapes,” the State Street improvement project should be extended and completed from Greene Street to Penn Street.

Business owners who participated in the comprehensive plan survey expressed interest in having more open space. It may be possible to acquire land or easements in proximity to the commercial core that would restore access to at least part of the original Newtown Commons and create a trail link along Newtown Creek.

- Securing consensus and cooperation among the groups that are involved in downtown.
 - Parties that should be involved include Borough officials, particularly the HARB; the Newtown Borough Retailers Association; the Newtown Business and Professional Association; the Newtown Historic Association; businesspeople; bankers; real estate agents; customers; the media; residents of downtown; and civic groups.
- Coordinating activities with Newtown Township.
- Encouraging bridges as links to support economic flow.
- Monitoring impact of Sycamore Street development on Newtown Borough. – The Borough and Township business districts are linked by physical proximity, a shared market area, and community and business groups with membership and interests that span municipal boundaries. Enhancing the economic health and appearance of the Borough’s commercial core will benefit the Township’s, and vice versa.
- Promoting the downtown area. – The unique characteristics of the downtown area should be promoted to customers, investors, existing businesses and potential new businesses. Special events like AHA! (Arts, History, and Adventure) Friday, Market Day, Welcome Day, walking tours sponsored by the historic association, and other programs help to foster a positive image.

- Strengthening the economy of the commercial core. – If the economy is strong, it is more likely that property owners will maintain and upgrade buildings in the Borough. Existing businesses should be helped to expand if they wish, new businesses should be recruited and a variety of business types encouraged, including those that would provide goods and services to serve the needs of Borough residents. Increased use of underutilized buildings should be promoted.

Mixed uses in the CBD contribute to economic vitality and are in keeping with Borough history and architecture. A residential component within the district should be preserved, as it contributes to the market for downtown businesses and diversifies the housing stock. In addition to stores, the business district should continue to encompass service firms, professional offices, and housing, often in spaces above street level.

- Affecting attitudes toward the commercial core. – Consumers and investors have positive attitudes toward downtown as they see historic character retained, good commercial occupancy rates, and continual improvements like building renovations and the addition of streetscape amenities. If these factors exist, owners of buildings will be more likely to maintain and make improvements to their buildings.

The remarkable state of preservation of much of the historic core of Newtown Borough is a key factor in the quality of community life and the desirability of residential and commercial real estate. The special attributes of the Borough, including its small-town feel, pedestrian scale, and historic character, topped residents' reasons for choosing to live here, according to responses to the Comprehensive Plan questionnaire. The architectural integrity and walking scale of the Borough's historic neighborhoods and business district foster a unique sense of community.

One of the most important concerns facing the Borough today is preserving the historic characteristics and physical soundness of buildings erected in the 18th and 19th centuries. Residents want the Borough to continue to be a community in which its history, architecture, natural resources, and buildings are valued. At the same time, preservation efforts in the Borough, as elsewhere, must increasingly assess and balance the trade-offs involved between historic fidelity and sustainability.

This chapter describes the Borough's Historic District, outlines steps that have already been taken to preserve it, and recommends continuing or additional actions needed in support of historic preservation. The historical summary at the end of the chapter provides a context for preservation efforts.

The Historic District

The Newtown Borough Historic District was created in March 1969, extended in 1976 and 1985, and placed on the National Register of Historic Places in October 1986. The Register is part of a nationwide program to coordinate and support public and private efforts to identify and protect resources of significance in American history, architecture, engineering, and culture. Nominations for listing are administered through the Pennsylvania Historical and Museum Commission.

The Borough's Historic District encompasses approximately 400 buildings, a large percentage of which are contributing structures; that is, their significance, architectural quality, and state of preservation directly contribute to the historic nature of the entire district. The Borough subsequently enacted a Historic District ordinance to define the Historic District boundaries and set administrative and regulatory procedures for enforcing the ordinance, as authorized under Act 167 of 1961, the State's Historic District Act.

The Historic District covers about two-thirds of the Borough. The heart of the district is roughly bounded by State, Jefferson, and Barclay Streets and Lincoln Avenue, with some extensions into outlying blocks. The district is shown on the zoning map, Map 3 in Chapter 14, following page 88, and its principal architectural components are outlined on the next page.

An Overview of the Borough's Historic District

The Newtown Historic District encompasses much of the Borough. One of the objectives of the Borough is to maintain the National Register status and the integrity of the Historic District. The initial Historic District encompassed four general areas, based on architectural and historic features. As described in the application for listing on the National Register of Historic Places, the four areas are:



Homes along historic Court Street

1. **Court Street Area:** The original town core. This is the oldest section and contains the highest concentration of historic buildings. It was essentially the Newtown of the 18th century. Many of the buildings are townhouses that are built up to the sidewalks.
2. **State Street Section:** Originally part of Newtown Common. The first buildings were built around 1800 and spaced at regular intervals along the street. The mid- to late 19th century small-scale commercial buildings filled in space between the earlier structures, creating the commercial and professional section of Newtown.
3. **Washington Avenue Section:** The major residential area during the 19th and early 20th centuries. It includes spacious Victorian houses of fine style. Many are set back from the street and have front yards shaded by large trees.
4. **Penn-Congress-Chancellor Area:** This section is of a more random architectural style. Buildings range from the early 19th century through Victorian to early 20th century in period. Houses and lots are generally smaller than in the Washington Avenue area.

When the Borough applied for National Register status for its Historic District, it was realized that intrusions existed, both in the form of recent construction and old buildings that had lost their architectural integrity because of extensive alterations. The application for National Register listing named 39 buildings as intrusions. The potential degradation of the building stock in the Borough, intrusions into the Historic District, and the compatibility of infill construction or rehabilitation work have been ongoing concerns.

The Historic Architectural Review Board (HARB), established in 1969, oversees activities affecting historic resources within the district and works to maintain their integrity. It issues recommendations to Borough Council on applications for exterior work: construction, demolition, alteration, and signage. A request for a Certificate of Appropriateness is the formal application process for HARB project review.



Addition to a home in the Historic District

The Joint Historic Commission, composed of Newtown Borough and Township representatives, conducts research, encourages property owners to restore and/or adaptively reuse historic structures and discourages removal of historic structures. The

commission is the first review body for all demolition applications, followed by HARB review of any proposed demolitions in the Historic District. The Borough should continue to support the activities of both the HARB and the Joint Historic Commission.

Preservation Issues

Chapter 4, "Issues Facing the Borough," notes the major preservation issues facing the Borough, which include:

- balancing the need to provide for parking with the need to maintain historic character and charm of the Borough, limit the extension of parking into residential neighborhoods, and retain open space;
- preserving the history, architecture and charm of the Borough and its building stock;
- maintaining the Borough's identity, character and uniqueness as increased residential, commercial, and institutional development and resulting traffic occur in the region; and
- "greening" the community by planning for sustainable development and promoting conservation of natural resources.

In recognition of these issues, one of the goals set in Chapter 2, "Goals and Objectives," is to preserve and enhance the architectural, historic, and natural resources within the Borough. Particularly in Newtown Borough, efforts for historic preservation must extend beyond preserving individual historic buildings, to preserving the character of the community as well. Preserving community character not only adds to the charm and aesthetics of the Borough, but it is also important to maintaining economic vitality.

The preservation of community architecture, history, and culture creates a sense of place in the community, which makes the Borough an attractive place to live, work, and visit, and can aid in the preservation of residential neighborhoods that, in turn, support the town's businesses. Programs that emphasize the history and architecture of the Borough should be encouraged as cooperative efforts among Borough government and committees, community organizations, residents, and businesses.

The historic preservation ordinance affords as high a degree of protection to the integrity of the Historic District as is possible under state law. Additionally, interest in infill development and redevelopment in other parts of the Borough are prompting officials to consider ways to manage development in adjoining areas so that it is compatible with the style and scale of the Historic District.

Residents and public officials are also concerned about protecting historic properties that lie outside the boundaries of the Historic District. The historic survey may need to be updated

to identify such resources and lay the groundwork for expansion of the Historic District or other means of protecting them.

Another emerging issue affecting the Historic District is the Borough's intention to exercise sustainable development practices, which incorporate newer technologies and planning techniques designed to conserve energy and spare natural resources. The use of new materials, means, and methods for development in the Historic District may entail trade-offs between historicity and sustainability.

For example, construction materials are now available that accurately replicate the appearance of the historic originals, while providing better energy efficiency and durability, as well as cost savings. Installation of resource-saving systems like solar collectors or "green" (planted) roofs typically results in at least minor changes to the appearance of buildings.

Officials and agencies involved in regulating the Historic District must balance the advantages of restoration or replacement of original materials, as compared to their visual replication. They must also evaluate whether sustainability advantages resulting from the use of green technologies would justify detectable structural modifications to historic buildings, and if so, to what extent.

Adaptive Reuse, Regulatory Approaches, and Other Preservation Tools

While Act 167 authorizes the creation of historic preservation districts, The *Pennsylvania Municipalities Planning Code (PMPC)* affords municipalities other means of protecting historic resources, through their zoning powers. The *PMPC* in Section 603(g)(2) states that zoning ordinances "shall provide" for protecting historic features and resources.

Zoning regulations allow a municipality to regulate the uses that may be permitted in a Historic District or an area of historic properties. They can also regulate other characteristics such as density of development, maximum building sizes, and setbacks, or allow for reuse and redevelopment of properties within a Historic District so that newer or rebuilt structures will complement its appearance and maintain its historic character.

The Borough seeks to encourage adaptive reuse as one means of preserving historic structures. Adaptive reuse is the conversion of a historic property for a purpose other than the one for which it was originally built, which ordinarily involves interior renovations that leave intact the building's exterior appearance, accompanied by a change of use.

The Borough has incorporated into its zoning ordinance provisions intended to encourage adaptive reuse of historic properties, including controlled conversion of single-family to two-unit housing. In addition to the Stocking Works office building described below, examples of adaptive reuse include the conversion of the Chancellor Street School into administrative offices for the Council Rock School District, the conversion of the Whitehall Hotel at the intersection of East Penn and South State Streets into shops, offices, and restaurants, and the conversion of a mill building into housing as part of the residential development of the old Frost-Watson lumberyard on South Lincoln Avenue.



The Whitehall Hotel

The Stocking Works—Adaptive Reuse

An excellent example of long-term, cyclical adaptive reuse of a historic building within the Borough is the Stocking Works at South State and Sterling Streets. Construction for a brick knitting mill was begun in 1889. The building was used by a stocking manufacturer, a stained glass company, and a bobbin manufacturer.

During and after World War II, it was used by the Lavelle Aircraft Corporation. After the war, farm machinery and parts for NASA's Apollo space missions were manufactured there. The building has been renovated into an office building and named the Stocking Works after its original use.



The Stocking Works

Additional planning and zoning tools the Borough may wish to apply to manage change and growth within the Historic District and its environs include design guidelines, conservation districts, and form-based zoning. The site-specific application of these techniques is discussed more fully in Chapter 14, "Land Use."

Design guidelines are recommended standards for form, materials, colors, style, etc., of building exteriors. Borough officials may wish to consider preparing design guidelines for key land parcels within the Borough, those parcels that are vacant or could experience significant reuse. New development should be compatible with and integrated into existing streetscapes and build upon Newtown's unique design characteristics and assets.

Another option, which can work in concert with design guidelines, is the creation of conservation districts. The Borough has an extensive Historic District, but there are adjacent

areas that are not subject to critical design review, in which development could create an undesirable impact upon the Historic District.

A conservation district could combine components of historic preservation and zoning techniques that regulate structural bulk and appearance, likely minimizing the threats to the Historic District. Such districts seek to preserve an area's character-defining features, such as scale, setbacks, mass, and architecture.

New construction, alterations and demolitions in a conservation district would be subject to review, much as in the Historic District, but changes would not be regulated as stringently. Neighborhood character would be maintained, in spite of allowing some alterations that would not normally be allowed in designated Historic Districts.

Form-based zoning is yet another option. This technique is designed to shape the physical form of development while setting only broad parameters for use.

It addresses the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks, rather than emphasizing the permitted uses of the building. It puts into practice several principles of "smart growth," including creating or preserving walkable neighborhoods, fostering distinctive, attractive communities with a strong sense of place, mixing land uses, and directing development toward existing communities.

Form-based zoning is often enacted within an overlay district and applied to a portion, or sector, of a municipality. It typically involves a public visioning process and results in a set of standards that may include an area plan, along with design standards for the building envelope, building form, and streetscape. See Appendix B for more information on form-based zoning and its applications.

Recommendations

In summary, the actions of the Borough to preserve historic character should include:

- protecting the integrity of the Newtown Borough Historic District and perpetuating the district's National Register status;
- supporting the efforts of the HARB to maintain the architectural integrity of the Historic District by discouraging intrusions from expanding and encouraging contributing elements to continue;
- giving consideration to updating the historic survey to determine whether there is potential for expanding the Historic District;
- developing other strategies for preserving the historic resources within the Borough;

- supporting the efforts of the HARB, the Joint Historic Commission, and other preservation and community organizations to preserve and enhance the architectural and historic resources within the Borough;
- maintaining the existing scale of buildings in the Borough and encouraging new development that would be compatible with and integrated into existing development and streetscapes;
- continuing to encourage property owners to restore and/or adaptively reuse historic structures and discourage removal of historic structures through efforts of the Joint Historic Commission and ensuring that the zoning ordinance continues to make adequate provisions for adaptive reuse;
- reviewing and updating Historic District regulations periodically to apply the most suitable standards for materials and products to be used in rehabilitation, replacement, additions, and infill construction, considering both sustainability and historic accuracy;
- limiting construction of new parking facilities to those absolutely necessary, discouraging removal of historic buildings to provide parking facilities, and ensuring that any new parking facilities are compatible in scale and design with their surroundings;
- considering the use of design guidelines, conservation districts, and/or form-based zoning in areas adjoining the Historic District to minimize threats to it and to maintain the community fabric;
- cooperating with preservation agencies and other community organizations to continue the programs, community activities and events available to residents and visitors. Continue programs that emphasize the history and architecture of the Borough;
- working with preservation agencies, business owners, community groups, and others to establish guidelines for placement and historically compatible appearance of street furnishings (lighting fixtures, benches, pavers, planters, etc.) within the Borough where appropriate to maintain the character of the Borough;
- considering provision of incentives to encourage owners of historic properties to grant facade easements to preservation organizations so that the exterior facades of historic properties remain intact;
- encouraging property owners with signage that does not fit in with the historic nature of State Street to revise that signage; and
- recognizing that historic buildings not only should be preserved, but their landscape context should be appropriately designed and maintained, encouraging retention and planting of street trees and other landscaping. (Also see the section on street trees in Chapter 8, "Natural Resources Management.")

Newtown Borough and its History—An Overview of Events, Places, and People

From New Towne to Newtown

Walking the streets of Newtown Borough is like traveling back in time. The concentration and preservation of historic resources breathe life into accounts of the Borough's past. What follows is a summary of the history of Newtown, Pennsylvania, as outlined in the application to have the Borough's Historic District listed on the National Register of Historic Places.

Surveyed in 1683 and 1684 by Thomas Holme under instruction of William Penn, the layout of the "NEW TOWNE" was a prime example of Penn's theories of town planning. Each purchaser was to have a lot in the townstead as well as a plantation in the outlying part with a village common in the center for the use of all.

The first warrants for land in Newtown were issued by William Penn in 1683. Settlement followed almost immediately. By 1700, a small but substantial village community existed along the banks of the Newtown Creek.

Newtown as the County Seat

In 1725, the Bucks County Courthouse was moved from Bristol to Newtown. Newtown served as the seat of Bucks County government from 1725 until 1813, when the courthouse was moved to Doylestown. This role as County seat was an impetus to the early development of Newtown Borough.

The courthouse, treasury building, jail and County offices were located within the Borough. Commercial, residential, and office development followed.

Newtown was the polling place for portions of the County, and Election Day was a festive day when booths selling food were set up in the streets. In present-day Newtown, Market Day, held annually in September, is a similar festive occasion.



This gateway marker commemorates the Borough's former role as County seat.

Newtown in the Revolutionary War

By the 1770s, Newtown had become an important transportation center, with eight roads connecting it to neighboring communities. This was due in part to Newtown's role as the County seat and contributed to its role during the Revolutionary War.

During the American Revolution, Newtown was an important supply depot for the Continental Army during its campaigns in New Jersey. George Washington and several of his officers had headquarters in Newtown. Hessian prisoners were housed in inns, private houses, the meetinghouse and the jail after the victory at Trenton.

A number of streets are named after Revolutionary War heroes, including Washington, Jefferson, Greene, Mercer, Sterling, Barclay, and Lafayette. George Washington marched from Newtown in 1776 on his way to victories over the British at Trenton and Princeton.

The only local combat during the war occurred February 9, 1778, on South State Street near the courthouse, when a small company of invading British soldiers seeking supplies after a raid on the Jenks Fulling Mill encountered a group of Revolutionary soldiers. One was killed and a number injured. A bronze plaque mounted on stone on the property of the "Bird-in-Hand" marks the site.

In April 1778, a 10-day conference was held at Newtown to arrange for the exchange of prisoners of war. Elias Boudinot, Commissioner of Prisoners for the Americans, was accompanied by several high-ranking officers, including Col. Alexander Hamilton. Sir William Howe appointed several officers to represent the British at this meeting in Newtown.

Incorporation of Newtown Borough

The Borough of Newtown, originally settled as a village within Newtown Township, was incorporated in 1838. Newtown in the 19th century was an important agricultural center, as evidenced by its hosting the County's agricultural fairs.

Many retired farmers moved into the village during this period and constructed the spacious Victorian houses so common along State Street, Washington Avenue, and a section of Chancellor Street. The town continued to gain in importance as a commercial center, which spread northward along State Street.

During the 20th century, the Borough of Newtown remained the commercial and cultural center of the area. Being the "hub" when the surrounding portion of Bucks County was still relatively undeveloped did not carry the disadvantage it does today, of drawing heavy volumes of vehicular traffic. Newtown today remains a center of commercial and professional services for the surrounding area.

Newtown Common

When Newtown was laid out, a lot of approximately 30 acres was reserved for common use, on both sides of Newtown Creek. The Newtown Common ran from south of present-day Penn Street to north of present-day Frost Lane and from present-day State Street to present-day Sycamore Street.

In the late 1600s planners realized the potential value of common open spaces and preservation of open space along streams. Unfortunately, the Common was not maintained and eventually was divided and sold.

A town green in the heart of the Borough would certainly be a desirable public space today. All that remains of Newtown Common is a small area at Newtown Creek near Greene Street. Recent efforts have been made to improve the attractiveness of the Common and promote access to it.

The tradition of the Common could be furthered by reservation of open space along Newtown Creek between the Ten Centre parking lot and Barclay Street. Given the development that has occurred along the creek in the remainder of the Borough, it would be a positive step in realizing William Penn's vision by re-establishing public open space in the area.

Inns in Newtown

Inns have been important structures in the past, and still are today. Restaurants and taprooms within the Borough continue a tradition of public houses and gathering places that predates the Revolutionary War.

In 1764, a one-story residence was enlarged into the brick building now known as the Brick Hotel, at the intersection of State Street and Washington Avenue. It was converted to a tavern in 1780 and today houses a restaurant and guest rooms.

The original portion of the current Temperance House along State Street just south of Washington Avenue was built in 1772. The White Hall Hotel, along State Street just north of Penn Street, became a tavern in 1852 and is currently used for several businesses, including two restaurants.



The Bird-In-Hand, along South State Street just north of Mercer Street, began as a tavern about 1727 and was a center of activity in the Borough for over 125 years. It is now a private residence.

The Half-Moon Inn, later known as the Court Inn, at the intersection of Court Street and Centre Avenue, was built in 1733 across from the court buildings. It was a gathering place when the Borough was the County seat. It is now the headquarters of the Newtown Historic Association.

Justice's House, 107 South State Street, was built in 1768 as a tavern. It was used as a hotel until approximately 1800, when it became a private residence. During the Revolutionary War, Lord Sterling had his headquarters at Justice's House after the battle of Trenton.

Chancellor Street School

In 1872, a school was built at the site of the present-day Chancellor Center on North Chancellor Street. An addition was constructed in 1884. In 1916, a large portion of the school was destroyed by fire, but the building was rebuilt, enlarged and reopened in 1918.

For many years, the school was used as both an elementary and high school. After the Council Rock Junior-Senior High School was built in 1954, the building was used solely for elementary students. Today it is used as administrative offices for the Council Rock School District.

Newtown Borough Hall

The Borough Hall at 23 North State Street was built in 1854. Initially, it was used as both the Council chambers and a jail. Now it houses Borough administrative staff, and its assembly room is used for meetings of many of the Borough's boards, committees and commissions.

Newtown Library Company

The Newtown Library Company was founded in 1760, the first library in Bucks County. The present library building was dedicated in 1912. Two public reading rooms are available to non-members.

Newtown Theatre

The Newtown Theatre, originally built as a community hall in 1831 and reconstructed in 1883, screened its first movie in 1906. It's the oldest movie theater in the United States. The 353-seat theatre is owned by the nonprofit Community Welfare Council of Newtown, Inc., and, in addition to showing films, serves as the stage for the Newtown Arts Company.

Edward Hicks

The folk artist Edward Hicks, perhaps best known for his painting of the Peaceable Kingdom, lived in Newtown for almost 40 years. Hicks built a house on present day Penn Street in 1821.

In addition to painting pictures, Hicks painted coaches and signs. Two of his signs are located within the Borough, one in the library and one in the Court Inn. Hicks, a Quaker minister, was involved in the establishment of the Friends Meeting House on Court Street, first used in 1817.

The visual appeal of Borough streets lies not only in their historic buildings, but in the greenery, street furnishings, and other elements that showcase superbly preserved homes and shops. These are the components of streetscapes, the sweeping visual impression made by the built and natural features that line the Borough's streetfronts. It is the purpose of this chapter to summarize and highlight the landscaping and design recommendations that apply to streetscapes by assembling, elaborating upon, and placing into context relevant recommendations from other chapters of the Comprehensive Plan.



Diversity of architectural style and materials enhances the character and charm of this downtown streetscape.

Those who responded to the Comprehensive Plan questionnaires stressed the importance of the history, architecture, and the overall attractiveness of the Borough. One of the community development goals of the Borough is to preserve and enhance its architectural, historic, and natural resources.

The major natural resource within the Borough, Newtown Creek, can be preserved and enhanced by creating a greenway along its banks, and by buffering and screening any future parking in the vicinity of the creek.

Protection and accessibility strategies for the creek are detailed in Chapter 8, "Natural Resources Management."

Gateways to the Borough

Gateways are the major entrance points to the Borough. The gateways to the Borough are at both ends of State Street, both ends of Washington Avenue, Centre Avenue, and Jefferson Street. The entrances of primary concern are at South State Street, Washington Avenue and Centre Avenue, as they are the most heavily traveled and mark the core of the Historic District and the central business district.

The Borough, in cooperation with the State Street StreetScape Committee, the Newtown Corporation, and other interested private and public entities, should continue working with property owners to enhance the entrances and commercial areas along State Street through coordinated landscaping, signage, lighting, street amenities, paving materials, design of site improvements, building facades, and window displays. The installation of distinctive, appropriate signage marking each gateway would be an especially desirable addition.

