Comprehensive Plan Update

2014

Perkasie Borough
Comprehensive Plan Update

Adopted by the

Perkasie Borough Council

February 17, 2014

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Perkasie Borough
Comprehensive Plan Update

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February, 2014

RESOLUTION NO 2014-1

A RESOLUTION OF THE COUNCIL OF THE BOROUGH OF PERKASIE, BUCKS COUNTY, PENNSYLVANIA, ADOPTING THE REVISED BOROUGH COMPREHENSIVE PLAN.

WHEREAS, the Pennsylvania Municipalities Planning Code ("MPC") requires that a Municipal Comprehensive Plan shall be reviewed at least every ten (10 years); and

WHEREAS, the Borough of Perkasie last adopted a comprehensive plan in 1993; and

WHEREAS, the Bucks County Planning Commission under contract with Perkasie Borough has prepared a revision to the Borough's Comprehensive Plan; and

WHEREAS, the revised Comprehensive Plan has been reviewed by the Borough Planning Commission and the Bucks County Planning Commission and both bodies recommend its adoption; and

WHEREAS, the Comprehensive Plan has been forwarded to the adjoining municipalities as well as the Pennridge School District for their review and comments; and

WHEREAS, a Public Hearing was advertised pursuant to public notice under the MPC for the February 3, 2014 Borough Council Meeting which was cancelled due to weather, and the Borough has since complied with public notice requirements for the re-advertising of the meeting containing the Public Hearing to February 10, 2014 and all public notice requirements are thereby met; and

WHEREAS, pursuant to the MPC, the Perkasie Borough Council has held a hearing on the below listed date to consider the adoption of this Comprehensive Plan; and

WHEREAS, the general public has set forth their comments concerning the Comprehensive Plan at the Council's hearing as well as other public meetings before Borough bodies.

NOW THEREFORE IT IS HEREBY RESOLVED, by the Perkasie Borough Council that the revised Borough Comprehensive Plan is hereby adopted in full including all of the maps and charts set forth therein and all the appendices attached thereto.

SO RESOLVED THIS 17th day of February, 2014

ATTEST:

Andrea L. Coaxum,
Interim Borough Manager/Secretary

James Ryder,
Council President

{00676453/}

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Part I

Present Conditions, Trends

and

Future Potential

INTRODUCTION

A comprehensive plan is an official public document containing a community's policies and principles that provide a foundation for future planning, zoning, and municipal actions. The Commonwealth of Pennsylvania authorizes municipalities to prepare comprehensive plans through the Municipalities Planning Code (MPC).

This Comprehensive Plan is an update to Perkasie Borough's previous comprehensive plan prepared in 1993, which was a response to the various issues specific to the borough at that time. Perkasie has seen important changes since the adoption of the '93 comprehensive plan and continues to face issues similar to other mature communities including: changing economic structures; pressure for infill development, redevelopment, and adaptive reuse; need for adequate parking; balance of residential and nonresidential development; future capital investments; and desire for strategically located commercial uses that satisfy local market demands.

Over the past 25 years, Perkasie Borough has been proactive in planning for a variety of issues that are important to the community. These planning documents are incorporated into the comprehensive plan and should be used as guides when making community decisions on particular topics that have been studied in more detail. These documents include:

- *Market Conditions for the Restoration of Downtown Perkasie* (1988)
- *Perkasie Town Center, Plan for Restoration, Preservation, Development* (1989)
- *Perkasie Borough Comprehensive Plan* (1993)
- *Perkasie Borough Comprehensive Recreation, Park and Open Space Plan* (1995)
- *Perkasie Borough Market Analysis* (1999)
- *Perkasie Borough Open Space Plan* (2010)

These planning documents recommend physical improvements and policy and programming strategies designed to encourage restoration and revitalization of the borough and its Town Center, expand the tax base, and address park and open space needs. Key components of these documents have been incorporated into this Comprehensive Plan, but borough officials should refer to these documents as well when making community decisions.

Perkasie also participates in regional planning efforts through the activities of the Pennridge Area Coordinating Committee (PACC), which have conducted cooperative greenway planning and water resource protection.