A streetscape improvement project for the block of State Street between Centre and Washington Avenues was completed in 2007. The project, funded largely by a grant from the State Department of Community and Economic Development, involved installation of street amenities, sidewalks, curbing, and tree replacement. The Borough plans to extend the project to neighboring north and south blocks of State Street as funding permits.

Design Guidelines

The Borough in 2000 adopted a set of design guidelines that apply to all signs, new construction, alteration of existing buildings, and demolition of any structure in the Historic District visible from any public way. The guidelines are an integral part of the building permit and subdivision/land development review process, which includes obtaining a certificate of appropriateness from the Historic Architectural Review Board for activities within the Historic District. Chapter 11, "Historic Preservation and Borough History," details overarching considerations, strategies, and recommendations for historic preservation.

To supplement its architectural design guidelines, the Borough should work to establish guidelines for the type and placement of street furnishings where appropriate, to maintain the character of the Borough. Street furnishings include amenities such as benches, trash receptacles, lampposts, kiosks, pavers, planters, etc.

The Borough should also consider preparation of design guidelines for key land parcels that are vacant or could otherwise experience significant reuse. Such parcels are listed, and reuse considerations outlined, in Chapter 14, "Land Use." Some of the concerns that could be addressed through site- or zoning district-specific design guidelines include:

- discouraging the use of drive-through facilities;
- encouraging new development to be compatible with and integrated into existing streetscapes;
- maintaining characteristic on-lot siting patterns, such as setbacks, of principal and accessory buildings;
- respecting the massing (volume created by sections of the building) within the neighborhood;
- using materials similar in appearance and texture to those on existing buildings;
- using architectural details similar to those of other buildings in the neighborhood;
- using similar numbers and spacing of windows and doors in the façade;
- maintaining the scale and proportion of buildings (Scale deals with the relationship of each building to other buildings in the area and proportion deals with the relationship

of the height to the width of a building and with the relationship of each part to the whole.);

- using similar roof shapes;
- maintaining similar building footprints and rooflines (matching façade masses with existing buildings);
- using similar building entry treatments;
- maintaining similar building heights;
- ensuring compatibility of storefronts, upper facades, and cornices of commercial buildings; and
- using harmonious colors throughout the area.

The goal should be to build upon Newtown’s unique design characteristics and assets and promote improvements that are compatible with the existing environment. It is desirable to tie buildings together visually and create a cohesive streetscape.

Signage

The Borough’s sign regulations within its various ordinances are complex and conflicting, and should be revised for ease of use. To maintain and enhance the historic nature of State Street, new signs must conform to the sign regulations. State Street property owners should be encouraged to replace nonconforming signs, with the goal of improving the streetscape.



Signage aids marketing and adds visual interest in the business district.

Street Trees

The Shade Tree Commission is responsible for maintaining and updating the Street Tree Plan. The components of the plan include inventory and categorization of existing trees within the Borough; consideration of the roles trees should play in traffic calming, shading sidewalks and streets, and enhancing streetscapes; identification of areas for planting, care, and removal of trees; guidelines for characteristics and placement of new trees; and consideration of tree hardiness and avoidance of invasive species.



Street trees shade a residential neighborhood.

The Borough should continue to require developers to plant street trees in accordance with the requirements of its Subdivision and Land Development Ordinance. The Borough should also continue its tree planting efforts, to retain the status of a “Tree City USA.” Protection and regulation of street trees are discussed in Chapter 8, “Natural Resources Management.”

Parking Facilities

Within the primarily commercial and professional services zoning districts (B-1 Borough Gateway, B-2 Business/Mixed Use, BPS Borough Professional Services, and TC Town Center), new parking facilities should be landscaped, buffered, and placed to the rear of buildings. Buffering and screening are especially important for parking areas near residences and Newtown Creek.

Standards for off-street parking and landscaping of parking areas are in the Borough’s Zoning Ordinance and Subdivision and Land Development Ordinance. The ordinances contain performance-based standards intended to provide appropriate scale, buffering, and plantings. Recommendations for evaluating and addressing parking availability and utilization are in Chapter 13, “Transportation and Circulation.”

Property Maintenance

The Borough should encourage owners of properties to maintain and improve properties, particularly those that negatively impact surrounding properties. Where the rear of commercial properties face or abut residential properties, attention should be paid to the appearance of the commercial property and its impact on adjacent residences.

Building, health, and safety code inspections are performed by the Borough Zoning Officer as needed. Annual fire safety inspections for commercial establishments are performed by the Newtown Township Fire Marshal.

Recommendations

These are recommendations of design and regulatory activities to help enhance the Borough’s streetscapes:

- Promote coordinated improvements at Borough gateways, including landscaping, street amenities, pavers, storefronts, and particularly, signage.
- Extend the State Street improvement project to the north and south, funding permitting.
- Consider the extension of design guidelines and/or the enactment of conservation districts in neighborhoods not in the Historic District, where warranted. (Also see Chapter 11, “Historic Preservation and Borough History.”)
- Monitor commercial signage and encourage replacement of nonconforming signs.

- Enforce street tree planting as specified in the Subdivision and Land Development Ordinance. (Also see Chapter 8, “Natural Resources Management.”)
- Employ buffering and screening measures intended to shield residential neighborhoods from adverse impacts of parking areas.
- Continue to conduct inspections and enforce code standards to ensure property maintenance.

The function of a transportation system is to provide for the movement of people and goods between places. The adequacy of this system is directly influenced by the type and size of the population growth and land development that occur along the network.

Proper land use planning is critical to prevent adverse effects to the transportation network due to improper development. Conversely, when transportation improvements are designed, it is important to address the needs of the general public, individual property owners, and neighborhoods. Where appropriate, transportation improvements should be designed for multi-purpose use, providing safe movement of pedestrians, bicycles, public transit, and motor vehicles.

The continued development and redevelopment of the Borough depend on the advantages that a well functioning transportation system provides. Maintaining and enhancing the quality and efficiency of the system will support the Borough's economic development efforts. This chapter examines the transportation system in the Borough and provides analysis and recommendations for the various modes of transportation that serve it.

Transportation System

There are four basic components of the transportation circulation system within Newtown Borough. These are the vehicular system, the pedestrian/biking system, parking facilities, and public transportation. In order for the circulation system to function well, each component must operate properly.

Streets in the Borough serve many purposes. While their typical purpose is to carry vehicles to their appropriate destination, they also serve the purpose of providing parking area, local vehicle movement and pedestrian movement.

As the Borough maintains and upgrades its roads, a balance among parking needs, local vehicle movements and emergency vehicle movements must be upheld. The livability of neighborhoods and the historic character of the Borough must also be considered as improvements are made to the road network.

Vehicular System

The primary roads within Newtown Borough are Washington Avenue/Newtown-Yardley Road, North and South State Streets and North and South Lincoln Avenues. These roadways carry the highest volumes of traffic within the Borough and provide access to the central business district. Furthermore, the Newtown Bypass has a direct effect on traffic patterns in the Borough even though it is not located within its borders.

The street system in the Borough is laid out in a “grid” pattern. This grid pattern provides Newtown Borough with an increased level of connectivity. The connectivity is high, since there are multiple routes and connections serving the same destinations and origins.

The grid also reduces travel times because it allows people to travel the shortest distance between two points. In addition, it allows emergency vehicles to respond more quickly and use alternative routes if one is blocked. Finally, the grid pattern has the benefit of spreading out traffic and reducing vehicle speeds.

This high level of connectivity should allow people to have the option of walking or biking because the routes to schools, parks, and businesses are shorter. However, the level of connectivity in the Borough has suffered due to gaps in the sidewalk system.

The surveys taken for this Comprehensive Plan update reveal that traffic within the Borough is a major concern. Some survey responses indicated that many vehicles are still using Borough roads even though they don’t have an origin or destination in the Borough. The Newtown Bypass has not been performing optimally, which has led to traffic delays, and many drivers have decided that it is more convenient for them to use Borough roads.

Recent upgrades to the signal interconnection system and the installation of additional turning lanes should improve the efficiency of the bypass. However, it may require an educational process to convince motorists that the bypass is the most efficient travel route. In addition, adjustments can be made to the design of key Borough roadways to discourage through-traffic, including efforts to reduce travel speeds and encourage higher pedestrian usage.

In 2005, the Delaware Valley Regional Planning Commission (DVRPC) conducted a traffic calming study entitled *Taming Traffic, Context Sensitive Solutions in the DVRPC Region*. This plan recommended traffic calming for key Borough roadways that would discourage through traffic in the Borough. The recommendations are discussed later in this chapter.

Keeping vehicles on the bypass and out of the Borough would help to alleviate some of the congestion and speeding concerns expressed in the resident and business surveys. The process must be tempered so as to reduce the number of vehicles on Borough roads, while at the same time, ensuring that Borough businesses still benefit from “drive-by” traffic.

The Borough must strive to achieve a healthy balance between reducing traffic volumes and providing potential clients for businesses by:

- promoting the use of the Newtown Bypass for those motorists whose destinations and origins do not involve the Borough;

- maintaining and improving streets to ensure the safety of residents, pedestrians and motorists, and the livability of neighborhoods; and
- maintaining and improving the high level of connectivity of the Borough's street pattern.

Parking

Parking remains an important issue for the Borough. Several formal parking studies have been prepared over the years, the most recent in 1990.

The Borough should conduct an update to revisit the issues discussed in the 1990 document. The study should assess the current inventory of parking spaces and their use, and reconsider previous recommendations, such as instituting and/or reducing time limits and providing short-term parking in high turnover business areas.

As land development is proposed in the areas already identified as having a shortage of parking, the Borough must ensure that deficiencies are properly handled, so that any new development does not exacerbate existing shortages. Depending upon the type of development proposed, arrangements such as shared parking and connections to existing parking areas should be evaluated as specific conditions of land development approval. In addition, the Borough should require that applicants evaluate all parking alternatives during the land development process by adding regulatory language to its Subdivision and Land Development Ordinance.

The issue of employee parking was discussed in both the resident and business surveys, and at public meetings. One important goal of any future parking plan would be to provide convenient parking for business patrons. In order to ensure that parking is managed properly, input and cooperation should be sought from the business owners in the Borough.

The Borough now has regulations that require employee parking needs to be met without utilizing spaces closest to the businesses they serve. Based upon the survey results, these regulations are not enforced, and some employees do not voluntarily leave nearby spaces for patrons.

In order to determine the most recent parking trends, the Borough should conduct a parking study to update the inventory and usage of parking spaces for businesses in the downtown commercial area. Based upon the study findings, the Borough should develop and implement a parking plan by:

- increasing the availability of prime parking through long-term parking permits in public lots;

- coordinating efforts with businesses to reserve nearby spaces for customers, rather than employees and to enforce employee off-site parking requirements;
- increasing public/private sector cooperation to foster arrangements for shared parking for all users;
- improving and marketing public and private parking lots through improved directional signage;
- where appropriate, consolidating private parking areas to improve efficiency;
- limiting time length of parking on additional side streets in downtown;
- analyzing time limits on all streets within the downtown commercial area;
- increasing parking violation enforcement efforts;
- investigating potential private employee shuttle services to remote parking areas located outside of the downtown commercial area;
- investigating feasibility of a shoppers' shuttle within the Borough commercial district, with possible extension to Sycamore Street in Newtown Township;
- investigating opportunities for installing one-way streets to maintain or implement on-street parking;
- analyzing a parking permit fee structure;
- investigating feasibility of a new parking garage and/or additional surface lots; and
- creating and enforcing business parking agreements, including fees-in-lieu of parking agreements.

Public Transportation

Newtown Borough is served by two bus routes. They are the Route 130 bus line operated by the Southeastern Pennsylvania Transportation Authority (SEPTA) and the Newtown RUSH commuter shuttle.

SEPTA's Route 130 bus traverses the Borough as it makes connections between the Bucks County Community College in Newtown Township and the Neshaminy Mall in Bensalem Township. The stop at the Neshaminy Mall links to several other bus routes. The Route 130 bus also connects to SEPTA'S Langhorne R-3 regional rail station in Middletown Township.

The Newtown RUSH bus, operated by the Transportation Management Association (TMA) of Bucks County, also provides fixed-route bus service to the Borough. The Newtown RUSH is a job access and reverse commute shuttle, which provides transit services that offer a link between existing transit services (in this case, the SEPTA R-3 train at Woodbourne Station in Middletown Township) and suburban job locations.

The service operates only during peak commuting hours as determined by the prevalent shift times at employment centers. The route services several employment centers in the Newtown area, including the Newtown Business Commons, Lockheed Martin, the Silver Lake Executive Campus, the ICT Group, and the Luxembourg Executive Campus.

The Newtown area was previously served by the Newtown rail line, which ran from Fox Chase in Philadelphia to Newtown Borough. The Newtown branch of the SEPTA R-8 Regional Rail service was discontinued in the early 1980s due to a variety of factors. Efforts to restore rail service along the line have met with opposition, mainly due to the costs involved with electrification of the line.

Seeking an alternative to rail service, Bucks County undertook a study in 2006 that investigated the potential of using the right-of-way of the Newtown branch of SEPTA's R-8 rail line for a Bus Rapid Transit (BRT) system. BRT is a flexible, rubber-tire, rapid-transit mode that combines stations, vehicles, services, running ways, and "intelligent transportation system" elements into an integrated system.

The study revealed several obstacles to starting a BRT system. When train service to Newtown was in operation, the Newtown rail line crossed the R-3 Regional Rail line at an "at-grade" intersection near the Bethayres Station. However, this crossing location was removed and the possibility of providing a new at-grade BRT/rail crossing is unlikely.

If an at-grade crossing proves infeasible, the next option would be to pass over the R-3 Regional Rail line with a bridge. Unfortunately, any potential overpass in this area is also unlikely due to environmental constraints in the area where the overpass would be built.

The many environmental concerns associated with the Pennypack Park area in Abington Township, Montgomery County, pose another drawback to using the rail line right-of-way for BRT. The rail line is flanked on both sides by wetlands and environmentally sensitive areas that would make any improvements to the line extremely costly.

Other issues encountered included parking availability and zoning difficulties. Based upon these findings, the study concluded that BRT is not practical at this time.

While the implementation of BRT appears infeasible at present, the Borough should continue to support public transportation efforts. SEPTA's policy has been to retain former rail rights-of-way with the prospect of reactivating passenger service at some point in the future. Bucks County supports this policy as well.

Newtown Borough should promote public transportation through the following activities:

- monitoring bus service routes and schedules and providing comment to SEPTA and the TMA of Bucks County;
- promoting and marketing bus routes as an alternative to automobile use since the availability of public transportation is a benefit to all residents in the area; and
- continuing to support passenger rail service connections for the Borough.

Traffic Calming

Speeding and high cut-through traffic volumes on neighborhood streets can create an atmosphere in which non-motorists are intimidated or even endangered by motorized traffic. Traffic calming measures are typically used to address high speeds and cut-through volumes.

Potential traffic calming techniques include speed humps, speed tables, chicanes, planted medians, roundabouts, and curb extensions. They can increase both the real and perceived safety of pedestrians and bicyclists. Their role in traffic calming is usually emphasized because they are self-enforcing. In other words, measures such as speed humps and/or traffic roundabouts slow motorized vehicles in the absence of a police presence.

Traffic calming techniques should affect driver behavior and improve the safety of the streets for all roadway users. They must be designed so they do not impede emergency access by police, fire, ambulance, or rescue personnel. Finally, allowing for public participation during the design and placement of traffic calming measures will help to ensure their acceptance.

Sycamore Street in neighboring Newtown Township is a good example of the positive effects traffic calming can have. The project consisted of new curbs and driveway aprons, sidewalks with decorative concrete patterns, patterned crosswalks, antique styled street lights, park benches and trash receptacles. These improvements have transformed Sycamore Street into a pedestrian-friendly environment.

The 2005 traffic calming study by the DVRPC identified solutions for several focus areas in the Borough, including:

- installation of “gateway” treatments in the area of Washington Avenue and Elm Avenue including intersection neck-downs, narrow cartways, special intersection paving, a cobblestone wedge divider and a new island with gateway signage;
- consideration of gateway treatments for several other potentially suitable roadway areas including the west end of Washington Avenue, the west end of Jefferson Street, the west end of Centre Avenue, and the south end of State Street; and

- installation of crosswalks and intersection bulb-outs for State Street and Washington Avenue.



In order to initiate traffic calming, Newtown Borough should develop traffic calming policies and activities, and implement them. Some of the expected outcomes of a traffic calming program would include:

- ensuring that all traffic calming decisions involve the participation of any neighborhood that could be affected by traffic calming measures;
- achieving safe, slow speeds for all vehicles;
- improving the safety and the perception of safety for non-motorized users of local roads;
- increasing roadway safety by reducing crash frequency and severity;
- increasing the compatibility of all modes of transportation, specifically with pedestrians and bicyclists;
- reducing cut-through vehicle traffic on local roads;
- reducing the need for violation enforcement on local roads; and
- considering the effect of street width on traffic speed when planning road reconstruction projects.

Pedestrians and Bicyclists

According to the 2001 National Household Travel Survey by the Federal Highway Administration, roughly 40 percent of all trips taken by car are less than 2 miles in length. By making some of these short trips on foot or by bicycle, rather than in a car, citizens can have a substantial and positive impact on local traffic and congestion, as well as their physical health. In addition to those who bicycle by choice, there are residents, including children and some low-income workers, whose use of this mode of transportation is a necessity.

When people choose to leave their cars at home and make their trips on bicycles, they also make a positive environmental impact. They reduce their use of gasoline, which in turn, reduces the volume of pollutants in the air. Other positive environmental impacts can be a reduction in neighborhood noise levels and improvements in local water quality, as fewer automobile-related discharges end up in the local rivers, streams, and lakes.

Pedestrians

One of the keys to the vitality of the Borough is how easily people can walk to get to their destinations. The *Newtown Borough Pedestrian Circulation Report*, completed by the Bucks County Planning Commission in 2005 and included as Appendix C of this plan, identified a number of proposed improvements to the pedestrian systems through education, enforcement and engineering.

The education portion of the document recommends that a public safety campaign be launched to educate pedestrians on their rights and responsibilities. The enforcement portion recommends developing an incident reduction plan and targeted enforcement in those areas recognized as being highly prone to pedestrian accidents. The engineering section of the report makes recommendations to improve several intersections and provide mid-block crosswalks where deemed necessary.

The report recommends engineering improvements for the intersections of Washington Avenue and State Street, State Street and Centre Avenue and Washington Avenue and Chancellor Street. Mid-block crosswalks are recommended for State Street in the area of the Newtown Theatre and North Congress Street near the Chancellor Center. The report also recommends the installation of “countdown pedestrian signals,” which provide the pedestrian with a visual number countdown of the time remaining to safely cross the street.

Through the provisions of the Subdivision and Land Development Ordinance, the Borough is able to ensure that new developments, both residential and nonresidential, include construction of sidewalks. Sidewalks provide alternative methods to make certain needed trips, in addition to their use for exercise and recreation.

Newtown Borough seeks to maintain and improve its walkability. It should continue to implement the recommendations of the *Pedestrian Circulation Report* and build upon its findings by preparing and implementing a more detailed pedestrian circulation plan to include:

- identifying streets that do not have sidewalks;
- developing a sidewalk strategy that gives highest priority to sidewalks that provide the most significant pedestrian access to schools and the downtown business area;
- for roads without sidewalks on either side of the streets, determining which side of the street should receive sidewalks first;
- defining a strategy for the infill of sidewalks as streets are rebuilt or properties are developed, to include a plan for sidewalks where gaps exist;
- providing sidewalks along streets that do not have sidewalks, improving substandard sidewalks, and installing safe and accessible transitions at locations where new and existing sidewalks abut, and where new sidewalks end at existing paved, unpaved, or other unfinished condition;
- facilitating pedestrian access to and from schools, and between residential areas and the downtown commercial area (e.g., by connecting the eastern end of Jefferson Street to Elm Avenue with a pedestrian walkway);
- facilitating pedestrian access from residential areas to public facilities, such as parks and community facilities;
- improving pedestrian crossings at street intersections through measures such as raised crosswalks, limited cartway radii, countdown pedestrian signals, and traffic calming;
- providing connections to the surrounding Township sidewalk and trail system;
- facilitating pedestrian crossings between the State Street and Sycamore Street retail corridors (e.g., by installing a pedestrian bridge over Newtown Creek at the end of Greene Street, and in other key locations); and
- establishing a pedestrian safety and education program.



Gap in the sidewalk at Linton Park

Bicyclists

A bike-friendly town is typically associated with a high quality of life and a sense of community. In many communities, bicycle systems are important and much appreciated facilities. They increase the social connections that take place when residents are active and

spend time outdoors in their community. Bicycling also reduces short automobile trips and preserves parking areas for those whose travel option may only be by car.

The bikeway network proposed for the Borough would consist of a combination of off-road trails and bike-friendly roads. A bicycle plan should be prepared to determine the best routes to connect existing and anticipated developments with schools, shopping areas, parks and playgrounds, employment centers, and other key community locations. A bicycle system would be used and enjoyed by Borough residents, as well as by people who work, shop, or visit Newtown Borough.



The Borough should ensure that bicycling is a convenient, safe, and practical means of transportation by developing and implementing a bicycle plan. The plan should include:

- consideration of dedicated bike lanes on appropriate Borough roads;
- addition of bike racks in the shopping district, by the municipal parking lots, and near strategic transit stops;
- identification of off-road bike trails;
- identification of gaps in the bicycling network and recommendation of improvements needed to fill these gaps in the system;
- provision of bike trail connections to schools, parks, and community facilities;
- identification of potential connections to existing and proposed bike paths in Newtown Township; and
- establishment of a bicycle safety and education program.

Recommendations

These are the principal activities recommended in order to promote a coordinated, multiple-use system of transportation and circulation within the Borough:

- Maintain and improve streets to ensure the safety of residents, pedestrians, and motorists and the livability of neighborhoods, while maintaining the high level of connectivity of the Borough's street pattern.
- Conduct a parking study to update the parking space inventory and associated usage; prepare and implement a parking plan utilizing best practices to address local parking issues.

- Work with SEPTA and the TMA of Bucks County to ensure that the public transportation needs of residents are being met.
- Develop and implement a traffic calming program, including the participation of any neighborhood that could be affected by the addition of traffic calming measures.
- Strengthen the pedestrian circulation system through improvements to the sidewalk system and pedestrian crossings at street intersections. Implement the recommendations of the *Pedestrian Circulation Report*. Expand upon and update the report by preparing and implementing a more detailed pedestrian circulation plan to address further issues of prioritization, timing, installation of physical improvements, and pedestrian safety and education.
- Make the Borough bicycle-friendly by preparing and implementing a bicycle plan. The plan should focus on improvements needed to complete and improve safety of a bicycle circulation system and determine the best routes to connect existing and anticipated developments with key community locations in both Newtown Borough and Township. It should also incorporate a bicycle safety education component.

This chapter considers existing land use and zoning in the Borough and makes recommendations for a future land use plan. Most of the land in the Borough is already developed. In this situation, the future land use plan typically acknowledges existing land uses and recommends changes only when they would be compatible with existing neighborhoods, are advisable to accommodate changed conditions, or are desired to shape future growth or redevelopment.

Opinion surveys taken for this Comprehensive Plan elicited strong satisfaction with the existing physical and social character of the community. Therefore, the future land use plan for Newtown Borough emphasizes continuity and sustainability.