This Comprehensive Plan satisfies the requirements of the Pennsylvania Municipalities Planning Code while providing useful guidance on relevant issues through the duration of its 10-year planning timeframe, or through 2024. To make this Plan more user-friendly, a two-part format is provided. **Part 1, Present Conditions, Trends, and Future Potential** contains a detailed description and analysis of a host of important planning topics affecting the character and quality of life of Perkasie's residents and businesses including: population and demographics data; land use characteristics and trends; natural,

historic, and recreational resources; transportation and circulation; community facilities; water-related infrastructure; and economic development. The Economic Development chapter includes an up close analysis and examination of economic conditions and characteristics of the local retail market to identify potential opportunities and a clear economic development vision for the borough's future.

Part 2, **Planning for the Future** contains the Land Use Plan and Plan Recommendations and Implementation. The Land Use Plan is the central element, containing overall planning strategies and policies and providing key highlights and summaries from Part 1. Based upon extensive public participation and discussion during the production of this Comprehensive Plan, eight Guiding Principles related to: Natural, Historic, and Cultural Resources; Park, Recreation, and Open Space Resources; Water Resources and Wastewater Facilities; Community Facilities and Services; Energy Conservation and Hazard Mitigation; Economic Vitality; and Transportation Mobility, with the central overarching principle of Sound Development Practices and Sustainability for future development and activities. (See pages 163-167 for detail descriptions of these principles). The Future Land Use Plan and Map provide a blueprint for planning and development in Perkasie through 2024 and beyond. The chapter provides a summary of all 14 Plan Elements and their respective implementation strategies and recommendations. An integral part of this plan is consideration of the interrelationships among various plan components as well as an analysis of the relationship between existing land uses, zoning, and planning for future development in the neighboring municipalities and region.

The **Executive Summary Brochure** provides an even more abbreviated description and overview of important plan components of this Plan.

This Comprehensive Plan was funded in part by the Transportation and Community Development Initiative (TCDI) that supports local development and redevelopment efforts in qualifying municipalities of the Delaware Valley. TCDI was established in 2002 to reverse the trends of disinvestment and decline in many of the region's core cities and developed communities. To satisfy the grant's criteria, this plan focuses on preparing the Town Center area (downtown mixed-use district) for transit-related development.

Perkasie Borough is different from many other boroughs in the county - it is the largest borough in size; nearly 10 percent of its land area is public park, recreation, and open space; and it has the second highest amount of developable land, not including the redevelopment potential of underutilized land. The borough has also set itself apart from many other communities by its proactive efforts in supporting a significant number of civic events, providing an extensive park and recreation network and revitalizing its Town Center area. Taking into account these strengths, borough officials have created an Economic Development Vision that will provide direction for borough officials, the business community, and prospective developers for the next 10 years and beyond. The **Play**Shop**Dine**Unwind (active/healthy lifestyles) vision capitalizes on one of Perkasie's greatest assets—its park and recreational facilities that attract residents and visitors from around the region. Creating a more dynamic shopping, dining, cultural, and entertainment experience, not only in the Town Center but other commercial areas, is instrumental to this vision. Efforts towards downtown revitalization are intended to create a more vibrant, walkable, mixed-use environment while maintaining Perkasie's small town character.

Planning for higher levels of development near transit stations is a proven planning technique that has many benefits. If and when passenger train service is restored to Perkasie, the train station will be a short walk from anywhere within the Town Center, providing convenient access for residents wishing to utilize commuter train service throughout the region. If the lack of adequate funding prevents future passenger train service from occurring, the planning for the Town Center will not be wasted if Perkasie's vision for its downtown revitalization is successful.