Existing Land Use

Existing land uses as of 2009 are shown on Map 2, following page 86. Several observations can be made about existing land use:

- The predominant land use is residential, and most of the land occupied for residential purposes is occupied by single-family detached dwellings.
- Two-family and multiple-family housing units are situated throughout the Borough.
- Most nonresidential uses can be found in four areas of the Borough: along State Street from Jefferson Street to the intersection with Court Street; along South Lincoln Avenue between Centre Avenue and Sterling Street; along Washington Avenue near the eastern Borough boundary; and near the southwestern entrance of the Borough along State Street.
- There is a mix of retail and service uses including restaurants, offices, and light industrial (or in most cases, “heavy commercial”) uses, largely situated around the central business district and its environs, or in the south-central part of the Borough around Penn Street.
- There is a limited amount of recreational land within the Borough, including four parks in residential areas in the central Borough.
- There are a number of public, church, governmental, and utility uses, most found in the west-central portion of the Borough, from Jefferson to Sterling Streets, and from Newtown Creek to Chancellor Street.
- There is very little developable land remaining in the Borough. Most is located within the Delta School tract on South State Street at the intersection of Sterling Street.
- State Street is not homogeneous. The area from Greene to Jefferson Streets contains a mixture of single-family homes, apartments, offices, and retail and service uses.

A number of the nonresidential uses are located in buildings initially intended solely for housing, and many now contain apartments on floors above the nonresidential uses. This is a very attractive area in the Borough that has more of a residential feel to it than does the town's commercial core.

The commercial core is located along State Street from Greene Street nearly to Court Street. Most of the buildings are occupied for retail and service uses, with some offices.

This is the location of many of the buildings originally constructed for commercial purposes. In many cases, apartments are located above commercial uses. This area contains public and private parking lots, and restaurants and inns within the Borough.

- The Stockburger Chevrolet dealership, now closed, intrudes into the scale and fabric of the Historic District, occupying a large lot on South State Street.
- South of the Stockburger dealership, the uses include single-family and multi-family dwellings, the vacant Delta School tract, professional offices, and a mixture of commercial and industrial uses.

Overall land use has changed little since the previous Comprehensive Plan was issued. Broad-based trends include conversion of single-family to multi-family housing, continuing incremental transition to residential uses, growth in the retail and office sectors, and loss of other, "heavier" types of nonresidential uses. Land use by acreage and percentage is itemized in Table 14 and Figure 1 which follow.

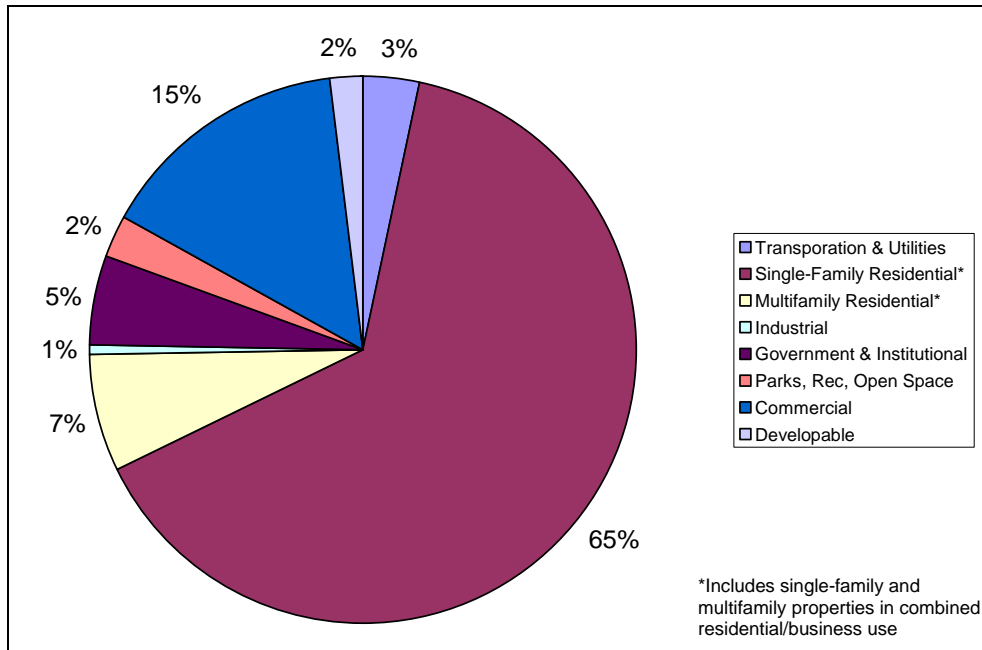
**Table 14
Newtown Borough Land Use by Acreage and Percentage (2009)**

Land Use	Acreage	Percent
Transportation and Utilities	9.29	3.2%
Single-Family Residential*	185.96	64.5%
Multifamily Residential*	20.18	7.0%
Industrial	1.49	0.5%
Government and Institutional	15.27	5.3%
Parks, Rec, Open Space	7.00	2.4%
Commercial	43.21	15.0%
Developable	6.00	2.1%
TOTAL	288.41	100.0%

Source: Bucks County Planning Commission

*Single-family residential land use category includes 13 properties encompassing 4.53 acres used for dual residential/business purposes. Multifamily residential land use category includes one property of .28 acre used for dual residential/business purposes. Properties combining residential/business use total 4.81 acres and 1.7 percent of the Borough land area.

**Figure 1
Newtown Borough Land Use (2009)**



The largest single change in the Borough since the completion of the last Comprehensive Plan was the conversion of the Frost-Watson lumberyard to a "neotraditional" townhouse development. A smaller development of attached homes was built at Barclay and State Streets. Other changes have occurred mostly in the margins, involving transition of individual parcels rather than large-scale development or area-wide shifts in use.

One continuing nonresidential trend noticed by Borough residents is the replacement of retail and service businesses serving the day-to-day needs of Borough residents with those more oriented to visitors and serving the region, such as specialty shops and day spas. Another is the erosion of light industrial and heavy commercial uses, amid growth in the retail and residential sectors. The redevelopment of Sycamore Street in Newtown Township has provided an opportunity for improved connectivity between the Borough and Township business districts, offering closer access to needed retail goods and services.

Dimensions of Land Use Change, 1999-2009

To better understand the pattern and degree of land use change in the Borough for the 10 years preceding this Comprehensive Plan, and to assist with planning for future land use, changes in land use by parcel were compiled and sorted by nature of use change and zoning district. This analysis is in Appendix D. It compares land use as identified in the existing land use map in the *1999 Newtown Borough Comprehensive Plan* with that in the 2009 land use map prepared for this Comprehensive Plan.

Land use change from 1999 to 2009 overwhelmingly favored residential use, and included both multi-family conversions and conversions from nonresidential to residential uses. During the 10-year period, 55 parcels covering 22.39 acres underwent a change in land use. Parcels that changed use accounted for less than 6 percent of all 957 parcels in the Borough, or about 22 percent of the Borough's land mass of 352 acres.

Twenty-nine of those changes were from single-family or two-family use to multi-family use. They took place largely in the BR-2 medium-low-density residential zoning district and secondarily in the B-4 highest-density residential district. They represent adaptive reuse through apartment conversion of some of the large, historic homes in the Borough, in response to market forces.

The second-most frequent trend was residential conversion from various types of nonresidential uses. There were nine during the decade, covering 8.14 acres. All took place within the Borough's mixed-use zoning districts. Most were conversion to multi-family, rather than single-family, residential.

Changes to nonresidential uses, on the whole, were less frequent. There were seven conversions of single-family residential properties to mixed-use, three of these within mixed-use zoning districts and the other four within residential districts. There were three conversions of residential uses to nonresidential ones (two institutional and one commercial): the commercial conversion was in the Town Center downtown zoning district and both institutional conversions were in the BR-3 medium-high-density residential district.

Concept of the Future Land Use Plan

The future land use plan is the primary Comprehensive Plan component that establishes policies for future land use within the Borough. It is a guide on which to base regulatory controls, such as the zoning map and zoning ordinance. It also assists Borough officials in making land use decisions.

The future land use plan is a general guideline for the future use of land. It does not in itself restrict the use of land; its planning recommendations must be incorporated into the zoning map and ordinance to have legal force.

The zoning map establishes zoning district boundaries and the zoning ordinance indicates permitted land uses and density of development. The zoning ordinance also establishes performance standards and design standards for uses. Zoning in the Borough is shown in Map 3 on the next page.

Future Land Use Goals and Objectives

The Borough has set four major goals for future land use within its boundaries:

- to maintain a balance among residential, retail, service, and institutional uses;
- to maintain the character of existing neighborhoods, controlling, when necessary, development or redevelopment activities that threaten to alter physical scale or overall design;
- to retain existing areas of mixed residential and nonresidential use, particularly in or near the central business district;
- to preserve open space to the maximum extent possible.

The future land use plan is intended to provide for land uses within residential neighborhoods that will foster human scale and walkability, and maintain residential neighborhoods as quiet and safe places in which to live. The types and scale of land uses within all Borough neighborhoods should be consistent with the human scale and streetscapes. Mixed land uses in suitable settings and diversity of the housing stock should be protected.

Conversions of buildings and reuse of buildings should continue to be permitted in some areas of the Borough through the zoning ordinance. When conversions and reuse occur, the livability and architectural integrity of neighborhoods should be maintained through appropriate standards in the zoning and subdivision ordinances.

“Teardowns,” subdivisions, and lot consolidations that lead to greatly increased bulk, height, and density of replacement or new construction, or to incompatible appearance, should be discouraged, particularly in residential neighborhoods outside of the Historic District. Borough policy protects neighborhood scale and encourages diversity of housing choice and population by zoning and subdivision regulations that restrict development or redevelopment of inappropriate scale or design. As noted in Chapter 7, “Housing,” the



Homes in the Edgeboro Drive/Frost Lane neighborhood: early construction (top) replacement structures following “teardowns” (middle and bottom)

Borough should review its regulations governing traditional neighborhood development (TND), which apply in several zoning districts, to ensure that outcomes are compatible with existing buildings and neighborhoods.

While the Borough remains largely residential, its nonresidential mix of retail, office, light industrial, and institutional uses diversifies the tax base. The historic central business district, which incorporates both residential and commercial components, contributes to an organic traditional neighborhood of the type growing municipalities seek to create. These elements should be maintained.

It is important that development of any remaining undeveloped land be compatible with surrounding land uses. Where mixed land uses are permitted, such as in the Village, Town Center, and Gateway Districts, they should be compatible. Landscaping, buffering, and screening should be employed as necessary to preserve visual appearance and privacy.

Future Land Use Categories

This Comprehensive Plan retains the Borough's existing land use categories (with minor title adjustments) for determination of future land use. They are largely consistent with current land use, and are delineated on Map 4 on the next page. Many of the categories align with the zoning districts established under the Newtown Borough Zoning Ordinance, and function as a baseline for recommending review, adjustment, or addition of zoning districts.

Four of the future land use categories are residential. Five others have a mixed-use orientation, with varying degrees of nonresidential intensity. One is nonresidential.

Two other land use categories discussed in this chapter are not associated with a zoning district. These categories are associated with recreation and open space resources and community facilities (e.g., public buildings, churches, governmental buildings, utilities, cemeteries). The recreation and open space category is shown on the map of future land use (Map 4), while the community facilities are shown on the map of existing land use (Map 2).

Recreation/open space and *public, church, governmental, utility,* and *cemetery* uses are located throughout the Borough. The predominant nonresidential uses within the Borough are *office, retail, service,* and *institutional*.

Lowest-Density Residential

The *lowest-density residential* land use category is zoned *Borough Residential 1 (BR-1)*. This category permits detached single-family houses and limited nonresidential uses, with a minimum lot area of 15,000 square feet.

The BR-1 District is roughly bounded by the northern border of the Borough to Jefferson Street and to Washington Avenue in the northeastern part of the Borough, encompassing the Edgeboro Drive/Frost Lane and Washington Village neighborhoods. These neighborhoods are composed almost entirely of detached single-family homes on lot sizes typically ranging from 14,000 square feet to 20,000 square feet.

Issues

The two neighborhoods are situated outside of the Historic District. Edgeboro Drive/Frost Lane in particular, has been experiencing residential remodeling and expansion. A few cases have resulted in “teardown,” defined as demolition and replacement of an existing home with a much larger one, and/or one of different architectural style and scale from neighboring properties.

Since some of the largest residential lots in the Borough are in this area, it is one of the few places where the footprint of homes can generally be expanded significantly when properties are renovated. This can contribute to diversity of housing choice within the Borough, but such large-scale residential expansions may diminish affordability and pose issues of visual non-compatibility.

Recommendations

- Review the zoning ordinance to ensure that standards for this area balance homeowners’ ability to improve properties and realize their market value against neighborhood aesthetics and sustainability, and the preservation of choice in the Borough housing stock. Consider whether differential regulation in the form of overlays or design guidelines, or even separate zoning districts, should be employed for the two neighborhoods.
- Enact additional stormwater management and other regulations to address drainage problems in the Edgeboro neighborhood.
- Employ additional regulatory tools to encourage the continuing consistency of architectural style and scale in Washington Village.



Medium-Low-Density Residential

The first of two medium-density residential land use categories within the Borough, *medium-low-density residential*, is intended primarily as an area of single-family detached dwellings, with a few selected non-residential uses permitted by right. The corresponding

zoning district is *Borough Residential 2 (BR-2)*. The minimum BR-2 lot area is 6,000 square feet.

This area includes residential areas along Chancellor and Congress Streets and North Lincoln Avenue in the central Borough; and the residential neighborhood in the southeastern Borough, roughly bounded by East Washington and South Norwood Avenues, Lafayette Street, and the eastern Borough line. Single-family residential is the predominant land use in these areas, though there are a few two-family homes, non-conforming commercial uses, apartments, and community facilities. The area also includes the Chancellor Center.

Issues

Housing in the area consists of stylistically mixed homes on lots typically smaller than in the BR-1 District. The bulk of housing in the BR-2 District, and nearly all of it west of Lincoln Avenue and along Washington Avenue, lies within the Borough's Historic District overlay and is therefore subject to design guidelines that apply to alteration, construction, demolition and reconstruction.

Expansion, renovation, and replacement of homes have been taking place within the Historic District. There may be pressures to expand or replace non-historic homes as well. Detached single-family homes of modest scale such as those concentrated along Centre Avenue, Penn and Lafayette Streets between South Norwood and South Elm Avenues are a source of entry-level owner-occupied housing that is especially appealing to younger and smaller families, singles, and empty nesters.

Recommendations

- Review the zoning ordinance to ensure that the standards for this area balance homeowners' ability to improve properties and realize their market value against neighborhood aesthetics and sustainability, and the preservation of economic diversity in the Borough housing stock.
- Adjust conventional development standards as needed to limit development scale, and/or apply other regulatory techniques such as a conservation district overlay adjacent to the Historic District, or form-based zoning.

Medium-High-Density Residential

The higher-density of the Borough's two medium-density residential land use categories, *medium-high-density residential*, permits single-family and two-family dwellings, along with limited nonresidential uses permitted by right. The corresponding zoning district is *Borough Residential 3 (BR-3)*. The minimum lot size is 3,000 square feet. It is located mostly within the Historic District.

The area encompasses the residential neighborhoods adjacent to the State Street commercial area between Jefferson and Sterling Streets and Congress and Court Streets, as well as those properties along the west side of Court Street between Penn and State Streets that have buildings facing Court Street. It also includes residential areas along Sterling Street and Lincoln Avenue near the commercial/industrial area of the Borough. These areas contain a mixture of detached single-family homes, two-family homes, rowhouses, apartments, and community facilities.



Issues

The area includes smaller housing in proximity to the Historic District. Teardowns and incompatible renovations are an emerging problem.

Recommendations

- Review the zoning ordinance to ensure that the standards for this area balance homeowners' ability to improve properties and realize their market value against neighborhood aesthetics and sustainability, and the preservation of choice in the Borough housing stock.
- Review applicable zoning regulations and enact additional protections such as design guidelines, a conservation district, form-based zoning, or the adjustment of conventional development standards, particularly the imposition of a maximum residential lot size.
- Review applicable zoning regulations regarding buffering the interface between residential and commercial properties.

Highest-Density Residential

The *highest-density residential* land use category in the Borough is zoned ***Borough Residential 4 (BR-4)***. It is intended to provide for a full range of housing types: detached single- and two-family dwellings, apartments, and mobile home parks, as well as a few types of nonresidential development. The permitted intensity of development in the BR-4 District ranges from a minimum lot size of 4,000 square feet per dwelling for detached single-family detached homes to a density of 10 units per acre for multiple-family dwellings.

This area is located in the southwest portion of the Borough, along South State Street around Barclay Street, at the western Borough boundary and almost entirely within the

Historic District. It is characterized by multi-family development, single-family homes, offices, and several commercial establishments. It also includes the largest remaining undeveloped tract of land within the Borough, the Delta School tract.

Issues

The vacant Delta School tract, which has potential for primarily residential development, forms more than half of the area. Two neotraditional attached housing developments occupy most of the remainder. The area also includes a historic mill building converted to residential use.



It would be advantageous for the Borough to preserve all or part of the Delta School tract as open space, and to acquire easements to protect the Newtown Creek corridor and improve public access to it. At the same time, the area's zoning regulations strongly favor intensive residential development.

Recommendations

Review current zoning regulations, with emphasis on these aspects:

- directing further development toward State Street, and away from Newtown Creek;
- maintaining the area's predominantly residential nature;
- strengthening the zoning ordinance regulations for riparian buffers to protect the section of the Newtown Creek corridor within this area;
- maximizing acquisition and retention of open space with emphasis on incorporating all or a portion of the Delta School tract;
- encouraging any additional development to take the form of residential infill on parcels abutting existing residential development, while discouraging land assembly for large-scale development;
- encouraging cluster development;
- redirecting to another area, most likely the B-1 Business Gateway, the most intensive residential uses now permitted in Borough Residential 4 (e.g., mobile home parks, apartments); and
- acquiring or obtaining access to property along Newtown Creek upon development of adjacent land.

Office/Professional Services

The *office/professional services* area, zoned as *Borough Professional Services (BPS)*, lies along the north side of Washington Avenue between Elm and Norwood Avenues. The purpose of the BPS District is to permit and regulate types of office uses appropriate in proximity to a single-family residential district.

The minimum lot area is 15,000 square feet. The primary permitted use in the district is business and professional offices.

Recommendation

- Maintain the existing intent of this land use category and its zoning requirements.

Village Conservation

There are two categories of village-type land use. The purpose of each is to maintain at current levels the intensity of existing limited nonresidential uses, while preserving residential uses. Primary permitted uses in each include single- and two-family housing and business and professional offices. The nature of the buildings, lot sizes, and uses in the two areas warrant separate descriptions.

The *village conservation* area, correspondingly zoned as the *Village Conservation (V-1) District*, lies along State Street between Greene and Jefferson Streets. The minimum lot size is 4,000 square feet.

Situated within the Historic District, the V-1 District contains a mixture of single- and two-family homes, apartments, offices, a movie theater and limited commercial uses. It has a different appearance and feel from the commercial core of the Borough along State Street between Penn Street and Greene Street, less intensity of commercial use, and fewer parking resources.

Issues

The village conservation area is the northern gateway to the central business district. Its residential/commercial mix exists in dynamic balance.

There may be some demand for retail expansion northward into the area from the core of the central business district, and there is interest in increased physical and use connectivity with the adjacent, revitalized commercial section of Sycamore Street in Newtown Township. At the same time, residential interest in this length of North State Street remains strong, as proven by the data on land use change. (See Appendix D, "Newtown Borough Land Use Change, 1999-2009.")

Recommendations

At present, the Borough prefers to retain the highly favored residential component of this area, and use change data supports this direction. (See the previous section on “Dimensions of Land Use Change, 1999-2009.”) The recommendations listed below are designed to promote this outcome.

- Protect existing residential uses here as a primary component of the mixed-use nature of the Borough core.
- Consider measures to confine any retail uses to the ground floor. Office and professional uses should be located on floors above street level.
- Enforce compliance with ordinance standards regulating the number of required off-street parking spaces, buffering, and maximum impervious surface ratio, to encourage continued residential use and non-intensive nonresidential uses, minimize extension of off-street parking, and limit intrusion of paving toward Newtown Creek.
- Review current zoning regulations for “fit” with future direction of this area.
- Strengthen riparian buffer standards or employ other techniques to protect the section of the Newtown Creek corridor within this area.

Village Gateway

The *village gateway* area, correspondingly zoned as the *Village Gateway (V-2) District*, is composed of two segments along the east and west side of South State Street. The northernmost segment begins at the Penn Street “paper street” and extends to Sterling Street, excluding a few BR-3 parcels near the intersection of Court and State Streets. The segment to the south is roughly bounded by State, Sterling and South Chancellor Streets.

The area comprises office, service, and residential uses and lies wholly within the Historic District. The minimum lot size for nonresidential uses is 5,000 square feet, and for residential uses, it is 6,000 square feet. The use mix includes single- and two-family dwellings, an automobile dealership with associated parking areas, business and professional offices, some open land, and the Stocking Works office complex at the corner of State and South Chancellor Streets.

Issues

This area serves as the southern gateway to the historic core of the central business district, and includes a major commercial use, Stockburger Chevrolet, an automobile sales and service center.



Other permitted uses in the Village Gateway area favor residential, business and professional, and also include municipal and recreation facilities. Limited village retail/service uses and others listed in the Zoning Ordinance are allowed by special exception.

Recommendations

- Consider mixed uses for development of the Stockburger site. Optimize its adjacency to Newtown Creek and potential for public access to a major natural resource in the Borough. (Refer to Chapter 8, "Natural Resources Management.")
- Acquire or obtain access to property along Newtown Creek upon development of the adjacent land.



Town Center

The *town center* land use category, correspondingly zoned *Town Center (TC)*, is a mixed use area in the heart of the downtown. It acknowledges and seeks to preserve a mix of commercial, residential, and office uses in the historic Borough core.

The area, located along State Street between the village conservation and village gateway areas, is also intended to

allow growth and flexibility in development and redevelopment of the commercial core. The primary permitted uses in the district include one- and two-family housing, business and professional offices, retail, and cultural activity.

The TC District lies within the Historic District. It is largely devoted to commercial and office uses, though it includes a few single-family homes, apartments above commercial uses, public parking lots, the Newtown Borough Council Chambers, the District Court, a religious/cultural center, and a theater. The minimum lot size is 3,000 square feet. To a greater extent than in the Borough's two village-type land use categories, buildings in this district were originally designed as commercial buildings.

Issues

The zoning standards for this area are deemed adequate to manage existing and anticipated development or redevelopment. No changes are recommended, but zoning issues affecting properties having potential frontage on two streets (i.e., Court and State streets) should be monitored.

Mixed Use Gateway

There are two categories of primarily commercial/industrial land use: mixed use gateway and business/mixed use. These areas contain the Borough's more intensive nonresidential uses, heavy commercial and light industrial, along with the retail and service uses more typical of mixed use in the rest of the Borough. The minimum lot size for each of the two corresponding zoning districts, at 20,000 square feet, is the largest in the Borough.

The *mixed use gateway* area, zoned as the *Business Gateway (B-1) District*, lies along the southernmost portion of State Street, south of Chancellor Street at the southern entrance to the Borough. Its purpose is to allow for industrial, commercial and residential uses at their current intensity.

The primary permitted uses include one- and two-family homes, offices, retail and service businesses, contractors, fuel storage and distribution, warehousing and auto sales. The existing uses found in this area include a tavern/restaurant located at the intersection of South Chancellor and South State Streets, and a fuel oil business and several light industrial businesses bordered by South State Street, South Lincoln Avenue, and the SEPTA rail right-of-way.

Issues

The area permits a full range of residential, village service and retail, institutional and heavier nonresidential uses. It contains at least one sizable property that could change in use, and has potential for more intensive use or adaptive reuse.

Recommendations

- Emphasize the Borough "gateway" potential in redevelopment planning of this area.
- Review zoning standards and consider shifting high-density residential uses (e.g., mobile home parks and apartment buildings) from the BR-4 District to B-1.

Business Mixed Use

The *business mixed use* land use category, correspondingly zoned as the *Business Mixed Use (B-2) District*, lies along South Lincoln Avenue, between Centre Avenue and Lafayette Street on the east and Penn and Sterling Streets on the west. The purpose of this land use category is to allow existing light industrial uses to continue, while allowing for an eventual transition to mixed-use development.

Principal uses permitted in the B-2 District include offices, research, light manufacturing, institutional and recreational. Traditional neighborhood development and multi-family residences are permitted as conditional uses.

Issues

This area, essentially the Borough industrial district, has already undergone some transition of use. The Frost-Watson lumberyard has been converted into a neotraditional residential development. The Agway Farm Store has been replaced by a pharmacy.

Current nonresidential uses include an auto body shop, antique restoration company, laboratory facility, welder, plumbing contracting business, and fireplace shop.

These more intensive nonresidential uses diversify the tax base and the local economy. At the same time, the potential for some change of use or ownership among these predominantly light industrial or heavy commercial uses is likely.

The area also encompasses the idle former SEPTA Regional Rail station and much of its right-of-way. (The station site contains 0.5 acres net, and 1.31 acres including the right-of-way.) Both have been proposed for municipal acquisition to be used for open space.

Recommendations

- Maintain the mixed-use nature of the area, preserving and encouraging, to the extent possible, current semi-intensive nonresidential use types that coexist with housing.
- Review zoning regulations for applicability to current and potential uses and adequacy of residential buffering.
- Consider the potential for neighborhood-based uses complementary to housing, including a community center, other civic, cultural or educational uses, a farmers' market, or other small-scale commercial uses geared toward basic and neighborhood needs.
- Consider where, how to, and/or whether to provide for and retain light industrial-type or other more intensive nonresidential uses in the Borough over the long term.

Recreation and Open Space

Existing and proposed recreation and open space areas are indicated on the future land use plan. Existing areas include Pickering Field, located along Jefferson and North Chancellor Streets and North Lincoln Avenue; the small portion of Newtown Common located along the Greene Street Extension; Linton Memorial Park, located along Penn Street and Lincoln Avenue; and Brian S. Gregg Memorial Park at the Chancellor Center on North Congress Street.



Areas proposed for recreation and open space are the Delta School tract, the Newtown Creek greenway, and the SEPTA station and right-of-way.

Issues

The Borough is exploring opportunities to add to the recreation facilities and open space that contribute to the quality of life and sense of community. Updating its Open Space Plan will enable the Borough to qualify for Bucks County funding for land purchases or easements. The updated Open Space Plan should incorporate recommendations included in this Comprehensive Plan.

Of special concern are ways to create a greenway system, improve access to Newtown Creek and the vestiges of Newtown Common, and to generally maximize open space in the heart of the Borough. The Borough also seeks to preserve as much as possible of the Delta School tract as open space. (Also see the discussion of the highest-density residential area, earlier in this chapter.)

Recommendations

- Investigate opportunities to acquire the Delta School tract.
- Maximize greenway acquisition and access along Newtown Creek and the vestiges of Newtown Common. Create good pedestrian linkages between State and Sycamore Streets. Potential linkage sites include: the footbridge north of Jefferson Street; at Washington Avenue; the Greene Street Extension; connecting to Newtown Township's planned trail; the municipal parking lot; and north of Barclay Street, where a creek crossing would connect the park in the Township to the greenway.
- Consider strengthening zoning ordinance riparian buffer regulations to require greater buffers along the Newtown Creek corridor, where currently feasible or desirable to control future redevelopment.
- Use the proposed recreation area shown at the site of the former SEPTA Regional Rail station along Lincoln Avenue for recreation facilities to complement the facilities across the street at Linton Memorial Park.
- Use the greenway along the SEPTA right-of-way from the station to the southern Borough line for pedestrian and bicycle use, and, if extended into Newtown Township, to link the Borough to any future rail station in Newtown Township. (Also see the discussion of SEPTA facilities in the section on the Business Mixed Use area, above.)

Public, Church, Governmental, Utility and Cemetery

This category recognizes existing uses, and does not include any new ones.

Issues

While the potential of expanding such uses or instituting new ones is sharply curtailed by the scarcity of available land, there may be limited opportunities for the Borough or civic groups to acquire property for desired public purposes.

Recommendations

- Explore opportunities to acquire sites or structures suitable for parking, a community center, or other public purposes.
- Rent or purchase the inactive SEPTA station site for public purposes, if it becomes available and is environmentally suitable.

Small and centrally located, Newtown Borough is subject to broader-based development, population, and economic trends, particularly those emanating from Newtown Township, which surrounds it. This chapter summarizes key regional factors influencing growth and planning in Newtown Borough. It also highlights regional resources available to Borough residents.

Regional Development Pressures

Growth in the Newtown area has been spurred by its accessibility to transportation facilities and employment. The area is convenient to employment centers in Bucks and Montgomery Counties, Philadelphia, New Jersey, and even New York City, because Interstate Route 95 and U.S. Route 1 traverse the area and it is served by regional rail and bus transit. Residents' responses to the Comprehensive Plan survey demonstrated that proximity to workplaces, both in New Jersey/New York and within Bucks County, is a prime factor in the choice to live in Newtown Borough.

The Borough's unique and desirable characteristics and its geographic location as an "island" surrounded by Newtown Township combine to support demand for housing, goods, and services – and to increase traffic volume within the Borough. Even though the rate of regional population growth is diminishing, commercial, office and industrial development in Newtown Township and elsewhere in the bi-state region contribute to sustained high demand for housing.

Newtown Borough is nearly completely developed, and its ability to accommodate new construction is limited. New development in the Borough must be effectively planned.

Regional Population Growth

Recent population estimates suggest slowing population growth in the Newtown area, as the leading edge of growth moves north, deeper into the central part of Bucks County and onward to its upper reaches. While Newtown Borough's nearly 10 percent population loss from 1990 through 2000 was atypically steep among surrounding communities (and possibly exaggerated because of a census error involving resident counts in one building), recent population estimates suggest most of the area's boroughs and townships are experiencing slower growth, no growth, or minor population loss as they approach full build-out and their population ages.

Table 15 illustrates the comparative dimensions of growth in the region and beyond for the two Newtowns, along with other selected townships and boroughs, the County, and the State.

Table 15
Comparative Population Growth in Newtown Borough, Surrounding Municipalities, County and State (1990-2006)

Place	1990 Population	2000 Population	% Change 1990-2000	2006 Est. Population	% Change 2000-2006
Newtown Borough	2,565	2,312	-9.9%	2,255	-2.5%
Newtown Area Jointure Townships					
Newtown Township	13,685	18,206	33.0%	19,112	5.0%
Upper Makefield	5,949	7,180	20.7%	8,484	18.2%
Wrightstown	2,426	2,839	17.0%	2,767	-2.5%
Other Townships					
Lower Makefield	25,083	32,681	30.3%	32,571	-0.3%
Boroughs					
Doylestown	8,575	8,227	-4.1%	8,211	-0.2%
Langhorne	1,361	1,981	45.6%	1,967	-0.7%
Morrisville	9,765	10,023	2.6%	9,746	-2.8%
Yardley	2,288	2,498	9.2%	2,528	1.2%
County and State					
Bucks County	541,174	597,635	10.4%	632,205	5.8%
Pennsylvania	11,881,643	12,281,054	3.4%	12,402,817	1.0%

Source: U.S. Census

Population estimates as of July 1, 2006, the most recent available at the municipal level, show that Newtown Borough's estimated population loss of 2.5 percent from 2000 to mid-2006 was in line with estimates for most of the other smaller townships and boroughs in the region. In contrast to the trend was Upper Makefield, with the highest estimated growth rate for that period, 18.2 percent. Newtown Township, which gained 28.5 percent in population from 1990 to 2000, had estimated growth of 5 percent through mid-2006.

Bucks County gained nearly 6 percent in population from 2000 to mid-2006, with much of the increase concentrated in a few fast-growing municipalities in the central and upper parts of the County. Pennsylvania, a slow-growth state with an aging population, grew by just 1 percent.

Regional Traffic Patterns

The Newtown area is served by a highway network that evolved from rural roadways radiating from Newtown Borough. Major roads that converge into the Borough include Routes 413, 532, 332, and Swamp Road. The Newtown Bypass south of the Borough provides an alternative route, but traffic volumes on Washington Avenue and State Street, which diminished shortly after construction of the bypass, now continue to grow.

One of the concerns of Borough residents is to promote use of the bypass instead of Washington Avenue by drivers not headed to destinations within the Borough. Traffic

back-ups occur on Washington Avenue, and drivers trying to avoid them use other Borough streets as cut-offs. Regional and other traffic issues are detailed in Chapter 13, "Transportation and Circulation."

Regional Commercial Development

Recent large-scale office and light industrial development in the area has been concentrated along and around highways and arterial roads. Much retail development has likewise migrated to shopping centers and strip malls in the area, yet the Borough's historic business district along State Street continues to thrive.

Lockheed Martin and the ICT Group are major corporations that have located along the Newtown Bypass in the eastern portion of Newtown Township. The Newtown Business Commons, located between Route 332 and the Newtown Bypass in the Township, continues to expand with new office and professional buildings. There is also a business campus in nearby Lower Makefield Township, just off the bypass.

Until the early 1960s, most shopping and service needs in the Newtown area were provided by the Borough. As new shopping centers grew up in nearby municipalities, the importance of the State Street commercial area diminished.

Today, the State Street central business district has rebounded and is a vibrant retail, service and dining area with a historic flavor. The nature of the uses has changed over time, and there are now a number of specialty stores and personal care salons oriented toward tourists and a regional market. The Sycamore Street central business district in Newtown Township has been redeveloped and continues to evolve, adding shops, restaurants and housing at the sites formerly occupied by Goodnoe's restaurant and proposed similar development of the former Acme supermarket site.

At the same time, many of the stores and services addressing day-to-day needs of Borough residents have relocated to shopping centers in the area. The Village at Newtown shopping center at the intersection of Routes 413 and 332 in the Township, in particular, has expanded greatly. Other issues affecting nonresidential development in the Borough are detailed in Chapter 10, "Economic Development."

Regional Planning

The history of regional planning in the Newtown area spans more than 30 years, beginning with the formation of a multi-municipal planning group now known as the Newtown Area Jointure. The Jointure was one of the earliest regional planning efforts in Pennsylvania.

The Jointure makes use of a common zoning ordinance and comprehensive. (See Chapter 16, "Plan Interrelationships," for additional information on land use in the Jointure.)

This cooperative planning group originally consisted of Newtown Borough and Newtown, Upper Makefield, and Wrightstown Townships. Newtown Borough withdrew from the Jointure in 1993.

Educational Institutions

Bucks County Community College is located along Swamp Road, northwest of the Borough. LaSalle University and Holy Family College are also located within the area. These institutions of higher learning provide a regional resource to residents and employers.

Regional Parks

Newtown Borough has limited recreation facilities of its own. Two large regional parks are close to the Borough: Tyler State Park, spanning Newtown and Northampton Townships, and Core Creek County Park in Middletown Township. Parks and recreation issues are detailed in Chapter 9, "Community Facilities and Services."

Recommendations

The Borough's small size and central location in an area subject to growth provides impetus for resource sharing and regional cooperation. Recommended actions are:

- Coordinate and cooperate with surrounding communities and regional planning agencies to address vehicular, pedestrian, and mass transportation; land use; community facilities; and economic development impacts on the Borough arising from development outside its borders.
- Explore opportunities for additional regional resource and service sharing.
- Consider rejoining the Jointure.

Compatibility with Adjacent Existing and Proposed Development

The *Pennsylvania Municipalities Planning Code* requires that comprehensive plans take into account planning in surrounding areas, the county, and the region. Development impacts do not stop at municipal boundary lines, but rather transcend a region. Policies developed for Newtown Borough do not create conflicts with adjoining municipalities, but should encourage a regional approach to address planning issues and opportunities.

Compatibility of Borough Plan with Newtown Area Joint Comprehensive Plan

Newtown Borough is surrounded on all sides by Newtown Township. Therefore, the examination of Newtown Borough's development compatibility area should consider only the Township's zoning and Comprehensive Plan.

However, Newtown Township is a member of the Newtown Area Jointure, a three-member, multi-municipal planning agency composed of Newtown Township and two adjoining Townships: Upper Makefield and Wrightstown. The Comprehensive Plan for Newtown Township is actually an area-wide plan covering the three Jointure member municipalities. As of publication of this document, the Jointure was in the process of conducting final review of its draft Comprehensive Plan update.

That plan incorporates a future land use map to guide land use policy decisions, including zoning. The future land use plan in the Jointure's draft plan for the area adjoining Newtown Borough remains unchanged from the corresponding map in the Jointure's current Comprehensive Plan, which was adopted in 1997. In general, the land use policy and existing development of Newtown Borough are compatible with those of the neighboring Township:

- The future land use map in the draft *Newtown Area Joint Comprehensive Plan* designates for medium-to-high-density residential use most of the portion of Newtown Township surrounding the Borough. Much of the Borough land area adjoining residential districts in the Township likewise is composed of land designated for residential use at varying densities. These uses are consistent, not only in the nature of the use, but because the comparative densities are similar, since lower-to-medium density development in Newtown Borough, an older, less rural community, is roughly comparable to medium-density development in the Township.
- Two areas designated for mixed use in the southern Borough adjoin parts of the Township designated for high-density residential use in the Jointure's future land use map. These encompass the Village Gateway District along the southwestern boundary

of the Borough, and the Business Gateway District along the southern boundary. The designations are compatible, as the Borough's two Gateway Districts include residential uses.

- Two areas of the Township designated as "public purpose" land in the future land use map adjoin residentially designated land in the Borough: the Goodnoe Elementary School and its playfields in the northeast and Carl Sedia Park on the southwest. These designations are compatible.
- Commercially-designated land along Sycamore Street in the Township adjoins Town Center and Village Conservation zoning districts along the Borough's west-central boundary. Such adjoining uses should be considered compatible, because both of the Borough districts are designated for mixed uses, with the Town Center District predominantly commercial.
- A very small area of commercial land in the Township adjoins a segment of the Borough's Business Gateway District on its southern tip. Such adjoining uses should be considered compatible, because both of the Borough districts are designated for mixed uses, with the Town Center and Business Gateway Districts being predominantly commercial.

Newtown Township's commercial district also adjoins a small segment of land in the northeastern part of the Borough designated for low-density residential use. Such adjoining uses are complementary.

Newtown Creek runs along most of the western boundary of the Borough, extending roughly from Barclay Street on the south to properties north of West Jefferson Street. The creek acts as a natural buffer between the Township and the Borough, which helps to mitigate variations in use types or density across municipal borders. This is particularly noticeable north of Jefferson Street, where the Borough's BR-1 low-density residential district adjoins the Township's Town Commercial District.

Relationship of Borough Plan to Bucks County Comprehensive Plan

The *Bucks County Comprehensive Plan* (1993) sets forth land use and planning policy for Bucks County. The plan recommends five development strategies for urbanized areas like Newtown Borough: infill development (development of vacant parcels); redevelopment (site clearance and development); downtown revitalization; neighborhood improvement and planning; and adaptive reuse (adapting old uses to new purposes). The *Newtown Borough Comprehensive Plan* seeks to implement each of these strategies, where appropriate, and is consistent with the County's plan.

Honoring the Past, Looking to the Future

Once the hub of an agricultural community, Newtown Borough continues to be the core of the Newtown area, surrounded now by the residential, commercial, office, institutional, and industrial developments in the Township. The traffic rolling on Borough streets is no longer farm carts and carriages, but cars, trucks, and buses.

The Borough continues to be a vital community. By maintaining and promoting its genuine historic character, it has resisted the homogenization and strip mall development found in many communities. People like to come to Newtown because it is attractive, different, and has retained its “Main Street,” likely the most appealing feature of an established small town.



It is important that Newtown Borough maintain its unique charm and historic character. To do that, people must work together and place the common interest of the Borough first.

Members of the community need to support each other and understand each other’s needs and concerns, and these interests have to be looked at in the context of the historic, natural and physical features and traditions that make the Borough the

town that it is. In the questionnaire and in other public participation activities undertaken in the course of preparing this Comprehensive Plan, residents and business owners have affirmed that such a sense of shared purpose—“community spirit”—is alive and well in Newtown Borough.

In another sense, Newtown Borough is ahead of its time. The 21st century concepts of “sustainability” and “smart growth” are new names for the type of organic, functional, and compact design that has characterized the Borough from the start and has been purposefully protected and adapted, when necessary, over the years.

The tasks facing Borough officials, residents, and business owners as the community looks to its future are to craft public policy and harness new technologies that will preserve the small-town nature of the Borough’s built and social community, its historic character, and its environmental resources, and at the same time ensure that this irreplaceable cultural and natural heritage will be protected for generations to come. That is the core goal of this 2009 revision to the Newtown Borough Comprehensive Plan.

Plan Implementation

Successful implementation of this plan requires that specific measures, actions, programs, and/or techniques be employed in a timely and cost-effective manner. One of the biggest difficulties with implementing most comprehensive plans is that it is hard to decide where to begin.

Once the plan is completed, the many recommendations presented can be easy to forget, because the plan is no longer on the minds of local officials and residents until it becomes time to develop a new plan. New initiatives, which could make a real difference, may be unintentionally ignored.

The Action Plan at the end of this chapter contains a list of activities that are recommended to realize the vision of this Comprehensive Plan. It prioritizes the tasks to be completed in order to carry out the plan's vision, arranging them in matrix form. In addition, the Borough has singled out these five overarching activity areas as its highest implementation priorities:

- open space acquisition;
- parking and traffic management;
- improvement of pedestrian circulation;
- retention of the Borough's historic nature and community character; and
- stormwater management.

Each action may be the responsibility of one or more entities and should be implemented within a given period of time. Time frames shown in the Action Plan are ongoing, short-term, medium-term, and long-term.

Ongoing efforts are those currently being undertaken and that should continue into the future. A short-term effort should continue soon after plan adoption (within the first 3 years). Medium-term efforts should start 3 to 5 years after plan adoption. Groundwork laid by short- and medium-term efforts must take place before many of the long-term efforts can be implemented, 5 to 10 years after plan adoption.

Issues may arise to change the priority and timing of implementation activities. The time frames given in the Action Plan should be used as a guide and provide some flexibility, depending on local circumstances.

Recommendations are organized by planning topic. The record of action column is intended for officials to check off when the implementation action is completed. Appendix E lists potential funding sources and technical assistance.

Sustainability					
Recommended Action	Entity Responsible	Time Frame			Record of Action
		S	M	L	
1. Plan and install energy-efficient public lighting.	BC, PC, EAC, Borough Administration	x			
2. Purchase and maintain public vehicles, including police cars, with fuel economy as a consideration.	BC, PC, EAC, Borough Administration, Police Department		x		
3. Consider providing incentives to promote "green design."	BC, PC	x			
4. Consider enacting a solar access ordinance to regulate solar collectors.	BC, PC, EAC	x			
5. Plant and maintain street trees; improve and maintain public greenspaces.	BC, PC, EAC, STC			x	
6. Encourage property owners to participate in landscape improvement programs.	BC, PC, EAC, STC			x	

KEY

Implementing Agencies

- BC= Borough Council
- EAC=Environmental Advisory Council
- PC= Planning Commission
- STC=Shade Tree Commission

Staging Time Frame

- S=Short-term (0-3 years)
- M=Mid-term (3-5 years)
- L=Long-term (5 year+)
- O=Ongoing

Housing				
Recommended Action	Entity Responsible	Time Frame		Record of Action
		S	M L O	
1. Promote housing maintenance and enforce housing, zoning, health, safety, historic preservation, and property maintenance codes for rental and owner-occupied housing to maintain sound buildings, property values, historicity, attractive neighborhoods, affordability, and diversity of housing choice.	BC, PC, HARB, JHC, Borough Administration		x	
2. Work with limited-income and older Borough residents to help them identify and make use of assistance programs for housing and home maintenance costs.	BC, PC, Borough Administration		x	
3. Evaluate methods of encouraging energy efficiency improvements and stemming adverse environmental impacts of existing or potential new development, while protecting the visual character of historic homes.	BC, PC, HARB, JHC	x		
4. Revise or add Zoning Ordinance standards as necessary to foster appropriate scale, density and type of any new or replacement construction, and preserve neighborhood fabric, by preventing “tear downs” that result in construction, reconstruction, or renovation of housing at an inappropriately large scale.	BC, PC, HARB, JHC	x		
5. Review Zoning Ordinance standards for traditional neighborhood developments (TNDs) to ensure their appropriateness to Borough conditions and their consistency with the Pennsylvania Municipalities Planning Code. Revise as necessary.	BC, PC, HARB, JHC	x		
6. Periodically review the Zoning Ordinance and Subdivision and Land Development Ordinance, to ensure that relevant provisions support residential adaptive reuse. Revise as needed.	BC, PC, HARB, JHC		x	

KEY

Implementing Agencies

- BC=Borough Council
- PC=Planning Commission
- HARB=Historic Architectural Review Board
- JHC=Joint Historic Commission

Staging Time Frame

- S=Short-term (0-3 years)
- M=Mid-term (3-5 years)
- L=Long-term (5 years+)
- O=Ongoing

Natural Resources Management

Recommended Action	Entity Responsible	Time Frame				Record of Action
		S	M	L	O	
		1. Consider amending the Zoning Ordinance to strengthen riparian buffer preservation standards along Newtown Creek, focusing particularly on undeveloped segments of creekbank.	BC, PC, EAC	x		
2. Explore opportunities for making Newtown Creek more accessible to the public.	BC, PC, EAC			x		
3. Support efforts to assess and improve conditions along the creek.	BC, PC, EAC			x		
4. Incorporate creek study findings into a creek management and beautification plan.	BC, PC, EAC		x			
5. Review subdivision and land development plans with respect to protecting Newtown Creek and Old Skunky.	BC, PC, EAC			x		
6. Incorporate results of the Newtown Creek and Old Skunky studies into a formal plan for cleanup and maintenance of each.	BC, PC, EC			x		
7. Require street tree planting in accordance with the requirements of the Subdivision and Land Development Ordinance.	BC, PC, ZHB			x		
8. Review woodland and tree protection regulations, particularly in environmentally sensitive areas, and strengthen them, as necessary.	BC, PC, EAC, STC	x				
9. Continue general tree planting program and retain "Tree City USA" designation.	BC, PC, EAC, STC			x		
10. Encourage care and replacement of trees on private property.	BC, PC, EAC, STC			x		
11. Update the Street Tree Master Plan, with adjustments to planting recommendations to ensure diversity of tree species.	BC, PC, EAC, STC	x				
12. Establish a periodic schedule for conducting tree inventories.	BC, PC, EAC, STC		x			
13. Establish a program to identify street trees in need of maintenance or replacement.	BC, PC, EAC, STC		x			
14. Encourage a planting program to replace trees that die or must be removed.	BC, PC, EAC, STC		x			