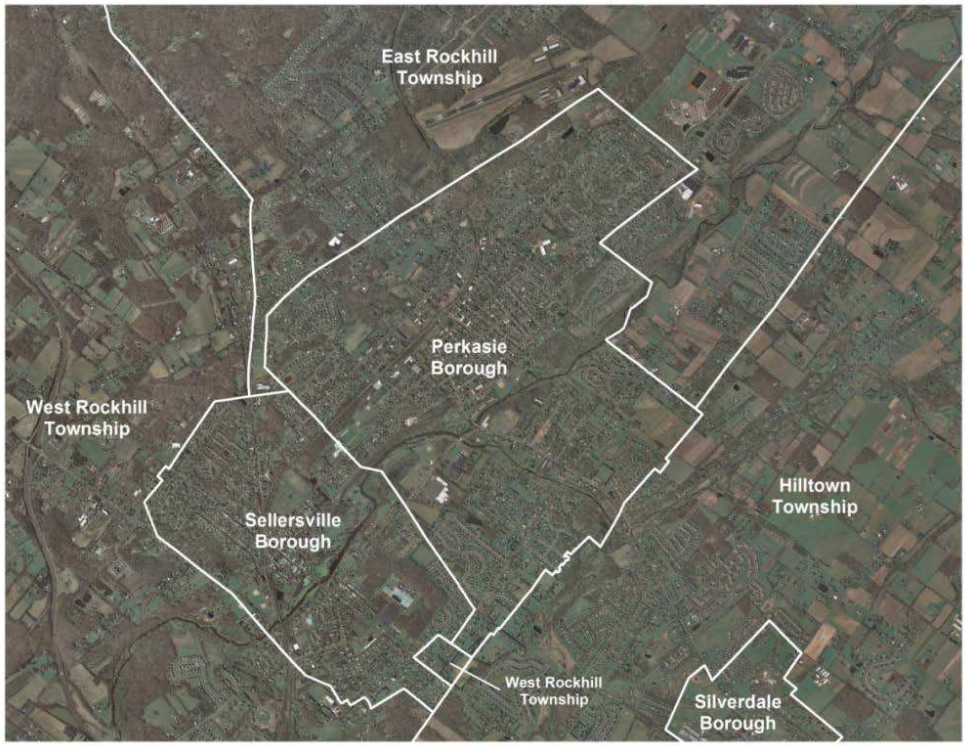
Chapter 1

REGIONAL LOCATION AND HISTORY

Perkasie Borough is located in Upper Bucks County and is situated about midway between Center City Philadelphia, 30 miles to the south, and the Allentown/Bethlehem urban area, 22 miles to the north. The 2.4-square-mile borough abuts Sellersville Borough and the townships of East Rockhill and Hilltown and a small portion of West Rockhill. A major ridge parallels most of the length of the East Branch Perkiomen Creek, forming a steep natural barrier and the northern boundary of the borough. The East Branch Perkiomen Creek bisects the borough and acts as a backbone to the regional greenway network.

The boroughs in the Upper Bucks region, including Perkasie, have historically been the centers for population and commerce while the townships have been predominately rural in nature. Development in the region has been steady due to the good transportation access and availability of public water and sewer service. Residential and nonresidential development and population growth are expected to continue in the Upper Bucks region at a rate slightly greater than thecounty.

While no major transportation route passes directly through Perkasie, the borough is in close proximity to the Pennsylvania Turnpike Northeast Extension (I-476) and PA Route 309. These highways provide connections to eastern Pennsylvania and to the eastern United States.



Perkasie takes its name from the Leni Lenape word "Poekskossing," meaning "where hickory nuts were cracked." The borough originated as a village occupying part of the 11,462-acre Manor of Perkasie granted to William Penn. The manor was laid out and surveyed in 1708 and included most of Hilltown and West Rockhill townships. Spurred by construction of the North Penn Railroad in the late 1850s Perkasie became a boom town and a trade center for the surrounding villages and farms. The access and labor provided by the railroad gave rise to industry in the borough, chiefly the manufacture of hand-made cigars and cigar boxes, and later textiles. In 1879, the borough's 68 residents were granted permission for the incorporation of the borough. The borough has been twice ravished by fire, first in 1890 and then in 1988 by the Great Perkasie Fire. After the 1988 fire, efforts to restore the downtown began and continue to this day.

Today, Perkasie has a strong downtown/town center area with a mix of residential and commercial uses. Residential neighborhoods are found on the periphery of the borough. The borough is known for its exceptional parks and recreation system that has grown into a regional attraction. Local civic and cultural events, such as the various seasonal events, are popular and well attended. The combination of Perkasie's established downtown, its parks and recreation amenities, and local cultural events all contribute to a distinctive and highly desirable small-town atmosphere.