KEY

Implementing Agencies

BC=Borough Council
 EAC=Environmental Advisory Council
 PC=Planning Commission
 STC=Shade Tree Commission
 ZHB=Zoning Hearing Board

Staging Time Frame

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 O=Ongoing

Community Facilities -- Civic Facilities

Recommended Action	Entity Responsible	Time Frame			Record of Action
		S	M	L/O	
		1. Monitor adequacy of community facilities, plan for renovations, expansion, or additions, as needed, and partner with public or private agencies as appropriate.	BC, PC, Private and Public Agencies		
2. Support community groups, public and private, that provide services and facilities.	BC, Public and Private Agencies			x	
3. Explore potential opportunities for multi-municipal or other regional approaches to providing services and facilities.	BC, PC, Public and Private Agencies			x	
4. Explore the need for a community center, and potential locations.	BC, Public and Private Agencies	x			

KEY

Implementing Agencies
 BC=Borough Council
 PC=Planning Commission

Staging Time Frame
 S=Short-term (0-3 years)
 M=Mid-term (3-5 years)
 L=Long-term (5 years+)
 O=Ongoing

Community Facilities -- Parks, Recreation, and Open Space

Recommended Action		Entity Responsible	Time Frame			Record of Action
			S	M	L	
1.	Update the Newtown Borough Open Space Plan.	BC, PC, EAC	x			
2.	Investigate opportunities for acquiring additional open space and recreation areas, including the Delta School tract.	BC, PC, EAC	x			
3.	Pursue Open Space Plan priorities for protection through the county's program and other funding sources.	BC			x	
4.	Pursue opportunities to create and expand greenway corridors and to expand public access to them, particularly by acquiring easements along Newtown Creek and near Newtown Common.	BC, PC, EAC			x	
5.	Actively retain existing open space.	BC, PC, EAC			x	
6.	Pursue intermunicipal cooperation with Newtown Township on recreation and open space activities of mutual benefit.	BC, PC, EAC			x	

KEY

Implementing Agencies

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- EAC=Environmental Advisory Council
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Staging Time Frame

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- O=Ongoing

Community Facilities -- Water Resources and Solid Waste/Recycling

Recommended Action		Entity Responsible	Time Frame			Record of Action
			S	M	L	
1.	Monitor efforts of both the Newtown Artesian Water Company and the Bucks County Water and Sewer Authority to supply safe and adequate water to the Borough.	BC, PC, EAC, NAWC, BCW&SA				x
2.	Modify Borough ordinances to establish wellhead protection zones around each public water well. Encourage regional efforts with Newtown and Middletown townships to do the same.	BC, PC, EAC, Newtown Twp., Middletown Twp.	x			
3.	Investigate the need and potential for drafting an Integrated Water Resources Plan.	BC, PC, NAWC, Newtown Twp., Middletown Twp.	x			
4.	Monitor Newtown Bucks County Joint Municipal Authority continuing efforts to provide adequate wastewater facilities.	BC, PC, EAC, Newtown Twp., NBCJMA				x
5.	Enforce the recommendations of the <i>Neshaminy Creek Stormwater Management Plan</i> , as updated. If necessary, revise the municipal stormwater management ordinance to comply with the updated Neshaminy plan, upon its completion.	BC, PC, ZHB				x
6.	Ensure compliance with the NPDES program and file program reports.	BC, PC, EAC				x
7.	Review ordinances to ensure the Borough is implementing state-of-the-art stormwater BMPs.	BC, PC, EAC	x			
8.	Create an inventory of Borough-managed stormwater facilities and establish regular maintenance schedules. Determine whether a retrofit program is needed and feasible.	BC, PC, EAC		x		
9.	Continue to promote and monitor the residential recycling program.	BC, PC, EAC, Borough Administration				x
10.	Provide a program to offer assistance to businesses and institutions in the Borough to review their waste management programs and to assist them in their efforts to divert greater amounts of material from the waste stream.	BC, PC, EAC, Borough Administration, Business Community, Private Haulers		x		
11.	Sponsor a program or assist an outside organization to address illegal dumping and/or littering in the Borough.	BC, PC, EAC, Borough Administration, Community Groups	x			
12.	Consider establishing a recycling program for pedestrians and shoppers in the business district along State Street.	BC, PC, Borough Administration, Business Community	x			
13.	Encourage residents to compost lawn waste on-site..	BC, PC, EAC, Borough Administration			x	

	Recommended Action	Entity Responsible	Time Frame			Record of Action	
			S	M	L		O
14.	Regularly re-evaluate feasibility of a seasonal municipal leaf collection program and lawn waste composting.	BC, PC, EAC, Borough Administration	x				

KEY

Implementing Agencies

- BC= Borough Council
- BCW&SA=Bucks County Water and Sewer Authority
- EAC=Environmental Advisory Council
- PC= Planning Commission
- NAWC=Newtown Artesian Water Company
- NBCJMA=Newtown Bucks County Joint Municipal Authority
- ZHB=Zoning Hearing Board

Staging Time Frame

- S=Short-term (0-3 years)
- M=Mid-term (3-5 years)
- L=Long-term (5 years+)
- O=Ongoing

Economic Development						
	Recommended Action	Entity Responsible	Time Frame			Record of Action
			S	M	L	
1.	Preserve and enhance the appearance of the central business district (CBD).	BC, PC, Business Community, Other Community Groups				x
2.	Build consensus and cooperation among CBD stakeholders.	BC, PC, Business Community, Other Community Groups				x
3.	Coordinate activities with Newtown Township.	BC, PC, Business Community, Other Community Groups				x
4.	Encourage bridges as links to support economic flow.	BC, PC, Business Community, Other Community Groups				x
5.	Monitor impact of Sycamore Street development on Newtown Borough.	BC, PC, Business Community, Other Community Groups				x

KEY

Implementing Agencies

BC= Borough Council
PC= Planning Commission

Staging Time Frame

S=Short-term (0-3 years)
M=Mid-term (3-5 years)
L=Long-term (5 years+)
O=Ongoing

Historic Preservation

Recommended Action		Entity Responsible	Time Frame				Record of Action
			S	M	L	O	
1.	Protect the integrity of the Newtown Historic District and perpetuate National Register status.	BC, PC, HARB, JHC				x	
2.	Support efforts by HARB to maintain architectural integrity of the Historic District by discouraging intrusions from expanding and encouraging contributing elements to continue.	BC, PC, HARB, JHC				x	
3.	Consider whether to update the Borough's historic survey as a precursor to potential expansion of the Historic District.	BC, PC, HARB, JHC			x		
4.	Develop additional strategies for preserving historic resources.	BC, PC, HARB, JHC				x	
5.	Support efforts of HARB, the Joint Historic Commission, and other preservation and community groups to preserve and enhance historic resources.	BC, PC, HARB, JHC, Community Groups				x	
6.	Maintain the scale of buildings in the Borough and encourage only new development that is compatible with and integrated into existing streetscapes.	BC, PC, HARB, JHC				x	
7.	Periodically review the Zoning Ordinance to ensure that standards continue to promote historic preservation. Encourage property owners to restore or reuse historic structures, and discourage demolitions.	BC, PC, HARB, JHC				x	
8.	Review and update Historic District regulations for appropriateness of construction and rehabilitation materials and products, considering both sustainability and historicity.	BC, PC, HARB, JHC			x		
9.	Limit extension of parking facilities into the Historic District. Ensure that any new facilities are compatible in scale and design.	BC, PC, HARB, JHC				x	
10.	Consider using design guidelines, conservation districts, and/or form-based zoning in surrounding areas, to protect the Historic District.	BC, PC, HARB			x		
11.	Cooperate with community groups to continue programs, activities and events that emphasize history and architecture.	BC, PC, JHC, Public/Private Groups				x	
12.	Establish guidelines for style and placement of street amenities (lighting, trash receptacles, benches, etc.) to retain historic character.	BC, PC, HARB, JHC, Business Community			x		
13.	Consider providing incentives to encourage preservation organizations to secure façade easements on historic properties.	BC, PC, HARB, JHC, Property Owners				x	
14.	Promote revision or replacement of historically incompatible signage.	BC, PC, HARB, JHC, Property Owners				x	

	Recommended Action	Entity Responsible	Time Frame			Record of Action
			S	M	L	
15.	Recognize that historic buildings should not only be preserved, but their landscape context appropriately designed and maintained.	BC, PC, HARB, JHC, STC, Property Owners				x

KEY

Implementing Agencies

- BC=Borough Council
- HARB=Historic Architectural Review Board
- JHC=Joint Historic Commission
- PC=Planning Commission
- STC=Shade Tree Commission

Staging Time Frame

- S=Short-term (0-3 years)
- M=Mid-term (3-5 years)
- L=Long-term (5 years+)
- O=Ongoing

Streetscapes					
Recommended Action	Entity Responsible	Time Frame			Record of Action
		S	M	L	
1. Promote coordinated improvements at gateways, including landscaping, street amenities, pavers, storefronts, and particularly, signage.	BC, PC, HARB, JHC	x			
2. Extend the State Street improvement project.	BC, PC, HARB, JHC, Property Owners		x		
3. Consider enacting design guidelines, and/or conservation districts in neighborhoods outside the Historic District.	BC, PC		x		
4. Monitor commercial signage and encourage replacement of nonconforming signs.	BC, PC, HARB, JHC			x	
5. Require street tree planting per the Subdivision and Land Development Ordinance.	BC, PC, STC			x	
6. Employ buffering and screening to shield residential neighborhoods from adverse impacts of parking areas.	BC, PC			x	
7. Conduct inspections and enforce property code maintenance standards to ensure property maintenance.	BC, Borough Administration			x	

KEY

Implementing Agencies

- BC= Borough Council
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- JHC=Joint Historic Commission
- PC= Planning Commission
- STC=Shade Tree Commission

Staging Time Frame

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Transportation and Circulation					
Recommended Action	Entity Responsible	Time Frame			Record of Action
		S	M	L	
1. Maintain and improve streets to ensure user safety, neighborhood livability, and good connectivity.	BC, PC, TC			x	
2. Conduct a parking study to update inventory and usage figures.	BC, PC	x			
3. Develop and implement a parking plan.	BC, PC, Business Community		x		
4. Work with SEPTA and the TMA of Bucks County to ensure that residents' public transportation needs are being met.	BC, PC, TC			x	
5. Develop policies regarding traffic calming and implement traffic calming measures.	BC, PC, TC, Affected Neighborhood Residents	x			
6. Improve the pedestrian circulation system through sidewalk improvements, pedestrian crossings, and pedestrian trails, including implementation of recommendations in the Borough's Pedestrian Circulation Report.	BC, PC, TC	x			
7. Update the Pedestrian Circulation Report as needed to address further issues of prioritization, timing, pedestrian safety education, and installation of physical improvements.	BC, PC, TC		x		
8. Implement the recommendations of the updated Pedestrian Circulation Report.	BC, PC, TC			x	
9. Prepare and implement a bicycle plan to improve safety and connect developments with key community locations in the Borough and Newtown Township.	BC, PC		x		

KEY

Implementing Agencies
 BC=Borough Council
 PC=Planning Commission
 TC=Ad Hoc Traffic Committee

Staging Time Frame
 S=Short-term (0-3 years)
 M=Mid-term (3-5 years)
 L=Long-term (5 years+)
 O=Ongoing

Land Use					
Recommended Action	Entity Responsible	Time Frame			Record of Action
		S	M	L	
1. Review the Zoning Ordinance to ensure the appropriateness of current development and design standards in specified residential and mixed use districts with special application to discouraging overscaled development in residential areas, channeling development away from Newtown Creek, and retaining residential character in the V-1 Village Conservation District. Revise the ordinance as needed.	BC, PC, HARB	x			
2. Review use regulations in designated districts. Revise as necessary to reflect the land use vision of the Borough.	BC, PC	x			
3. Acquire or obtain access to property along Newtown Creek upon development of adjacent land.	BC, PC			x	
4. Investigate the use of form-based zoning and/or conservation districts as a method of controlling design and physical form in specified residential areas of the Borough (Borough Residential-1, -2, and -3 Districts), with special application to discouraging overscaled development.	BC, PC, HARB	x			
5. Enact additional stormwater management and other regulations to address drainage problems in the Edgeboro neighborhood.	BC, PC, EAC	x		x	
6. Review zoning regulations regarding residential commercial buffering in the BR-3 District.	BC, PC, HARB	x			
7. Review zoning regulations for the BPS Borough Professional Services District and consider amending them to acknowledge and regulate existing residential uses, while maintaining the area's strong orientation to professional offices and services and its historic character.	BC, PC, HARB	x			
8. Enforce parking, buffering, impervious coverage, and other development standards that promote residential use and protect the Newtown Creek frontage in the V-1 District.	BC, PC, HARB, ZHB			x	
9. Maintain mixed uses, particularly "heavier" nonresidential uses, in the B-2 Borough Mixed Use District.	BC, PC, ZHB			x	
10. Consider potential neighborhood-based nonresidential uses for the B-2 District.	BC, PC		x		
11. Consider where, how to, and/or whether to provide for and retain light industrial-type or other more intensive nonresidential uses in the Borough over the long term.	BC, PC		x		

Recommended Action	Entity Responsible	Time Frame			Record of Action	
		S	M	L		O
12. Conduct area studies to determine transitional use and design directions for the V-2 (Village Gateway) and B-1 (Business Gateway) and B-2 Districts. Consider mixed uses for development of the Stockburger site in the V-2 District; emphasize "gateway" potential in redevelopment planning for the B-1 District.	BC, PC	X				
13. Consider measures to confine retail uses to the ground floor office in the V-1 District, and to channel office and professional uses to floors above street level.	BC, PC, HARB	X				
14. Encourage any additional development in the Borough Residential-4 District to take the form of residential infill, while discouraging land assembly for large-scale development.	BC, PC, ZHB			X		
15. Encourage cluster development in the BR-4 District.	BC, PC, HARB, ZHB			X		
16. Consider redirecting to another area the most intensive residential uses now permitted in the BR-4 District.	BC, PC	X				
17. Explore opportunities to acquire the inactive SEPTA station for courts or recreation facilities, and to acquire other sites or structures for parking, a community center, or other desired public purposes.	BC, PC	X				
18. Convert the greenway along the SEPTA right-of-way into a pedestrian/bicycle trail, potentially linking to Newtown Township and a future rail station there.	BC, PC, EAC			X		

Note: Additional recommendations related to natural resources, and to open space/parks for selected land use areas, are listed in the corresponding subsections of the Community Facilities section of this matrix.

KEY

Implementing Agencies

- BC=Borough Council
- HARB=Historic Architectural Review Board
- JHC=Joint Historic Commission
- PC=Planning Commission
- ZHB=Zoning Hearing Board

Staging Time Frame

- S=Short-term (0-3 years)
- M=Mid-term (3-5 years)
- L=Long-term (5 yearst)
- O=Ongoing

Borough and Region						
	Recommended Action	Entity Responsible	Time Frame			Record of Action
			S	M	L	
1.	Work with surrounding communities and regional planning agencies to address impacts on the Borough arising from development elsewhere.	BC, PC, Private and Public Agencies			x	
2.	Explore opportunities for additional regional resource and service sharing.	BC, PC, Private and Public Agencies			x	
3.	Consider rejoining the Newtown Area Jointure.	BC, PC	x			

KEY

Implementing Agencies

BC= Borough Council

PC= Planning Commission

Staging Time Frame

S=Short-term (0-3 years)

M=Mid-term (3-5 years)

L=Long-term (5 year+)

O=Ongoing

Appendix A Planning Questionnaire Results

NEWTOWN BOROUGH BUSINESS SURVEY, 2007

1. How long have you operated a business in Newtown Borough?

Not Answered	0				
Total Response	72				
Less than one	2	2.8%	11 - 15 years	12	16.7%
1 - 5	16	22.2%	16 - 20 years	8	11.1%
6 - 10 years	8	11.1%	More than 20 years	26	36.1%

2. What is the general nature of your business?

Not Answered	0				
Total Response	72				
Retail Shop	20	27.8%	Professional	25	34.7%
Restaurant	4	5.6%	Other	23	31.9%
Industrial/manufacturing	0	0.0%			

3. From a business perspective, what are the three biggest challenges Newtown Borough will face in the next five years?

Not Answered	0								
		1	2	3	Answers not rated		Overall totals and percentages		
Parking	27	47.4%	13	25.5%	7	14.6%	14	61	28.8%
Traffic	18	31.6%	13	25.5%	3	6.3%	14	48	22.6%
Costs of doing business:	2	3.5%	7	13.7%	8	16.7%	6	23	10.8%
energy, health care, rent, personnel costs, etc.	2	3.5%	7	13.7%	8	16.7%	6	23	10.8%
Maintaining competitiveness with malls and national retailers	2	3.5%	1	2.0%	3	6.3%	14	20	9.4%
Attracting new and different types of businesses	2	3.5%	5	9.8%	8	16.7%	0	15	7.1%
Taxes and other	3	5.3%	5	9.8%	2	4.2%	4	14	6.6%
Business/retail mix	1	1.8%	4	7.8%	8	16.7%	0	13	6.1%
Infrastructure	1	1.8%	1	2.0%	6	12.5%	2	10	4.7%
Retaining business	1	1.8%	2	3.9%	2	4.2%	2	7	3.3%
Crime	0	0.0%	0	0.0%	1	2.1%	0	1	0.5%
Other	11								
Totals	57		51		48	156	56	212	

4. Do you own or rent your place of business?

Not Answered	3	
Own	28	40.6%
Rent	41	59.4%
Total	69	

5. Where do you live?

Not Answered	1	
Total Response	72	
Newtown Borough or Township	28	38.9%
Elsewhere in Bucks County	41	56.9%
New Jersey	0	0.0%
New York	0	0.0%
Philadelphia	1	1.4%
Montgomery	0	0.0%
Other	2	2.8%

6. List the three most important things Newtown Borough could do to improve your ability to operate a successful business in Newtown.

Not Answered 1

	1	2	3	Answers not rated	Overall totals and percentages
Parking	34 52.3%	11 19.3%	4 8.7%	7	56 29.5%
Traffic calming	7 10.8%	6 10.5%	2 4.3%	2	17 8.9%
Marketing coordination	3 4.6%	8 14.0%	2 4.3%	3	16 8.4%
Pedestrian circulation,	1 1.5%	6 10.5%	5 10.9%	1	13 6.8%
Integrate State Street with Sycamore Street	3 4.6%	4 7.0%	5 7.0%	1	13 6.8%
Better licensing and regulatory environment	6 9.2%	2 3.5%	4 8.7%	3	15 7.9%
Better coordination with borough government	4 6.2%	6 10.5%	2 4.3%	0	12 6.3%
Beautify street-planings, street cleaning, lighting	1 1.5%	3 5.3%	6 13.0%	2	12 6.3%
Special events (holiday lightings, shopping nights, Other	0 0.0%	3 5.3%	7 15.2%	2	12 6.3%
	3 4.6%	3 5.3%	2 4.3%	8	4.2%
Expand business district	2 3.1%	1 1.8%	2 4.3%	0	5 2.6%
Arts events	1 1.5%	1 1.8%	2 4.3%	1	5 2.6%
Increase police presence	0 0.0%	2 3.5%	1 2.2%	0	3 1.6%
Bike Paths	0 0.0%	1 1.8%	2 2.2%	0	3 1.6%
Totals	65	57	46	168	22 190

7. If you had \$100 to spend on borough physical improvements, how would you allocate it? (Amounts are averaged)

Number of Responses 13
Not Answered 5

Parking	\$57.21
Open space	\$50.00
Roads and traffic	\$43.38
Arts and culture	\$31.88
Sidewalks, pedestrian circulation	\$29.70
Streetscape	\$27.53
Street lights borough-wide	\$26.87
Stormwater	\$24.29
Recreation facilities	\$20.00
Other	\$5.00

8. How would you describe the climate for business in the borough?

Not Answered	0
Total Response	72
Excellent	3 4.2%
Very Good	25 34.7%
Good	31 43.1%
Fair	11 15.3%
Poor	2 2.8%
Number of comments	15

9. Of these three choices, which one would you prefer?

Not Answered 8
Total response 64

Lower taxes with reduced level of municipal	12	18.8%
Same taxes with about the same level of municipal	44	68.8%
Higher taxes with improved municipal	8	12.5%

Appendix A Planning Questionnaire Results

NEWTOWN BOROUGH RESIDENT SURVEY, 2007

1. How long have you lived in Newtown Borough?

Total	257	Not Answered	3		
Less than one year	17	6.6%	11 - 15 years	39	15.2%
1 - 5 years	37	14.4%	16 - 20 years	25	9.7%
6 - 10 years	40	15.6%	More than 20 years	99	38.5%

2. Why did you choose to live in the borough?

Not Answered	1		2		3		Answers not Overall totals and rated percentages		
	39	19.1%	27	15.9%	28	16.6%	33	127	17.8%
General quality of life	32	15.7%	28	16.5%	21	12.4%	30	111	15.5%
Close-knit, small-town	19	9.3%	28	16.5%	27	16.0%	34	108	15.1%
Historic character	15	7.4%	32	18.8%	20	11.8%	16	83	11.6%
Good place to raise children	13	6.4%	25	14.7%	17	10.1%	12	67	9.4%
School system	15	7.4%	6	3.5%	10	5.9%	16	61	8.5%
Near friends and family	22	10.8%	13	7.6%	12	7.1%	12	59	8.3%
Convenient to work	17	8.3%	2	1.2%	20	11.8%	7	46	6.4%
Most of the above	16	7.8%	2	1.2%	4	2.4%	3	25	3.5%
Raised here from	14	6.9%	1	0.6%	3	1.8%	18		2.5%
Other	1	0.5%	3	1.8%	3	1.8%	6	13	1.8%
Low taxes	1	0.5%	3	1.8%	4	7.1%	3	11	1.5%
Reasonably priced homes	204		170		169		543	172	715
Totals									

3. Do you own or rent your home?

Total	246	Not Answered	7
Own	245	99.6%	
Rent	1	0.4%	

4. Where are members of your household employed?

Not Answered	Self		Spouse		Other household members	
	61	25.8%	34	19.8%	15	37.5%
Newtown Borough or Township	29	12.3%	35	20.3%	13	32.5%
Elsewhere in Bucks County	39	16.5%	38	22.1%	2	5.0%
New Jersey	2	0.8%	5	2.9%	3	7.5%
New York	15	6.4%	9	5.2%	3	7.5%
Philadelphia	9	3.8%	5	2.9%	2	5.0%
Montgomery County	8	3.4%	6	3.5%	0	0.0%
Other	22	9.3%	8	4.7%	1	2.5%
Work at home	51	21.6%	32	18.6%	1	2.5%
Retired	236		172		40	
Total						

5. Please circle the number of household members that fit the following age categories.

Not Answered	5 or more					Total	
	1	2	3	4	5 or more		
	14	8	3	0	0	39	6.1%
a. Preschool-age children	32	13	9	0	0	85	13.4
b. Children grades 1-8	23	4	1	0	0	34	5.4%
c. Children grades 9-12	18	8	1	0	0	37	5.8%
d. Age 18-22	24	41	1	0	0	109	17.2
e. Age 23-44	27	44	0	0	0	115	18.1
f. Age 45-54	50	56	0	0	0	162	25.5
g. Age 55-70	27	11	0	0	1	54	8.5%
h. Age 70 +						635	

6. Tell us what characteristics of the borough you like best. These should be aspects of the community that are important to you.

	Not Answered		Overall totals										Answers and not rated		
	9		1	2	3	4	5	14	percentages						
Sense of community			59	25.1%	25	10.8%	16	7.0%	24	10.8%	23	10.7%	10	148	12.0%
Historic preservation			34	14.5%	37	15.9%	27	11.9%	21	9.4%	19	8.8%	9	121	9.8%
Neighborhood preservation			13	5.5%	30	12.9%	28	12.3%	21	9.4%	20	9.3%	8	116	9.4%
Walking scale			36	15.3%	25	10.8%	20	8.8%	11	4.9%	16	7.4%	4	93	7.5%
Business district			10	4.3%	16	6.9%	26	11.5%	19	8.5%	18	8.4%	5	88	7.1%
School system			26	11.1%	17	7.3%	19	8.4%	15	6.7%	6	2.8%	5	70	5.7%
Police protection			14	6.0%	5	2.2%	12	5.3%	25	11.2%	9	4.2%	6	67	5.4%
Parks and open space			6	2.6%	15	6.5%	13	5.7%	12	5.4%	15	1.3%	7	52	4.2%
Fire protection			4	1.7%	13	5.6%	6	2.6%	9	4.0%	13	6.0%	7	50	4.0%
Walkways/trails			8	3.4%	13	5.6%	11	4.8%	7	3.1%	4	1.9%	0	50	4.0%
Public Transportation			1	0.4%	0	0.0%	0	0.0%	0	0.0%	2	0.9%	7	35	2.8%
Ambulance service			1	0.4%	3	1.3%	13	5.7%	4	1.8%	7	3.3%	2	35	2.8%
Cultural opportunities			0	0.0%	4	1.7%	6	2.6%	9	4.0%	14	6.5%	3	31	2.5%
Growth management			5	2.1%	4	1.7%	3	1.3%	5	2.2%	11	5.1%	2	24	1.9%
Housing variety/affordability			4	1.7%	3	1.3%	2	0.9%	9	4.0%	4	1.9%	2	23	1.9%
Recreational opportunities			0	0.0%	2	0.9%	5	2.2%	6	3.6%	8	3.7%	3	20	1.6%
Taxes			1	0.4%	7	3.0%	5	2.2%	3	1.3%	1	0.5%	2	16	1.3%
Public water and sewer			2	0.9%	1	0.4%	3	1.3%	3	1.3%	5	2.3%	1	14	1.1%
Traffic Control			1	0.4%	3	1.3%	3	1.3%	3	1.3%	3	1.4%	1	14	1.1%
Infrastructure maintenance			0	0.0%	2	0.9%	3	1.3%	6	2.7%	2	0.9%	1	14	1.1%
Other			6	2.6%	0	0.0%	0	0.0%	2	0.9%	6	2.8%	2	14	1.1%
Natural resource preservation			1	0.4%	2	0.9%	3	1.3%	5	2.2%	1	0.5%	2	14	1.1%
Water quality and supply			0	0.0%	3	1.3%	0	0.0%	2	0.9%	4	1.9%	2	11	0.9%
Job opportunities/economic development			3	1.3%	2	0.9%	1	0.4%	1	0.4%	1	0.5%	1	9	0.7%
Flooding/stormwater controls			0	0.0%	0	0.0%	2	0.9%	0	0.0%	3	1.4%	0	5	0.4%
Senior citizens activities			0	0.0%	0	0.0%	0	0.0%	1	0.4%	0	0.0%	0	1	0.1%
Totals			235		232		227		223		215	1,132	103	1,235	

7. Tell us what you believe are the major problems or needs facing the borough?

	Not Answered		Overall										Answers totals and not rated totals and percentages		
	15		1	2	3	4	5	3	percentages						
Traffic Control			69	29.6%	50	22.0%	50	20.4%	50	21.6%	50	22.8%	6	166	13.8%
Growth management			61	26.2%	36	15.9%	35	14.3%	16	6.9%	12	5.5%	5	102	8.5%
Taxes			27	11.6%	28	12.3%	19	7.8%	8	3.5%	15	6.8%	4	77	6.4%
Neighborhood preservation			7	3.0%	17	7.5%	19	7.8%	19	8.2%	11	5.0%	4	69	5.7%
Housing variety/affordability			7	3.0%	12	5.3%	15	6.1%	20	8.7%	11	5.0%	6	58	4.8%
Parks and open space			2	0.9%	7	3.1%	15	6.1%	8	3.5%	20	9.1%	4	49	4.1%
Natural resource preservation			2	0.9%	7	3.1%	7	2.9%	14	6.1%	15	6.8%	1	47	3.9%
Flooding/stormwater controls			9	3.9%	10	4.4%	5	2.0%	10	4.3%	12	5.5%	1	46	3.8%
Historic preservation			6	2.6%	9	4.0%	11	4.5%	11	4.8%	8	3.7%	3	46	3.8%
Public Transportation			7	3.0%	12	5.3%	10	4.1%	8	3.5%	6	2.7%	1	45	3.7%
Infrastructure maintenance			6	2.6%	2	0.9%	14	5.7%	15	6.5%	7	3.2%	0	42	3.5%
Business district			3	1.3%	8	3.5%	8	3.3%	9	3.9%	14	6.4%	1	30	2.5%
Recreational opportunities			1	0.4%	4	1.8%	7	2.9%	8	3.5%	9	4.1%	3	29	2.4%
Walkways/trails			5	2.1%	7	3.1%	3	1.2%	5	2.2%	6	2.7%	3	23	1.9%
Other			9	3.9%	3	1.3%	3	1.2%	5	2.2%	3	1.4%	3	21	1.7%
Senior citizens activities			2	0.9%	2	0.9%	6	2.4%	3	1.3%	5	2.3%	0	20	1.7%
Water quality and supply			2	0.9%	4	1.8%	6	2.4%	3	1.3%	5	2.3%	1	17	1.4%
School system			3	1.3%	3	1.3%	4	1.6%	6	2.6%	1	0.5%	1	15	1.2%
Cultural opportunities			0	0.0%	0	0.0%	4	1.6%	7	3.0%	3	1.4%	2	11	0.9%
Job opportunities/economic development			2	0.9%	2	0.9%	1	0.4%	1	0.4%	3	1.4%	0	9	0.7%
Police protection			2	0.9%	1	0.4%	2	0.8%	3	1.3%	1	0.5%	1	8	0.7%
Public water and sewer			0	0.0%	3	1.3%	1	0.4%	2	0.9%	1	0.5%	1	8	0.7%

Fire protection	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	0.5%	0	1	0.1%
Ambulance service	1	0.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	1	0.1%
Total	233		227		245		231		219	1,155	49	1,204	

8. How would you describe the quality of life in the borough?

Total response	255		Not answered	4	
Excellent	95	37.3%	Fair	8	3.1%
Very Good	118	46.3%	Poor	1	0.4%
Good	33	12.9%			

9. What one thing would improve the quality of life in the borough?

Not answered	59	Comments	199
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10. Of these three choices, which one would you prefer?

Total response	246	Not answered	14
Lower taxes with reduced level of municipal services.		49	19.9%
Same taxes with about the same level of municipal services.		179	72.8%
Higher taxes with improved municipal services.		18	7.3%

11. Are you satisfied with the quality, location and quantity of residential development within the borough?

Total response	254	
Comments	147	
Not answered	6	
Yes	101	39.8%
No	123	48.4%
Unsure	30	11.8%

12. Are you satisfied with the quality, location and quantity of commercial development and retail services within the borough?

Not answered	12	
Total response	241	
Comments	111	
Yes	149	61.8%
No	69	28.6%
Unsure	23	9.5%

13. In which locations do you purchase the majority of the following goods and services?

Not answered	4								
		Newtown Borough	Neighboring Township	Oxford Valley	Other		Total Answers		
Groceries	44	16.1%	211	77.0%	1	0.4%	18	6.6%	274
Prescriptions	176	68.5%	63	24.5%	1	0.4%	17	6.6%	257
Shoes	42	14.8%	27	9.5%	136	47.9%	79	27.8%	284
Sporting goods	21	10.0%	17	8.1%	132	63.2%	39	18.7%	209
Movies/entertainment	117	38.7%	33	10.9%	96	31.8%	56	18.5%	302
Health care	58	21.0%	130	47.1%	20	7.2%	68	24.6%	276
Furniture	4	1.9%	27	12.7%	81	38.2%	100	47.2%	212
Appliance	4	1.8%	23	10.2%	110	48.9%	88	39.1%	225
Automobiles	32	13.2%	45	18.6%	45	18.6%	120	49.6%	242
Gasoline	122	42.5%	55	19.2%	12	4.2%	98	34.1%	287
Auto repair	120	45.6%	67	25.5%	16	6.1%	60	22.8%	263
Banking/financial	157	57.5%	96	35.5%	1	0.4%	19	7.0%	273
Hardware/home improvement	174	55.1%	18	5.7%	102	32.3%	22	7.0%	316
Hair salon/beauty services	141	54.9%	70	27.2%	2	0.8%	44	17.1%	257
Gifts	138	36.5%	73	34.4%	94	24.9%	73	19.3%	378

Form-Based Zoning

THE PRINCIPAL DIFFERENCES BETWEEN FORM-BASED AND TRADITIONAL ZONING

Prescriptive, Contextual Standards. Traditional zoning *proscribes* minimum setbacks, permitting building placement anywhere within the allowable zone. Form-based zoning *prescribes* build-to lines, specifically defining desired development patterns. Based on ideal urban forms or contextual cues, form-based zoning ensures that new development will be appropriate to community vision or existing character.

Encouraging Mixed Use. By rigidly focusing on land use, traditional zoning makes mixed-use development difficult, if not impossible. Form-based zoning de-emphasizes land-use regulation, allowing the market to determine the use. For example, form-based regulation would prescribe large windows and entrances oriented toward the street to promote ground-floor retail. Form-based zoning encourages a healthy mix of retail and residential uses, and aims to curb sprawl and reduce car dependence by removing elements of the zoning code that encourage exclusionary housing practices and density restrictions.

Adapting to the Market. By prescribing use, traditional zoning attempts to predict demand. Uses that are no longer threats to public health are still segregated (e.g., office and light industrial from residential uses). Residential zoning regulations adopted when household size was on the rise cannot adapt to modern needs of empty nesters and young, childless professionals without extensive revision. Form-based zoning restores use determination to the market, allowing the use to automatically adapt to demographic and market shifts. Some designers of form-based codes find that, in the early stages of adoption, prescribing a mix of uses may be necessary to wean developers from the ingrained practice of segregating uses. Freeing the real estate market to respond to changes in demand has been shown to increase property values. Regionally, improving the quality of life through form-based zoning may lead to a competitive advantage in attracting a talented labor force.

PAS

QuickNotes

PAS QuickNotes No. 1

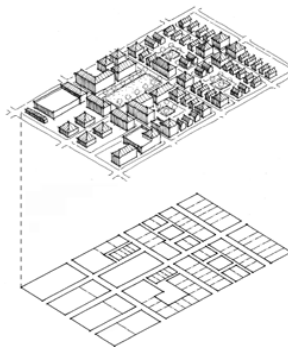


COMPONENTS OF THE FORM-BASED APPROACH

The Regulating Plan. The regulating plan illustrates where form-based codes apply and guides developers to implement them properly. It classifies sites according to street, block, and district characteristics and includes easy-to-follow illustrations of build-to lines, projected building footprints, location of public spaces, and allowable building types specific for each site. Developers and planners view the site as part of a larger, unified design. Unlike traditional zoning maps, which provide little information about vacant land, regulating plans provide a vision of future development.



Overlay: The Bixby Company; Photo: Stephen Lantton



Mark Tucker

Building Envelope Standards. Building envelope standards ensure that development fits the desired character of the zone, regulating building height, placement, and orientation. The standards prescribe the ideal. For example, height parameters define the minimum height needed to define the street edge and a maximum height allowable to fit the context. In addition, the standards prescribe the ideal number of stories to prevent developers from minimizing floor-to-ceiling heights to fit more floors within the height parameters.

Architectural Standards. Architectural standards are used to achieve a community's aesthetic vision. They are highly subjective and are best determined through public participation techniques (e.g., design charrettes). In designated historic districts, architectural standards can be

(Continued on back.)

Cross sections help define the desired character of the street. The regulating plan (right) illustrates a three-dimensional vision, more detailed than a simple lot-based zoning map.

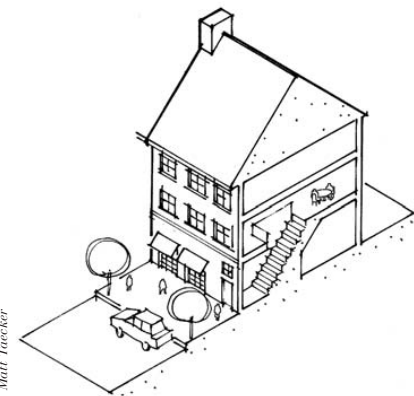
highly regulatory, governing building scale, architectural features, building materials (e.g., siding for housing) and even construction techniques. They are *not a requirement* in form-based codes.

Street Standards. Street standards share the same objective as architectural standards, but instead apply to hardscape and landscape materials, including tree species and paving type. They are key to developing a coherent streetscape and a connection to public space. Although street standards vary in specificity, they are more prescriptive than architectural standards and are an essential component of form-based codes.

APPLICATION OF FORM-BASED ZONING

Form-Based Coding. This technique provides detailed prescriptions of physical form in a well-illustrated, clear plan. The clarity and prescriptive nature of the plan allows developers to avoid the long, unpredictable review processes common to traditional zoning. Form-based coding often is implemented through a “parallel” approach where new codes

are applied as an option to existing codes. Incentives for using the form-based option, including expedited permitting processes and tax breaks, can enhance its appeal to developers and lead to implementation. Developers and architects praise the clarity of a form-based code and the more predictable, streamlined review process. Also, citizens value the opportunity to shape their communities through public design charrettes. Still, adoption and implementation of form-based codes requires considerable political will to overcome skepticism among politicians and creditors.



The live-work unit is a popular housing alternative for home-based entrepreneurs.

Form District Zoning. This technique defines districts according to distinguishable development patterns or desired formal characteristics, such as building form and orientation, street grid, and streetscape. This approach can apply to an entire region or specific districts within a city or region with common characteristics (e.g., architectural style or proximity to transit stations). Current applications of form district zoning use a two-tiered approach to incorporate

existing zoning regulation. The form districts regulate physical form and design while existing zoning districts regulate use.

Form district zoning respects and adheres to the diversity of existing patterns while providing developers a more flexible and predictable development process. Developers praise its ability to promote context-sensitive design while not being overly restrictive. The two-tiered approach is a politically feasible way to rezone an entire region. As form district zoning becomes more established, it may merge with elements of use-based zoning, creating a hybrid option. **Franz Heitzer** ■



The diversity of paving and plantings create a vibrant pedestrian experience.

Examples of Form-Based Codes

Arlington, Virginia, Columbia Pike Special Revitalization District Form-Based Code, www.co.arlington.va.us/forums/columbia/current

Austin, Texas, Traditional Neighborhood District Ordinance, www.ci.austin.tx.us/development/ldc1.htm

Columbus, Ohio, Traditional Neighborhood Development Article, www.columbusinfobase.org/elec/lib/elechome.htm

Gainesville, Florida, Land Development Code, Traditional City Neighborhood Development, comdev.cityofgainesville.org

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**newtown borough pedestrian
circulation report**

Newtown Borough Planning Commission

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study background

newtown borough pedestrian circulation report

newtown borough pedestrian circulation report

Newtown Borough has a rich history. In 1684, Thomas Holme, William Penn's surveyor, developed a plan for a new settlement initially called New Township. Spanning what would eventually be called Newtown Creek, the site was comprised of 640 acres. Ultimately, the name was shortened to Newtown.

The small village along Newtown Creek became the Bucks County's County Seat in 1725 and it remained the center of county government until 1813 when the Court House was relocated to Doylestown. The village had been settled as part of Newtown Township until it was incorporated by the Commonwealth of Pennsylvania General Assembly as a borough on April 16, 1838. The Borough was expanded four times since 1838. The buildings within the borough are excellent examples of all major architectural styles. Newtown Borough became one of Bucks County's preeminent communities with the construction of many substantial colonial residences and taverns. Newtown Borough still retains the character of this important period of history.

Typical of most William Penn communities, Newtown Borough is laid out in a grid street pattern. This grid pattern makes Newtown Borough a very “walkable” community. Pedestrian access to neighboring streets is usually a straight walk with sidewalks provided along both sides of the street. There are, however, some areas of the borough where

sidewalks are provided along only one side of the street or not provided at all.

Walking is the most traditional mode of transportation. However, it can carry a high risk of injury or death on many of our Nation's streets and highways. Motor vehicles have only been around for about 100 years, but during this short time, they often have made walking hazardous.

Historically, emphasis on highway transportation has focused on increasing the safety and mobility of motor vehicles and less attention has been given to pedestrians. Thankfully for pedestrians, this trend has begun to change in recent years. Detailed studies have been conducted on various aspects of pedestrian safety. These studies have attempted to quantify the magnitude and characteristics of pedestrian collisions and identify the traffic and roadway characteristics associated with such crashes. Some research has also involved attempts to evaluate the safety effects of various roadway and educational treatments.

Whether it's around the corner, to a friend's house or work, or simply as exercise to clear the mind after a long day indoors — people love to walk. Walking is not just an exercise, it affects our health, it's good for the environment and it can improve our quality of life. But simply walking to the store or the office is becoming a more complex task. During the last decade, more than 63,000 pedestrians died nationwide and more than a

million others were injured in pedestrian-vehicle crashes. The statistics tell the story of pedestrians, drivers, and others who may not have been paying attention to their environment. As pedestrians, we don't always look both ways when crossing the street; we ignore traffic signals at intersections; many times we are unaware of traffic moving around us. As drivers, we aren't always aware of pedestrians because our vision is blocked, or we don't anticipate the presence of a pedestrian.

Pedestrian travel and other modes of transportation are being encouraged as alternatives to single occupant vehicle travel for energy conservation, reduced traffic congestion, and better air quality. As pedestrians, we want facilities that are safe, attractive, convenient, and easy to use. If properly designed, the best public pedestrian facilities can also be the most durable and the easiest to maintain. Poor design of pedestrian facilities can lead to perpetual problems and can actually discourage use if pedestrians are made to feel unsafe, unprotected, or uncomfortable. Unattractive, inadequate, and poorly designed and maintained facilities can be an unfortunate waste of money and resources and a hindrance to community vitality. Conversely, providing well-designed pedestrian facilities can complement local business activity and provide access for employees.

Whether we walk several miles a day, use a wheelchair to get from our office to the bus stop, ride a skateboard through the park, or simply walk across the parking lot from our car to the grocery store entrance, all of us have a need for well-designed and properly functioning pedestrian facilities.

The increase in vehicular traffic through Newtown Borough had led to decreases in safety and comfort levels for pedestrians. This study will attempt to provide solutions to create a more comfortable environment for pedestrians, while at the same time realizing the needs of the motoring public. The study will focus on three factors that affect the safety and walkability of a community which we will refer to as the three "E"'s: Education, Enforcement and Engineering. Education will involve providing information to pedestrians as well as drivers regarding each other's rights and responsibilities and to make sure they are aware of each other's needs and requirements. Enforcement will involve a police presence to enforce the laws which currently exist which help promote pedestrian safety. Finally, engineering will involve suggestions to specific intersections designed to improve pedestrian safety or address traffic flow.



education

newtown borough pedestrian circulation report

EDUCATION

Most of us are pedestrians at some point each day, and for some of us, especially children, walking is a primary mode of transportation. Pedestrians travel for a wide variety of reasons. In Bucks County and throughout the United States, pedestrian travel is gaining renewed attention as a form of transportation.

Pedestrian Responsibilities

The safety of pedestrians, bicyclists and motorists requires that all transportation users know their responsibilities when sharing the road. They must also understand the risks of death or injury that their behavior may cause. It is also important for citizens to know the full costs and benefits of different modes of transportation when weighing their transportation options and establishing public policy.

For some of us, walking is the only form of transportation available. For others, walking is a portion of their daily commute to work or school. At some point, most all pedestrians will need to interact with motor vehicles during their travels. Pedestrians have just as much responsibility in the prevention of accidents as vehicles do. The following are some reminders for pedestrians that may help to improve their safety as they travel along in their journey to work or school.

Safety Tips

- ◆ Cross intersections carefully. All intersections must be treated with caution, even those we traverse every day. You mustn't let your guard down even for an instance.
- ◆ When crossing the street, regardless of the availability of signals, cross as quickly as possible. Minimize your time

in the roadway. Some vehicles may not be able to see you depending upon lighting conditions or sun glare.

- ◆ Always watch for turning vehicles. Having the legal right of way doesn't protect you from careless motorists. Expect the unexpected.

What is a crosswalk?

A crosswalk is an extension of the road, sidewalk, curb or edge of the shoulder at an intersection. Crosswalks can be either marked or unmarked. A marked crosswalk is any portion of the roadway outlined by white painted markings or a different texture of concrete, such as brick pavers, etc. These markings indicate that a portion of the roadway is designated for pedestrian travel.

How are crosswalks used?

At any crosswalk (marked or unmarked) drivers must yield the right of way to pedestrians, who are within the crosswalk. Crosswalks are marked mainly to encourage pedestrians to use a particular crossing. Marked crosswalks and associated signing provide visual cues to drivers to be alert for pedestrians.

Where are crosswalks normally marked?

Crosswalks are usually marked at intersections where there is a substantial amount of vehicle and pedestrian travel. Examples of such locations are along school routes and at signalized and four-way stop intersections. Marking crosswalks encourages crossing at a particular location. For example, school children are guided to a crossing which is usually supervised. Pedestrians are encouraged to use the preferred safe crossing

location to avoid crossing where they do not have the right of way. The borough currently has several marked crosswalks including the intersections of State Street and Washington Avenue and State Street and Centre Avenue.

What are mid-block crosswalks?

Occasionally crosswalks are marked at mid-block locations to accommodate greater pedestrian traffic or where there is a substantial distance between corner crosswalks. In these instances the painted lines should be supplemented by signs advising motorists of the crossings. As with crosswalks at intersections, drivers approaching the crosswalk must yield the right of way to pedestrians. Newtown Borough currently has no mid-block crosswalks. However, several locations should be further investigated for mid-block crosswalks. These include on State Street in the vicinity of the Newtown Theatre and on North Congress Street in the vicinity of Chancellor Park.

What causes pedestrian/vehicle accidents at marked crosswalks?

Even though pedestrians have the right of way at marked crosswalks, accidents between pedestrians and vehicles do occur. Research suggests that pedestrians may have a false sense of security at marked crosswalks. They may step off the curb into the crosswalk and expect oncoming vehicles to stop. However, drivers sometimes fail to stop. Another frequent cause of accidents at mid-block crosswalks happens when the driver of a vehicle nearest the curb stops for a pedestrian who is waiting to cross or who is already in the crosswalk. Then the driver of a vehicle in the lane next to the stopped vehicle may try to pass the stopped vehicle and hit the pedestrian.