Perkasie is governed by a Mayor and a nine-member Borough Council which consists of three members elected from each of the borough's wards. The Council employs a fulltime borough manager, who is appointed by Council and serves as Borough Secretary, to direct the day-to-day operations of the borough.

The borough participates in regional planning efforts through the activities of the Pennridge Area Coordinating Committee (PACC). The PACC is made up of the eight municipalities that make up the Pennridge Area School District,[1] the Pennridge Chamber of Commerce, and the Pennridge School District administration. The group was formed in 1997 due to concerns about the rate of increase in the school age population. Cooperative planning has taken place in greenway planning and water resource protection.

[1] The Pennridge Area Coordinating Committee municipal members include the boroughs of Dublin, Perkasie, and Silverdale and the townships of Bedminster, East Rockhill, Hilltown, and West Rockhill.

Chapter 2

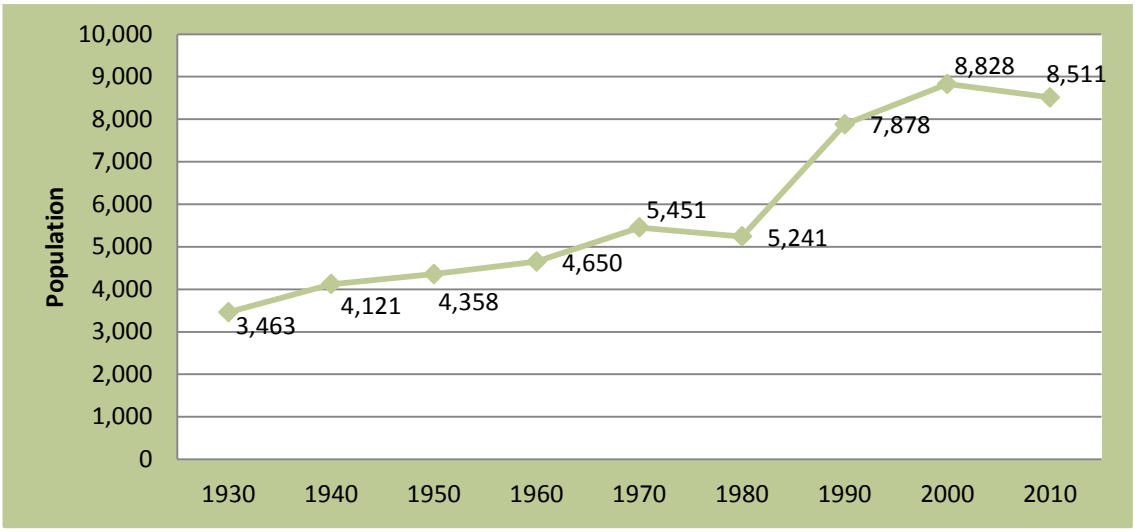
POPULATION AND DEMOGRAPHIC TRENDS

One of the most important purposes of a comprehensive plan is to assess current conditions and potential trends for the future in order to plan for possible growth and change. Basic demographic measures of population and housing conditions, both past and present, can provide some sense of the key characteristics of a community and an indication of where it is headed.

POPULATION TRENDS[2]

According to 2010 U.S. Census data, there were 8,511 people residing within the borough's 2.4-square-miles. The borough has experienced population growth nearly every decade over the past 80 years, with only 1970 to 1980 and 200 to 2010. Figure 1 shows the borough's historic population growth since 1930. Perkasie Borough experienced its greatest growth during the ten year period between 1980 and 1990 when the borough gained 2,637 residents for a total of 7,878. This constituted a 50.3 percent increase over the 1980 population level. The large increase in population is related to a significant increase in housing development (over 1,000 dwelling units) that the Borough experienced during this timeframe.

Figure 1
Population Growth, 1930 to 2010



Source: U.S. Census Bureau

[2] The demographic and socioeconomic data used in this chapter come from the most current data available at the time of this plan production. Thus data comes from various sources such as: 1990, 2000, 2010 U.S. Census Bureau, and U.S. Census Bureau 2006-2010 and 2007-2011 American Community Survey 5-year Estimates, which is a calculated average during this 60-month period.

The 2000 Census figures show that the Borough's population growth slowed after 1990; however, the population growth still exceeded the overall county rate of growth for this period.