Pedestrians should be very cautious when crossing in a crosswalk, especially when their visibility is limited by vehicles already stopped at the crosswalk. At all crosswalks, both marked and unmarked, it is the responsibility of pedestrians to be cautious and alert before crossing the street.

Remember this...

- ◆ While the law assigns pedestrians the right of way if they have appropriately entered a crosswalk, it does not relieve pedestrians of using due care for their safety.
- ◆ Any pedestrian entering a roadway outside a crosswalk gives up the right of way to vehicles on the roadway. However, this does not relieve a driver from the duty of exercising care for the safety of pedestrians on the roadway.
- ◆ Pedestrians should keep to the right when walking in a crosswalk.
- ◆ Drivers of vehicles about to turn into a driveway, alley, garage or private road are required to yield the right of way to pedestrians on sidewalks.
- ◆ At intersections where traffic is controlled by signals or a traffic officer, pedestrians must obey the signal and not cross against the stop signal unless specifically directed to go by a traffic officer.
- ◆ Pedestrians who have started to cross at a crosswalk on a go signal have the right of way until they reach the opposite curb or place of safety, such as a median.

Educating pedestrians on their responsibilities will increase their safety and can be done with very little fiscal investment.

Providing pedestrian safety education to school age children is the first place to start.

Pedestrian Safety Campaign

The Pedestrian Safety Campaign is a free ready-made toolkit of outreach materials available from the Federal Highway Administration (FHWA) that Newtown Borough can customize and use locally. The threefold purpose of the campaign is to (1) sensitize drivers to the fact that pedestrians are legitimate road users and should always be expected on or near the roadway, (2) educate pedestrians about minimizing risks to their safety, and (3) develop program materials to explain or enhance the operation of pedestrian facilities, such as crosswalks and pedestrian signals.

The Pedestrian Safety Campaign toolkit includes materials designed for use in television, radio, cinema, and print advertising. Newtown Borough would be responsible for implementing the campaign through local television and radio stations and print media.

For more information contact Aida Berkovitz at 415-744-2614 or Frank Julian at 404-562-3689. To view the Campaign materials go to: <http://safety.fhwa.dot.gov/fourthlevel/ped.htm> and click on "Pedestrian Campaign."



enforcement

newtown borough pedestrian circulation report

ENFORCEMENT

How we drive, bike, and walk on our streets affects public safety and shapes popular ideas of acceptable behavior. Improving safety requires that we communicate our expectations of others and hold each other accountable. Traffic laws are designed to make our streets safer and to guarantee access to all road users. Most traffic accidents are caused when someone breaks the law and behaves unsafely by speeding, running red lights or stop signs, failing to yield, tailgating, failing to reduce speed, driving while impaired, or simply not paying attention. Pedestrians can also cause accidents by crossing against a signal or stepping into the roadway where vehicles cannot stop in time. Effective enforcement of traffic laws improves compliance and safety.

The rights and responsibilities of pedestrians are clearly defined in the Pennsylvania Vehicle Code, Title 75. In fact, Section 3112(a)(1)(i) states that:

“Vehicular traffic facing a circular green signal may proceed straight through or turn right or left unless a sign at such place prohibits either such turn except that vehicular traffic, including vehicles turning right or left, shall yield the right-of-way to other vehicles and to pedestrians lawfully within the intersection or an adjacent crosswalk at the time the signal is exhibited.”

“Rolling” right turns on red, speeding, failure to stop at “stop bars”, disregarding of traffic signals and driving on shoulders are among the more common vehicle and traffic law violations observed during development of this study. An effort to enforce traffic laws could be pursued. However, the sheer frequency with which these violations take place combined with police resource limitations could result in the perception that the Police Department is failing to enforce these laws. It is also important to note that the goal of enforcement is not to provide a consistent revenue source for the borough, but to reinforce the idea that the traffic laws need to be obeyed. By promoting compliance with the law, the safety of the traveling public will be enhanced.

Data collection is essential for enforcing safety laws. Accurate and timely data makes it possible to analyze information for comparisons. This analysis can help identify incident prone areas and allow for specific counter measures to be developed to target these areas, usually a combination of enforcement, engineering or education. It is not enough to know where the incidents occur. You need to know when the incidents occur. You also need to know why the incident occurred, and few people have this knowledge. This raises the whole issue of incident investigations and accurately determining the cause of the incident. The true cause of the incident is critical to finding the true solution. The single most important question is: What factors may have contributed to the incident?

Incident Prone Locations

All this analysis leads to the identification of Incident Prone Locations (IPL). The definition of an IPL and the criteria to identify such locations will be determined by using data accumulated over a 12-month period of time (to account for seasonal variations). This can be a location with cross-street, a location with mile marker or a traffic corridor. The corridor can be any length that suits the enforcement efforts of the department, but the best results may come from corridors limited in length as much as possible. The IPL designation raises the awareness of this location to the traffic safety team for its development of a site-specific plan of action.

Once you have the IPLs identified, a paper trail should be started to document the borough's actions. This will encourage those in public works to accomplish improvements by having the paper trail lead to them.

Incident Reduction Plan

The next step is the establishment of the Traffic Safety Team, which will then develop the Traffic Safety Plan. The overall plan of action should be written. The plan should have a goal that is challenging, realistic and attainable. The goal is often expressed by a certain percent reduction in incidents over a certain period of time.

The key to this team is the traffic safety officer. This person will identify the IPLs, work with the local transportation department or public works crew on engineering issues, assist in the development and updating of traffic safety plans. This is

the point man for reducing incidents and injuries and for improving vehicular and pedestrian flow.

Targeted Enforcement

The site-specific safety plan will involve targeted enforcement. Traffic citations should be for the violations the team has determined contribute to the incidents.

Writing a lot of citations for speeding at a location where the cause of incidents is failure to stop may not be very effective in reducing the incidents, since they were not caused by speeding. While it may be true that writing speeding citations raises the general awareness of law enforcement efforts in the area and lowering the incidents of excessive speed may lower the severity of the incidents, it doesn't address the real cause for the incident. The real cause may be something not related to speeding, i.e., failure to stop.

The traffic safety plan must define precisely what the borough is trying to accomplish, and that must be specifically targeted. Writing the right ticket is a two-step process. Target the primary causes of the incidents. Target the time of day and day of week of the peak incidents. Red light citations at 7 a.m. and 5 p.m. may not reduce red light running during the lunch hour, the traditional peak for this violation. Closely monitoring an IPL for red light violations at noon on Sunday may be less effective than noon on Monday.

Occasionally, the police are accused of writing citations simply for the revenue. Police frequently respond that citations are

only about traffic safety. Tickets for non-causative factors fuel the debate. Tickets at the right time, at the right location and for the right violation dampen the debate.

Engineering is often the fastest and most effective solution to the traffic safety problem. While parking a patrol unit squarely on top of the dot is also fast and effective, when the officer leaves, voluntary compliance does too. Enforcement, like education, may be the slow process of changing the behavior of drivers, often one at a time.

On-site surveys of IPLs are likely to identify traffic engineering or highway maintenance concerns. This is especially true if a traffic engineer accompanies the traffic safety team to the IPL. Literally dozens of factors outside the realm of enforcement could contribute to the frequency or severity of the incidents.

In the same regard, education of the public through a variety of means should be a part of any traffic safety plan. This has been widely used during peak travel seasons, holidays and vacation periods. However, education goes beyond making the public aware of DUI checkpoint locations and seatbelt enforcement efforts.

The education effort should be specific to that IPL. Are incidents involving pedestrians crossing mid-block after a visit to the theater? Pass out a safety leaflet with tickets sold at that particular theater. Are incidents involving school kids failing to stop or failing to yield when leaving school? Put together an educational package for that particular school.

Target specific age groups, civic groups, senior citizen centers, community meetings, schools, businesses. Implementing the carefully developed, site-specific, incident reduction plan triggers the final step which is relentless follow-up and assessment.

This accountability phase includes: Maintaining a liaison with the departments of transportation, highway department or public works to ensure that engineering proposals are acted upon; Having a periodic review of the enforcement data to ensure that the effort is focused on the proper violations; Monitor enforcement at each IPL to ensure that their efforts are sustained and appropriate; Analyze incident reports and the summarized data to determine the effects of engineering, enforcement and education; Review the enforcement and incident statistics to determine how well the incident reduction plan is working, and revise the plan when necessary.

While resource limitations may preclude establishment of dedicated patrols or ongoing efforts aimed at promoting pedestrian safety, it may be possible to conduct periodic campaigns to promote safe behavior on the parts of motorists and pedestrians. Such campaigns could be complemented by short-term enforcement efforts such as a morning rush hour detail at one or more known locations where violations occur frequently.

engineering

newtown borough pedestrian circulation report

ENGINEERING

The design of a community's streets, sidewalks, buildings, parking lots, and public spaces determines what transportation facilities are available, how safe they are, and how people will choose to use them. Land-use decisions also determine what destinations are within walking distance.

Aside from several crosswalks, most borough streets and intersections are lacking in any warnings to drivers that pedestrians are prevalent in the borough. Once drivers become aware of pedestrians, their behavior will adjust to account for their presence. One potential method to improve pedestrian safety is through the use of pedestrian signals.

Pedestrian Signals

The need for safe, convenient, and attractive facilities to encourage safe walking is essential. Many years ago when traffic volumes were much lower than they are today, pedestrians could take their cues from the same traffic lights as motorists. Since then, new signals were introduced to improve pedestrian safety. Currently, Newtown Borough does not have any pedestrian signals. Several intersections in the borough may be appropriate for pedestrian signals. However, it should be noted that the addition of pedestrian signals will not necessarily reduce the hazards associated with pedestrians crossing at intersections. The following will attempt to answer the most common questions about pedestrian signals.

When are pedestrian signals appropriate at specific intersections?

Pedestrian signals are installed at intersections for two main reasons: a high volume of foot traffic, or the signals that direct motorists do not meet the needs of pedestrians. For example, some intersections occur at odd angles and the traffic signals can't be seen by pedestrians. At other locations, turning and merging lanes make intersections so complex that special provisions must be made for pedestrians. One specific example of a confusing intersection for pedestrians is at State Street and Centre Street. Vehicles traveling north on State Street who attempt to turn west onto Centre Street have an advanced left turn green arrow. Pedestrians attempting to cross Centre Street will see a green light on the signal across from them and not realize that traffic has the advanced left turn green arrow. In this situation, a pedestrian signal would remain on "Don't Walk" until the left turn green arrow has expired.

Shouldn't pedestrian signals be installed at every intersection?

Pedestrian signals are not necessary if existing traffic signals meet the needs of people on foot. In other words, if the existing traffic signals are easy to see and provide plenty of time for pedestrians to cross safely, the addition of pedestrian signals is unnecessary.

What does it mean when it says DON'T WALK while I'm still in the crosswalk?

The flashing DON'T WALK or upraised hand is a warning to people who have not yet entered the intersection. It means that it is too late to start to safely cross the street before the traffic signal changes and allows cars to proceed. Signals are timed to

allow plenty of time for people who have already started walking to safely cross the street.

Am I guaranteed a safe crossing if I follow the pedestrian signals?

The signals designate your legal right to be in the intersection. However, it is important to be cautious when crossing busy intersections.

What are countdown pedestrian signals?

When a pedestrian pushes a pedestrian-crossing button and the light changes to green, a white “walking man” image appears lit up on the opposite side of the street. With the countdown system, large numbers will also appear counting down the seconds of how much time the pedestrian has left to safely cross the street before the “Don’t Walk” or red hand appears.

Pedestrian Friendly Streets

Streets that are safer and/or more pedestrian friendly have specific characteristics. These characteristics let everyone who uses that street know that pedestrians are important to that specific area. The characteristics include:

- ◆ Streets that are interconnected and small block patterns which provide good opportunities for pedestrian access and mobility.
- ◆ Narrower streets, scaled down for pedestrians and less conducive to high vehicle speeds (note: street trees at the sides of streets can also create the perception of a narrower roadway).

- ◆ Traffic calming devices to slow traffic or if appropriate, reduced speed limits.
- ◆ Median refuge islands to provide a refuge area for crossing pedestrians .
- ◆ Public spaces and pedestrian “pockets” adjacent to the main pedestrian travel way, that provide a place to rest and interact (sidewalk cafes, benches, etc.).
- ◆ Awnings/covered building entrances that shelter pedestrians from weather.
- ◆ Planting buffers, with landscaping and street trees that provide shelter and shade without obstructing sight distances and help to soften the surrounding buildings and hard surfaces.
- ◆ Street lighting designed to pedestrian scale (shorter light poles with attractive fixtures that are effective in illuminating the pedestrian travel way but not obtrusive or harsh).
- ◆ Wide and continuous sidewalks or separated walkways that are fully accessible.

Pedestrian Furnishings

Street Trees and Landscaping

Providing furnishings, such as benches, restrooms, drinking fountains, artwork and other elements, creates a more attractive and functional environment for pedestrians.

Street trees bring human scale to the street environment. Landscaping and flowers in planting strips, containers, and other areas soften surrounding hard edges of buildings and parking lots and add life, color, and texture to the pedestrian's field of vision.

- ◆ *Proper design and operation of traffic and pedestrian signals, including pedestrian push buttons, where appropriate; audible pedestrian signals, and longer intervals for slower pedestrian walking speeds; and*
- ◆ *Signing and marking, including pavement edgelines and pedestrian warning signs where needed.”*

existing sidewalk system description

newtown borough pedestrian circulation report

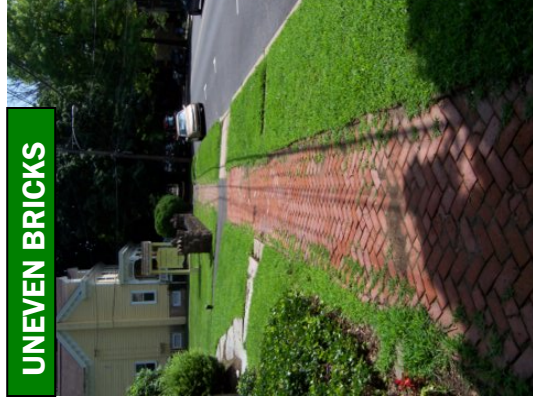
Sidewalk System

Newtown Borough has a good sidewalk system especially in the downtown area. However, there are several areas in the borough where the lack of or deteriorating condition of sidewalks need to be addressed. In general, it is recommended that a continuous network of sidewalks along both sides of the roads be provided. The sidewalks must not only exist, but should be comfortable for pedestrians to maneuver around in the borough. Furthermore, all sidewalks should be brought into compliance with the Americans with Disabilities Act.

Sidewalk Conditions

The maintenance and composition of sidewalks are critical factors in determining their use. Most of the borough has sidewalks that are in good repair. However, several areas contain sidewalks that are deteriorating or are composed of materials not suitable for all pedestrians. For example, some sidewalks in the borough are composed of bricks that are not very flat or level. Yet another sidewalk is composed of loose stone. While these surfaces may be suitable for the average pedestrian, they could represent a potential hazard to those with wheelchairs, rollerbladers and the elderly.

Other hazards that can be encountered throughout the borough include the placement impediments on the sidewalk which clutter the sidewalk and overhanging trees which impair a pedestrians ability to utilize the entire sidewalk.



suggested improvements

newtown borough pedestrian circulation report

SUGGESTED IMPROVEMENTS

Many intersections within the borough could be improved through the addition of pedestrian signals, crosswalk treatments and signage. The easiest and least costly improvement is the addition of signage to intersections that would alert drivers to the presence of pedestrians.

Pedestrian Signage

Several types of pedestrian signs are available. A “Yield to Pedestrians” placard that can be permanently or temporarily mounted to the roadway is available from PennDOT. Also available are pedestrian signs that mount to poles.

“Fluorescent yellow-green” (FYG) is the name of a color the Federal Highway Administration (FHWA) approved as an option for warning signs about schools, pedestrians, and bicycles in an amendment to the *Manual on Uniform Traffic Control Devices* in June 1998. Although FYG was originally slow to gain popularity, use of this color is becoming more widespread.

The FHWA studied the use of fluorescent yellow-green extensively for six years before it was approved for use. In a 1992 FHWA study performed at five pedestrian and bicycle crossings in the Washington, D.C., area, the number of vehicles that slowed and stopped for pedestrians and bicyclists in response to FYG warning signs improved. Not surprisingly, the number of conflicts of vehicles with pedestrians and bicyclists was reduced. Another FHWA study in 24 jurisdictions showed that the color enabled motorists to see the signs with greater frequency and to recognize the signs from greater distances.

They were able to detect and recognize the FYG signs easier than standard yellow warning signs especially in low light and foggy/rainy weather. The higher rate of visibility is due to the fluorescent colorants contained in the signs which absorb high energy light and re-emit lower energy light. Although the study found that many of the areas did not find considerable changes in vehicle speeds in response to the FYG signs, motorists indicated that the signs raised their awareness of pedestrian activity in the vicinity of the roadway.

This study advocates FYG signs in school zones, high pedestrian areas and at all crosswalks. Newtown Borough may also want to target replacing existing yellow warning signs with the FYG signs at locations where pedestrians and vehicles are known to have conflicts.



Stop Bars

Stop bars are solid white lines, normally 12 to 24 inches wide, extending across approach lanes. Stop bars are important in that they indicate the point behind which vehicles are required to stop in compliance with a Stop sign or traffic signal. Ordinarily, stop bars are placed 4 feet in advance of and parallel to crosswalks. However, in order to provide a higher level of comfort to pedestrians, the stop bar should be placed further away from the crosswalk. It is recommended that the stop bars in the borough be moved to a distance of at least 15 feet away from the crosswalk, depending upon the conditions of the intersection.

It is also recommended that “Stop Here on Red” signs be installed at all signalized intersections. By relocating the stop bars further away from the crosswalk and adding signage indicating where cars should stop, pedestrians would be less intimidated to utilize the crosswalks at signalized intersections. The only possible downside to extending this distance is the potential loss of parking in this area.



Textured Crosswalks

Several intersections within the borough may be enhanced through the use of textured crosswalks. The use of textured, colored crosswalks help to alert drivers to the presence of pedestrians in these areas. Crosswalks, whether mid-block or at intersections, can be textured by means of special pavers or other treatment. The primary intention is to warn drivers that the area being traveled has some special identity, such as an area where pedestrian traffic is frequent, and/or that requires special driving attention. A textured crosswalk can be used by itself, usually for the specific purpose of calling greater driver attention to the specific crosswalk. Textured crosswalks work best when combined with other pedestrian activity warnings, such as improved signage.

It is important to ensure crosswalk visibility. High visibility markings are often best. Textured crosswalks should be marked with reflective lines since these types of crosswalks are not as visible, especially at night or on rainy days. In addition, proper lighting should be installed in the vicinity of these crosswalks to ensure visibility during evening hours.

Textured crosswalks, combined with improved pedestrian signage should be investigated for all high pedestrian intersections including the following:

- ◆ State Street and Washington Avenue
- ◆ State Street and Centre Avenue
- ◆ Washington Avenue and Chancellor Street

UNIMPROVED CROSSWALK



DIGITALLY ENHANCED TEXTURED CROSSWALK



Mid-block Crosswalk with Bulb-outs

Several locations within the borough contain “attractors” that are located between intersections, far from any potential intersection crosswalk. These locations could benefit from mid-block crosswalks combined with “Bulb-outs”. Bulb-outs are an extension of the curb into the former paved street area, typically for the width of a parallel parking space. Bulb-outs may be installed on one or both sides of the street. They usually do not impede or redirect traffic flow; rather, they typically reduce the width of the traveled way to the minimum required for two-way traffic. They enhance pedestrian safety and visibility at pedestrian crossings by shortening the distance to cross and slow traffic by visually narrowing the street. Studies have shown that bulb-outs reduce traffic volumes only if they narrow the street to less than two lanes with two-way traffic, or are installed frequently along a considerable length of street. Thus, in most installations, bulb-outs are not considered to be a serious volume reduction measure. Design considerations include accommodating large vehicles (fire trucks, garbage trucks, moving vans, etc.), street lighting, maintaining drainage system, allowing bicycle access, and landscaping and the associated maintenance and sight distance issues.

The two sites that may warrant mid-block crosswalks with bulb-outs are along State Street at the Newtown Theatre (shown to the right) and along North Congress Avenue at Chancellor Park.



RECOMMENDED IMPROVEMENTS

<u>Intersection/Location</u>	<u>Short Term Improvement</u>	<u>Long Term Improvement</u>
State Street & Washington Avenue	Fluorescent Yellow-Green (FYG) Pedestrian Signs	Stop Bar Relocation Pedestrian Signals, Textured Crosswalks
State Street & Centre Avenue	FYG Pedestrian Signs	Stop Bar Relocation Pedestrian Signals, Textured Crosswalks
Washington Avenue & Lincoln Avenue	FYG Pedestrian Signs	Stop Bar Relocation Pedestrian Signals, Textured Crosswalks
State Street @ Newtown Theatre	FYG Pedestrian Signs	Mid-Block Crosswalk with Bulb-out
North Congress Street @ Chancellor Park	FYG Pedestrian Signs	Mid-Block Crosswalk with Bulb-out
Washington Avenue & Congress Street	FYG Pedestrian Signs	Textured Crosswalks
Washington Avenue & Chancellor Street	FYG Pedestrian Signs	Textured Crosswalks
Jefferson Street & Chancellor Street	FYG Pedestrian Signs	Textured Crosswalks
Lincoln Avenue & Penn Street	FYG Pedestrian Signs	Textured Crosswalks

potential funding sources

newtown borough pedestrian circulation report

Potential Funding Sources

Any improvements to pedestrian circulation in the borough will involve some cost. However, these costs can be typically offset through a variety of funding sources. The following list will describe potential funding sources, as well as the requirements of each program. The list is not meant to be all-inclusive, as other programs and funding sources may be available.

Community Revitalization Program

This program, sponsored by the Pennsylvania Department of Community and Economic Development supports local initiatives that promote the stability of communities. The program also assists communities in achieving and maintaining social and economic diversity to ensure a productive tax base and a good quality of life. Grants from this program typically range from \$5,000 to \$25,000. PA DCED can be reached at 1-800-379-7448 or online at www.inventpa.com.

Home Town Streets/Safe Routes to School Program

This program is sponsored by the Pennsylvania Department of Transportation (PennDOT). The goals of this program are to create economic opportunities that revitalize our existing communities and create safe passages for children to walk or bike to school. The Home Town Streets program is designed to benefit commercial/business districts/areas (downtowns) in municipalities. Therefore, only projects within the central business district are eligible for this program. The Safe Routes to School program is designed to promote safe walking routes to school. Therefore, community-wide sidewalk or signal improvements are not eligible, only specific routes to schools are eligible. The maximum grant from the program is

\$1,000,000 and a 20 percent local match is required. Information on this program can be found online at www.dot.state.pa.us.

Transportation Enhancements Program

This program is also sponsored by PennDOT and is managed through the Delaware Valley Regional Planning Commission (DVRPC). It is specifically designed for the funding of “non-traditional” projects designed to enhance the transportation experience, to mitigate the impacts of transportation facilities on communities and the environment, and to enhance community character through transportation-related improvements. There is no maximum grant and a 20 percent local match is required. Information on this program can be found online at www.dot.state.pa.us or www.dvrpc.org.

Delaware Valley Regional Planning Commission

Transportation Improvement Program

The DVRPC Transportation Improvement Program (TIP) is the regionally agreed upon list of priority transportation projects, as required by federal law. The TIP document lists all transportation projects that intend to use federal funds, along with non-federally funded projects that are regionally significant. It also includes all other Pennsylvania-funded capital projects. The TIP projects include bicycle, pedestrian, freight related projects, and innovative air quality projects, as well as the more traditional highway and public transit projects. The FY 2005 TIP is the latest version and is updated every two years. Any proposed projects for the DVRPC TIP must be submitted to the Bucks County Planning Commission.

Appendix D

NEWTOWN BOROUGH Land Use Change, 1999-2009

Land Use Change	Number of Parcels	Area of Change (acres)	Zoning District
Nonresidential to Nonresidential			
Commercial to Institutional	1	0.28	TC
Public to Commercial	2	0.34	TC
Industrial to Commercial	1	0.56	B-1
Industrial to Commercial	2	0.42	B-2
Total	6	1.60	
Open Land or Residential to Nonresidential			
Open Land to Commercial	1	0.52	BPS
Residential to Commercial	1	0.14	TC
Residential to Institutional	2	0.34	BR-3
Total	4	1.00	
Single-Family Residential (SFR) to Mix Use			
SFR to Split SFR/Commercial	1	0.23	TC
SFR to Split SFR/Commercial	2	0.35	V-1
SFR to Split SFR/Commercial	1	0.28	BR-1
SFR to Split SFR/Commercial	3	1.21	BR-2
Total	7	2.08	
Nonresidential to Residential			
Public to Single-Family	2	0.07	TC
Commercial to Multifamily	2	0.24	V-1
Office to Multifamily	3	0.44	V-1
Industrial to Multifamily	2	7.39	B-2
Total	9	8.14	
Single-Family/Two Family to Multifamily			
Single-Family to Multifamily	2	0.85	BR-1
Single-Family to Multifamily	12	4.28	BR-2
Single-Family to Multifamily	3	0.46	BR-3
Single-Family to Multifamily	6	3.12	BR-4
Single-Family to Multifamily	1	0.17	V-1
Two-Family to Multifamily	5	0.69	BR-3
Total	29	9.57	
Grand Total	55	22.39	

Source: Bucks County Planning Commission

Appendix E

FUNDING AND TECHNICAL ASSISTANCE SUMMARY

Name of Program	General Description of Program	Administering Agency
Accessible Housing Program, PA	Provides grants to local entities to carry out home modification programs for lower-income people with disabilities.	PA DCED
Alternative Fuels Incentive Grants (AFIG)	Encouraging the transfer and commercialization of innovative energy technologies and the use of indigenous fuels.	PA DEP
Assessment and Watershed Protection Program Grants (AWPPGs)	Supports a watershed approach to better address water quality problems in the US and building the capacity of all levels of government to develop and implement effective, comprehensive programs for watershed protection, restoration, and management to protect human health, support economic and recreational activities, and provide healthy habitat for fish, plants, and wildlife.	EPA Watershed Program Non-point Source Program
Business in our Sites Program	Provides grants and loans for business site preparation.	PA DCED
Coastal Zone Management (CZM) Program	CZM provides technical and financial assistance to local governments and state agencies to control development in coastal hazard areas, improve public access, protect natural resources, expand strategies to improve local economies, promote proper planning, conserve coastal and wetland resources, and control coastal non-point source pollution.	DEP Office for River Basin Cooperation Trust
Communities of Opportunity	Provides grants to municipalities, redevelopment authorities and housing authorities for community revitalization, economic development, and lower-income housing development and rehabilitation.	PA DCED
Community Conservation Partnership Grant Program	<p>Funds a wide variety of recreation, greenway, rivers conservation and open space preservation activities with 50% matching grants. Four main categories of grants are:</p> <ul style="list-style-type: none"> a. Planning and Technical Assistance b. Acquisition Projects c. Development Projects d. Federally Funded Projects <p>This is a restructuring and combination of separate grant programs including the former Keystone, Rails-to-Trails, River Conservation and other programs.</p>	PA DCNR
Community Development Bank, PA.	Provides capital and capacity building grants to "Community Development Financial Institutions" (CDFIs). The CDFIs are then allowed to assist with small scale business expansions, new business starts, non-profit facilities and very small businesses.	PA DCED

Name of Program	General Description of Program	Administering Agency
Community Development Block Grant (CDBG)	Offers grants for a wide variety of activities, provided the applicant proves by survey or census that the project will benefit 51% low and moderate income persons or handicapped persons or eliminate "blighted" conditions in officially designated areas. For example, funds can be used for water and sewage improvements, storm drainage, handicapped accessibility, housing rehabilitation, parks and recreation, street and sidewalk improvements, code enforcement, community planning, and historic rehabilitation.	Bucks County Office of Community and Economic Development
Community Revitalization Program	Very broad grant program. Officially intended to promote community stability, increase tax bases and improve quality of life. Applications may be made by municipalities, authorities, economic development organizations and non-profit corporations. Public/non-profit/profit partnerships are encouraged. Generally can be used for infrastructure, community revitalization, building rehabilitation, demolition of blighted structures, public safety, and crime prevention.	PA DCED & Governor's Office
Compact Authorization Investment Program	Provides grants for local transportation projects in communities that host a Delaware River Joint Toll Bridge Commission bridge. Eligible projects include those that will improve safety and traffic flow.	Delaware River Joint Toll Bridge Commission
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	This program funds transportation projects that reduce congestion and improve air quality. Eligible projects include transit improvements, shared-ride services, traffic flow improvements, demand management strategies, pedestrian and bicycle facilities and programs, inspection and maintenance programs, and alternative fuel projects.	Federal Highway Administration (Philadelphia Office)
Conservation Corps, PA.	Provides funding for work crews for community projects, such as trail improvements.	PA DCNR
Core Communities Housing Program	Core Communities Housing Program – Provides grants for affordable housing activities, including construction and rehabilitation, on previously developed sites.	PA DCED
Customized Job Training	Provides grants to businesses (other than retail) to train new employees, and retrain and upgrade existing employees. Up to 100% of eligible costs may be paid for new job creations, and up to 70% for other eligible training.	PA DCED Businesses apply through a State-licensed Education Agency
DEP & Environmental Systems Research Institute Inc.	GIS Software Grants	PA DEP

Name of Program	General Description of Program	Administering Agency
Downtown Pennsylvania Program	<p>Offers full-time management to organize and implement a Business District Authority, that provides financing for additional services in a commercial area.</p> <p>The Commercial Revitalization program funds physical improvement projects that are consistent with an action plan. Projects may include site improvements, façade renovations and adaptive reuse of downtown buildings.</p>	PA DCED
Early Intervention Program	Provides matching grants to assist municipalities experiencing fiscal difficulties to develop comprehensive multi-year financial plans.	PA DCED
Economic Development Administration Economic Adjustment Grants	Provides grants to design and implement strategies to adjust to serious job losses to a local economy, such as natural disasters and defense spending reductions.	U.S. EDA Philadelphia Office
Economic Development Administration Loan Guarantees	Guarantees business loans made through private lenders. Available for up to 80% of project cost. Primarily intended for manufacturers, but commercial businesses may qualify. A equity contribution is required by business. Must show job creation.	U.S. EDA Philadelphia Office
Economic Development Administration Public Works Grants	Offers grants to distressed municipalities to assist in attracting new industries and encourage business expansion. Projects typically involve water and sewage improvements primarily serving industries, industrial access roads, and business incubators. A 50% local match is typically required.	U.S. EDA Philadelphia Office
Elm Street	Provides grants for planning, technical assistance and improvements to residential and mixed use areas near central business districts.	PA DCED
Emergency Responders Resources and Training Program	Provides funds for emergency responder improvement projects.	PA DCED
Emergency Services Loan Program	Provides low-interest loans to fire and ambulance companies to acquire vehicles, or to renovate or acquire buildings to house vehicles.	PA Emergency Management Agency
Energy Harvest Grant	Energy projects that address air quality and watershed protection.	PA DEP

Name of Program	General Description of Program	Administering Agency
Enterprise Zone Program, PA	Encourages investment in "enterprise zones" that are distressed areas designated by the State. The main benefits include: low-interest loan pools (mainly for building acquisition, construction, renovation and machinery), local technical assistance in connecting with financing and technical resources, and preferences in certain State grant and loan programs. A priority is placed upon assistance to industrial businesses. Grants are also available for the initial planning of proposed enterprise zones, and for program administration. See also "E.Z. Tax Credits" below. (This program is completely separate from the Federal Empowerment Zone/Enterprise Community program.)	PA DCED
Enterprise Zone Tax Credits	Provides State tax credits to businesses located within State-designated Enterprise Zones for new building construction and rehabilitation of existing buildings.	PA DCED
Environmental Protection Agency Brownfields Program	Grants for a very limited number of pilot demonstration projects for cleanup of contaminated underused industrial sites.	U.S. EPA Philadelphia Office
EPA Section 319 Non-point Source Pollution Prevention Program	Provides money for projects that help control non-point source pollution and protect water quality.	Pennsylvania Association of Conservation Districts, Inc. (PACD)
Flood Control - Army Corps and NRCS Watershed Programs	Various types of projects to manage flooding. Typically, the Army Corps is involved in larger watersheds, while NRCS has primary responsibility for smaller watersheds.	U.S. Army Corps of Engineers, U.S. Natural Resources Conservation Service
Flood Hazard Mitigation Grant Program	Provides 75% funding to relieve imminent hazards from flooding, such as voluntary buy-outs and demolitions of highly flood-prone properties.	Federal Emergency Management Agency
Flood Protection Program, PA	Offers design and construction of flood protection projects. The project must be deemed economically justifiable under the state capital budget process.	PA DEP Bureau of Waterways Engineering
Growing Greener Program	Aids in the preservation of farmland and open space, clean up of abandoned mines, restoration of watersheds, and providing new and upgraded water and sewer systems.	PA DEP

Name of Program	General Description of Program	Administering Agency
Growing Greener II	Main Street and downtown redevelopment grants to municipalities and nonprofits, focusing on improving downtown sites and buildings. Eligible projects may include approaches that assist in business development or public improvements.	PA DCED
Heritage Parks Program	Provides grants up to 75% of costs for projects within State-designated "Heritage Parks" to preserve and interpret the significant contribution that certain areas made upon the industrial heritage of the state and nation. Funds may be used for four types of projects: Feasibility studies, a Management Action Plan, Special purpose studies, and Implementation projects. Projects are intended to conserve natural, historic and recreational resources relating to industrial heritage to stimulate regional tourism.	PA DCNR
Historic Preservation - Certified Local Government Grants	Provides modest-sized matching grants to provide technical assistance to municipalities that have official historic districts and meet other criteria to be "certified."	Federal, administered by PA Historical and Museum Commission
Historic Preservation Survey and Planning Grants	Matching grants for historic surveys, historic preservation planning and National Register nominations. Available to municipalities and non-profit organizations. Cannot be used for construction.	Federal, administered by PA Historical and Museum Commission
Historic Preservation Tax Credits	Offers Federal income tax credits for a percentage of the qualified capital costs to rehabilitate a certified historic buildings, provided the exterior is restored. The program is generally limited to income-producing properties.	National Park Service
Home Ownership Choice Program	Provides financing assistance for new, single-family homes in designated blighted areas.	PA HFA
Housing and Redevelopment Assistance	Provides state-funded grants for community revitalization and economic development activities at the local level. Assists the community in becoming competitive for business retention, expansion, and attraction.	PA DCED
Industrial Sites Reuse Program	Provides grants and low-interest loans for environmental site assessment and remediation at former industrial sites.	PA DCED
Infrastructure Development Program, PA.	Provides grants and low interest loans for public and private infrastructure improvements needed for a business to locate or expand at a specific site. Financing is also available for infrastructure to redevelop industrial sites that have been idle more than 6 months, such as acquisition and demolition. Primarily available for industries, research facilities, company headquarters and business park developments.	PA DCED

Name of Program	General Description of Program	Administering Agency
Intermunicipal Projects Grants	Promotes cooperation between neighboring municipalities so as to foster increased efficiency and effectiveness in the delivery of municipal services at the local level.	PA DCED
Job Creation Tax Credits, PA	Provides State tax credits to businesses that commit to create new jobs in PA within the next 3 years. Must create 25 new jobs or 20% of the existing work force. The jobs must pay over a certain minimum income. The business must explain how it exhibits leadership in technological applications.	PA DCED
Keystone Historic Preservation Funds	Provides 50% matching grants to fund analysis, acquisition or rehabilitation of historic sites. The site must be on the National Register of Historic Places, or officially determined to be eligible for listing. The site must be accessible to the public after funding. The grants can be made to public agencies or non-profit organizations.	PA Historical and Museum Commission
Keystone Opportunity Zones	Provides state and local tax abatement to businesses located in a designated zone.	PA DCED
Keystone Rec., Park & Cons. Fund – Library Program	Provides grants to improve the physical facilities of public libraries.	PA DCED
Keystone Rec., Park & Cons. Program - Land Trust Grants	Grants to well-established non-profit land trusts and conservancies to plan for and acquire critical natural areas. Land that is acquired must be open to the public.	PA DCNR
Land Use Planning and Technical Assistance Program (LUPTAP)	Assists local governments and counties to prepare comprehensive plans, downtown plans, special community development studies and development regulations.	PA DCED
Local Government Capital Project Loan Program	Provides low-interest loans to local government for equipment and facilities needs.	PA DCED
Low Income Housing Tax Credit, Federal	Offers Federal income tax credits to non-profit and for-profit developers of housing for low-income persons. Non-profits can then sell their credits to investors.	PA Housing Finance Agency
Machinery and Equipment Loan Fund	Provides low-interest loans to acquire or upgrade machinery and equipment and related engineering and installation for industrial, agricultural, processing and mining businesses. The business must agree to create or preserve jobs as a condition of the financing.	PA DCED

Name of Program	General Description of Program	Administering Agency
Main Street Program	Provides grants to municipalities to coordinate downtown revitalization.	PA DCED
Minority Business Development Authority, PA	Provides low-interest loans for businesses owned and operated by minorities. Can generally be used for industrial, international trade, franchise, retail and commercial uses. Can be used for site acquisition, building construction and renovation, machinery and working capital.	PA Minority Business Development Authority & PA DCED
Municipal Open Space Program	Provides assistance with local land preservation efforts and open space planning. Aids in the acquisition of land for agricultural preservation, natural resource protection, and/or recreation.	BCPC
Municipalities Financial Recovery Act, PA	Provides technical advice and grants for special purposes (such as studies to improve service efficiency) within municipalities that have been officially designated as financially distressed. After application and designation, the municipality must follow a Financial Recovery Plan.	PA DCED
National Tree Trust	Supports the work of local nonprofit urban forestry organizations around the country.	online information available soon
Neighborhood Assistance Tax Credit Program	Authorizes state corporate income tax credits to private companies for investment in distressed areas, support of neighborhood revitalization planning, and development activities in designated Enterprise Zones.	PA DCED
On-Lot Septic System Program	Offers low-interest loans to limited income households to repair failing on-lot septic systems.	PennVest and PA Housing Finance Agency
Opportunity Grant Program (replaced Sunny Day Fund)	Offers grants to create or preserve very substantial numbers of jobs. May be used for job training, infrastructure, land and building improvements, machinery and equipment, working capital, or environmental assessment and cleanup.	Can only be applied for through the Governors Action Team
PA Industrial Development Authority Financing (PIDA)	Provides low interest loans for construction, renovation and site preparation of buildings for new employers. Primarily funds industrial projects.	PIDA and PA DCED
PEDFA Financing	Provides low-interest rate financing of business growth. Projects that can be funded with bonds that are exempt from Federal income tax have a lower interest rate than other types of projects. The lower rate financing is limited to activities such as site acquisition, building construction and rehabilitation and new equipment - for manufacturing and certain transportation and utility uses. The higher rate is available to a broader range of businesses and a much wider variety of expenditures.	PA Economic Financing Authority-- Applications are made through a local Industrial Development Corp. or Authority

Name of Program	General Description of Program	Administering Agency
PennCAP	Provides a guarantee of loans to businesses made by participating banks.	DCED Apply through a participating bank
PENNVEST	Offers low interest loans for construction and improvement of drinking water and wastewater systems. Outright grants may be available for highly distressed communities. Mainly intended for public systems, but some private systems may be approved. Water projects are funded through the Drinking Water Revolving Loan Fund. Sewage projects are funded through the Clean Water Revolving Fund. In addition, PennVest is authorized to provide loans for projects to control existing stormwater problems, such as separating stormwater from sanitary sewage. The "Advance Funding Program" provides low-interest loans for feasibility studies and engineering of systems if the utility cannot fund such work itself.	PA Infrastructure Investment Authority and PA DEP Bureau of Water Supply Management-- Involves both U.S. EPA and State funds
Recreational Trails Program	Projects such as maintenance and restoration of existing trails, development and rehabilitation of trailside and trailhead facilities and trail linkages, purchase and lease of recreational trail construction and maintenance equipment, construction of new recreational trails, and acquisition of easements or property for recreational trails or recreational trail corridors.	DCNR
Recycling Grants	Grants for up to 90% of municipal costs to develop and implement recycling programs, such as the purchase of recycling bins and composting equipment. Grants are also available to counties for a recycling coordinator, waste management plans and pollution prevention education.	PA DEP Bureau of Land Recycling and Waste Management (under Act 101 of 1988)
Recycling Market Development Loan Fund	Provides low-interest loans to businesses to purchase recycling source-separating equipment.	PA DEP Bureau of Land Recycling and Waste Management
SBA Financing	Offers low-interest financing for smaller businesses, including: <ul style="list-style-type: none"> - micro-loans and micro-enterprise grants - Section 7(a) Guaranteed Business Loans - Section 504 Loans to allow certified development organizations to make long-term loans for real estate and other fixed assets 	U.S. Small Business Administration
Sewage Facility Planning Grants	Grants to pay up to 50% of the costs to prepare new sewage facilities plan or update an existing plan, under State Act 537 of 1966.	PA DEP
Shared Municipal Services	Provides modest-sized 50/50 matching grants to promote cooperation among municipalities, in order to increase the efficiency of public services. Two or more municipalities may apply, or a council of governments.	PA DCED

Name of Program	General Description of Program	Administering Agency
Small Business First	Provides low-interest loans for projects by businesses that generally have less than 100 employees. Generally, funding can be used for site acquisition, building construction, machinery, working capital, environmental compliance, defense-cutback impacts, recycling, technology, export and computer activities. This is also one of the few funding sources that can be used for restaurants, hotels and motels. The recipient must agree to create or preserve jobs.	PA DCED An application can be made through an "Area Loan Organization"
Small Business Incubator Program	Provides loans and grants for facilities in which a number of new businesses operate under one roof with affordable rents, sharing services and equipment and having equal access to a wide range of professional, technical, and financial programs.	PA DCED
Small Communities Planning Assistance Program (SCPAP)	Provides grants up to 100% of the costs to eligible municipalities to prepare comprehensive plans, development regulations and special strategies for development. Generally, 51% of the municipality's residents must be low or moderate income, according to the census or a survey.	Federal CDBG administered by PA DCED
Small Water System Regionalization Grants	Provides grants for feasibility studies concerning the merger of small drinking water systems.	PA DEP Bureau of Water Supply
Smart Growth Leadership Institute	Smart Growth Technical Assistance.	Leadership Institute
Solid Waste Facility Programs	Programs provide grants for municipalities to review proposed solid waste facilities within their borders. Programs also provide funding for municipal inspectors of facilities and for host fees from operators.	PA DEP Bureau Land Recycling and Waste Management
Stormwater Management Grants (Under State Act 167 of 1978)	Grants for cooperative efforts at the watershed level among municipalities for stormwater planning and ordinances. Grants are typically made to counties, but may be made to municipalities.	PA DEP Bureau of Watershed Conservation
Stream Improvement Program	Provides design and construction assistance to eliminate imminent threats to flooding and stream-bank erosion.	PA DEP Bureau of Waterways Engineering

Name of Program	General Description of Program	Administering Agency
TEA 21 Transportation Enhancements Program (Part of Federal Transportation Efficiency Act)	Provides grants for: facilities for pedestrians and bicycles, acquisition of scenic easements and scenic or historic sites, development of scenic or historic route programs, landscaping and other scenic beautification along highways, historic preservation, restoration of historic transportation facilities (such as canals), preservation of rail corridors (particularly for bicycle/walking routes), control and removal of outdoor advertising, archeological research, and mitigation of water pollution due to highway runoff. All projects must have a direct relationship to transportation.	U.S. DOT funds administered by PennDOT
Tire Pile Cleanup Grant	Grants to municipalities to provide reimbursement for costs of cleaning up large piles of used tires.	PA DEP Bureau of Land Recycling & Waste Management
TreeVitalize Program	Incentive grants are being offered to encourage municipalities to cross boundaries and work together to include tree cover in their planning and budgeting. Applications are welcomed from local governments or business improvement districts in the four counties listed above. Priority consideration will be given to applications supporting multi-municipal forestry management projects.	PA DCNR TreeVitalize
Urban Forestry Grants	Provides grants for tree planting projects. Is also a Federal "America the Beautiful" grant program for tree planting.	PA DCNR
Watershed Resources Educational Network (WREN)	Funds community based educational projects that protect and improve either the drinking water source waters for the community's public drinking water system or the community's watershed.	PA DEP
Wildlife Habitat Incentives Program (WHIP)	Provides both technical assistance and cost-share assistance to establish and improve fish and wildlife habitat. Projects may include riparian buffer restoration, stream fencing in agricultural areas, wetland enhancement, and fish habitat restoration.	USDA

Source: Publications and Internet sites of various agencies, *Pennsylvanian* magazine.

Key

PA DCED = Pennsylvania Department of Community and Economic Development
PA DCNR = Pennsylvania Department of Conservation and Natural Resources
PA DEP = Pennsylvania Department of Environmental Protection
PA HFA = Pennsylvania Housing Finance Agency

<u>www.inventpa.com</u>	The Governor's Center for Local Government Services oversees a range of financial and strategic support programs. Whether you need help in developing intergovernmental cooperation ventures or need assistance with financial recovery, the Center's local government experts can help. You can find out more about each of these programs on the Community Resource Directory.
<u>www.gpoaccess.gov/fr/</u>	The Federal Register is the official daily publication for Rules, Proposed Rules, and Notices of Federal agencies and organizations, as well as Executive Orders and other Presidential Documents.
<u>www.pueblo.gsa.gov/call/</u>	This site provides useful information about Federal programs and benefits. The Federal Citizen Information Center has gathered contact information and resources to help you get in touch with the appropriate official for each program.
<u>www.firstgov.gov</u>	FirstGov offers an extensive collection of online information, services and resources. You can link to web pages from federal and state government agencies.
<u>www.statelocalgov.net</u>	State and Local government on the Net is a frequently updated directory of links to government sponsored and controlled resources on the Internet.
<u>www.governmentguide.com</u>	Government Guide has federal, state and local resources personalized for you. Enter your location, then explore the features.
<u>www.fdncenter.org</u>	The Foundation Finder is a free look-up tool that provides basic profiles of 65,000 private and community foundations.

Source: Top 7 Grant Websites, January 2003
by *Shannon Jankowski, PSAB Grants/Research Analyst*