The 2010 Census figures show that the borough lost 317 residents since 2000, a 3.6 percent reduction in population. There are several factors likely to have contributed to the borough's loss of population during this period. Among these factors are the impacts of the economic recession, the closing of some local manufacturing operations, smaller families, aging population, and shifts of population from boroughs to townships. The recently released 2007-2011 American Community Survey data indicates that the borough's total population has increased to 8,560.[3] This information helps substantiate the population projections that are discussed in the latter sections of this chapter.

It is also useful to compare the borough's population changes to those experienced in the region in order to gain insight into regional trends affecting the borough. Table 1 below shows the population for the eight communities within the Pennridge Area, the upper Bucks County region, Bucks County, and the nine-county Delaware Valley Regional Planning Commission (DVRPC) region.

Table 1
Population by Area/Region/County

Pennridge Area	2000	2010	2000 to 2010	
			Amount Change	Percentage Change
Perkasie Borough	8,828	8,511	-317	-3.6%
Bedminster Township	4,804	6,574	1,770	36.8%
Dublin Borough	2,083	2,158	75	3.6%
East Rockhill Township	5,199	5,706	507	9.8%
Hilltown Township	12,102	15,029	2,927	24.2%
Sellersville Borough	4,564	4,249	-315	-6.9%
Silverdale Borough	1,001	871	-130	-13.0%
West Rockhill Township	4,233	5,256	1,023	24.2%
TOTAL	**42,814**	48,354	**5,540**	**12.9%**
Upper Bucks Region[4]	93,489	102,780	9,291	9.9%
Bucks County	597,635	625,249	27,614	4.6%
DVRPC Region	5,388,462	5,626,186	237,724	4.4%

Source: U.S. Census, Delaware Valley Regional Planning Commission

[3] The American Community Survey (ACS) is an ongoing statistical survey by the Census Bureau to provide population and other demographic data on an annual basis. For municipalities of Perkasie's size 5 survey years are combined to obtain a reliable estimate. ACS data is used sparingly in this chapter because of the concern with the margin of error in the data which is caused by using a smaller sample size as compared to the decennial Census.

[4] Upper Bucks Region includes Bedminster, Bridgeton, Durham, East Rockhill, Haycock, Hilltown, Milford, Nockamixon, Richland, Springfield, Tinicum, and West Rockhill townships and Dublin, Perkasie, Quakertown, Richlandtown, Riegelsville, Sellersville, Silverdale, Telford, and Trumbauersville boroughs.

An examination of the regional trends shows that the Pennridge Area, with a 12.9 percent gain in population during the 2000 to 2010 period, has grown faster than the Upper Bucks Region, Bucks County and the nine-county DVRPC region. However, the boroughs within the Pennridge Area, except for Dublin Borough which experienced a modest 3.6 percent gain, have all lost population. The loss of borough population is part of a larger trend in which over the past 40 years the borough's share of county population has declined from a high of 17.2 percent in 1970 to a low of 12.9 percent in 2010. This suggests that while the townships are gaining a greater share of population growth, boroughs within the county, have for the most part, remained stable or have declined.

AGE

The borough's population has been aging, and this trend can be expected to continue. The median age in the borough has been climbing steadily upward, rising from 31.6 in 1990 to 34.9 in 2000, to 38.9 in 2010. For comparison the median age of Bucks County residents was 42.0 in 2010.

Table 2 below shows the changes in the borough's age distribution by age group. However, merely examining the overall age increase does not tell the full story of the changes that are occurring in the age groups of borough residents. A closer look at two key age groups follows.

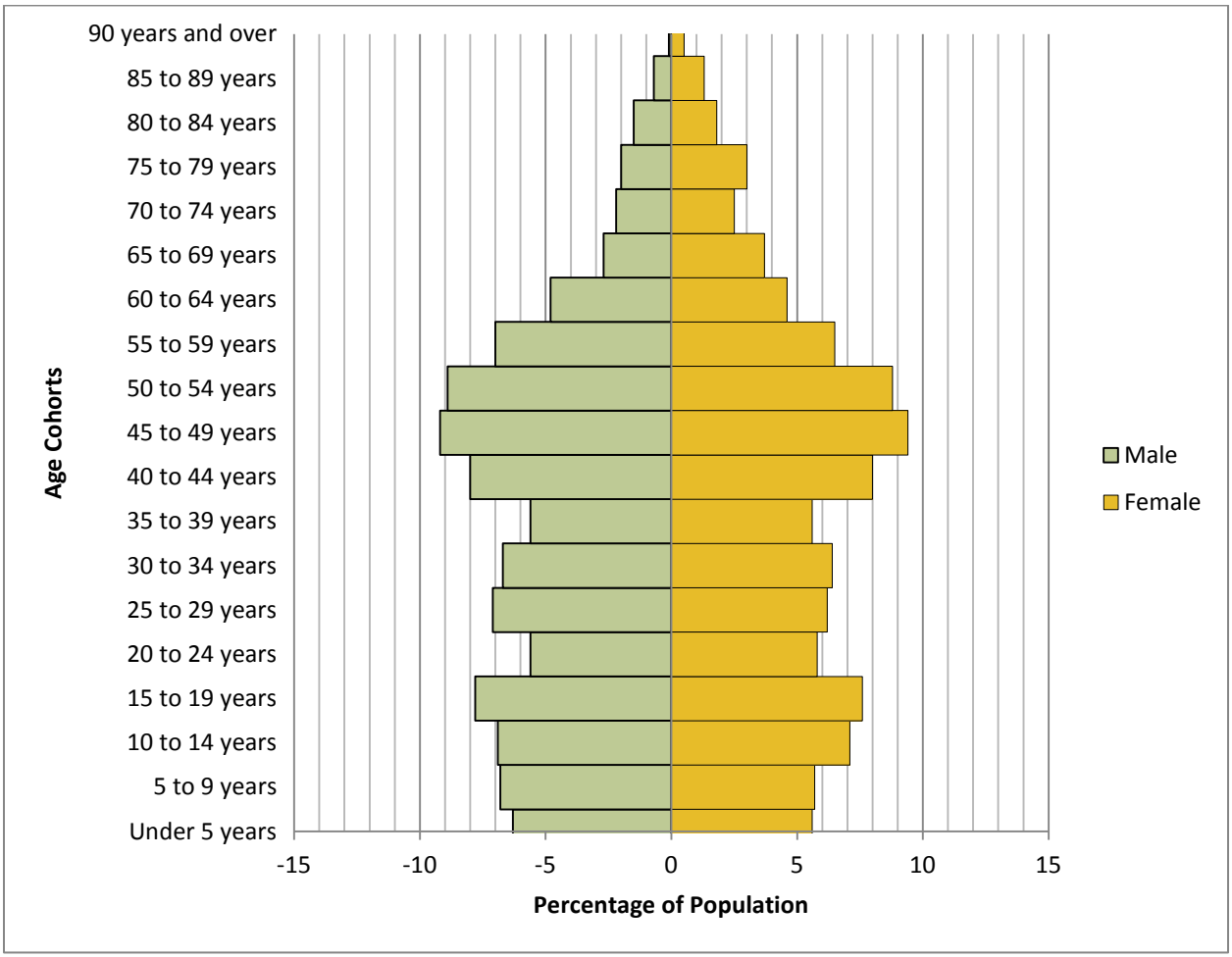
Table 2
Population by Age, 2000 to 2010

Age	2000		2010	
	Number	Percent	Number	Percent
Under 5 years	645	7.3%	506	5.9%
5 to 9 years	751	8.5%	532	6.3%
10 to 14 years	770	8.7%	596	7.0%
15 to 19	631	7.1%	655	7.7%
20 to 24	385	4.4%	483	5.7%
25 to 34	1,252	14.2%	1,119	13.1%
35 to 44	1,779	20.2%	1,157	13.6%
45 to 54	1,080	12.2%	1,547	18.2%
55 to 59	361	4.1%	572	6.7%
60 to 64	237	2.7%	400	4.7%
65 to 74	460	5.2%	473	5.6%
75 to 84	376	4.3%	356	4.2%
85 years and over	101	1.1%	115	1.4%

Source: U.S. Census Bureau

The first group that bears further attention is the Baby Boomers, those persons born between 1946 and 1964. In 2010, persons in this age group made up nearly one-third of the borough's population. The population pyramid below depicts the Baby Boomers; those age groups encompassing the population aged 45 to 64, as a bulge. The impacts of the aging of the Baby Boomer generation will be felt in health care, housing, transportation, and social services.

Figure 2
2010 Population Pyramid



Source: U.S. Census Bureau

Another group that should be looked at closely is those persons between the ages of 25-34. This age group is susceptible to "brain drain", the phenomenon that describes the trend of young professionals migrating to other areas for education, employment, and other housing options. Table 2 shows a slight decline in the total number of persons in the 25 to 34 year old age group residing in Perkasie from 2000 to 2010. This trend is also seen throughout the county, state, and region. Some of the decline can be attributed to the fact that there were fewer people in this age group in 2000. On a positive note, it appears that those persons that made up the 15 to 24 year old age group in 2000 have largely remained in Perkasie. In fact, in 2010 the borough has experienced an increase of 103 persons in this age group. The retention and attraction of this generation is important to the borough's well-being, both economically and socially. Jobs left by retiring baby boomers will be filled by workers in this age group and businesses that require a skilled labor force will be attracted to areas with members of this age group.

RACE, ETHNICITY, AND GENDER

Other characteristics pertinent to understanding the nature of a community involve its racial and ethnic composition. Perkasie is relatively homogeneous in terms of race and ethnicity with 95.8 percent of residents identifying themselves as white. In comparison, county residents are 89.2 percent white. Over the past 20 years the number of borough residents who consider themselves nonwhite has increased in both number and percentage of total population (Table 3).

Table 3
Nonwhite and Hispanic Population[5]

	1990		2000				2010			
	Non-white	Percent of Total	Non-white	Percent of total	Hispanic or Latino	Percent of Total	Non-white	Percent of total	Hispanic or Latino	Percent of Total
Perkasie Borough	84	1.1%	197	2.25%	120	1.36%	355	4.2%	212	2.5%

Source: U.S. Census Bureau

Most borough residents in 2010 were born in the United States (98.2 percent) and only speak English in the home (95.9 percent). Spanish is spoken as the only language in the home by 2.5 percent of residents. Other Indo-European languages are spoken by 1.6 percent of residents. The origin of foreign born residents was split between Latin America (54.2 percent) and Europe (45.8 percent).[6]

HOUSEHOLDS AND FAMILIES

The number of households[7] in Perkasie totaled 3,306 in 2010, and 68.8 percent (2,275) of these households were family households. About 48 percent of family households included children under the age of 18; down from 56.6 percent in 2000. Table 4 depicts the increasing number of family households without children under the age of 18 between 1990 and 2010. Nearly 55 percent of the households were married couples living together, 23.2 percent had a female head of household, and 31.2 percent were nonfamily households. More than 24 percent of all households were made up of individuals living alone, and 8.8 percent had someone living alone who was 65 years of age or older. Household size has been declining nationwide in recent years due to a number of factors: later family formation, declining birth rates, rising divorce rates, and more people living alone. The average household size in 2010 was 2.57 persons, down from 2.68 in 2000 and 1990 and 2.69 in 1980. For comparison, in 2010, Bucks County's average household size was 2.63 persons. Table 4 provides a summary of the characteristics of households in Perkasie. Between 2000 and 2010, there was a 16 percent increase in family households without children, which may have an influence on housing and retail marketing strategies as discussed in Chapter 11, Economic Development.

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[5] The 2000 Census featured a change which allowed individuals to select more than one race and which separated racial identification from Hispanic or Latino classification. The total in the table includes those who only selected one race and categorized themselves as "white." It does not include those who selected more than one race of which "white" was one of the categories selected.

[6] 2006-2010 American Community Survey 5-Year Estimates were used for the data provided in this paragraph.

[7] A household is one or more persons living in a single housekeeping (dwelling) unit. A family household consists of a householder and one or more persons related to the householder by marriage, birth, or adoption.

Table 4
Characteristics of Perkasie Households, 1990 to 2010

Characteristic	1990	2000	2010
Number of Households	2,940	3,294	3,306
Average Household Size	2.68	2.68	2.57
Average Family Size	3.14	3.25	3.09
Family Household	2,179	2,339	2,275
Without Children	1,026	1,016	1,176
Married Couple Families	1,904	1,978	1,807
Nonfamily Households	761	955	1,031
Householders Living Alone	632	807	809

Source: U.S. Census Bureau

POPULATION AND HOUSING PROJECTIONS

Population and housing projections provide a view of how Perkasie is expected to grow during the next 20 years. Projections are the basis for future planning for housing, park and recreation facilities, senior services, emergency services, and other community facilities. The Delaware Regional Planning Commission (DVRPC), with input from the Bucks County Planning Commission, provides population forecasts for the nine-county region that it serves. The most recent forecasts were completed in May 2012 and incorporate data gathered from the 2010 Census. The DVRPC population forecasts are based on an age-cohort component model that incorporates birth rates, death rates, survival rates, and estimates of migration rates. The forecasts are adjusted to account for local land use trends as shown in Table 5.

Table 5
Projected Population Growth, 2000 to 2030

							2010 to 2030	
Pennridge Area	**2000**	**2010**	**2015**	**2020**	**2025**	**2030**	**Amount Change**	**Percent Change**
Perkasie Borough	8,828	8,511	8,541	8,600	8,730	8,860	349	4.1%
Bedminster Township	4,804	6,574	6,846	7,390	7,820	8,250	1,676	25.5%
Dublin Borough	2,083	2,158	2,165	2,180	2,215	2,250	92	4.3%
East Rockhill Township	5,199	5,706	5,884	6,240	6,540	6,840	1,134	19.9%
Hilltown Township	12,102	15,029	15,533	16,540	17,365	18,190	3,161	21.0%
Sellersville Borough	4,564	4,249	4,249	4,250	4,300	4,350	101	2.4%
Silverdale Borough	1,001	871	874	880	895	910	39	4.5%
West Rockhill Township	4,233	5,256	5,544	6,120	6,555	6,990	1,734	33.0%
TOTALS	42,814	48,354	49,636	52,200	54,420	56,640	8,286	17.1%
Upper Bucks Region	93,489	102,780	105,500	110,940	116,380	121,820	19,040	18.5%
Bucks County	597,635	625,249	634,879	654,140	673,290	692,440	67,191	10.7%
DVRPC Region	5,388,462	5,626,186	5,680,998	5,777,054	5,934,026	6,096,997	470,811	8.4%

Source: U.S. Census Bureau, Delaware Valley Regional Planning Commission

The DVRPC forecasts indicate that the population loss Perkasie experienced during the 2000 to 2010 period will end with a period of gradual increases in population to be expected. During the period of 2010 to 2030 it is anticipated that Perkasie will add 349 residents. This rate of growth is about the same pace as the boroughs, but lower than the townships within the Pennridge Area. Both the Pennridge Area and the Upper Bucks Region are projected to grow at significantly faster rates than both Bucks County and the DVRPC region.

In order to address future land use changes associated with future growth, projected population growth must be translated into projected housing growth. High and low housing projections were prepared by dividing the 2030 forecasted population by the average persons per dwelling unit to estimate the increase in residential units from 2010 to 2030. For the low projection, the 2010 average number of persons per dwelling unit was kept constant and applied to the 2030 population forecast. The high projection assumes a decrease in the household size that corresponds to the rate of reduction that was observed between 2000 and 2010, and this calculated persons per dwelling unit figure was applied to the 2030 population forecast. The use of the reduced persons per dwelling unit figure is supported by the reduction in persons per dwelling unit observed between 2000 and 2010, the type of proposed residential developments in the borough, and potential changes to the borough's land use policies that would promote mixed-use development in the downtown/town center area. These calculations provide a projected number of new units for the period 2000 to 2030 for the borough as shown in Table 6.

Table 6
Projected Housing Growth, 2010 to 2030

	Housing Units Census 2010	Population 2010	Population Projection 2030	Population Growth 2010-2030	Persons Per Dwelling Unit	New Units 2010-2030	Total Units 2030
Low Projection	3,396	8,511	8,860	349	2.51	134	3,530
High Projection	3,396	8,511	8,860	349	2.40	296	3,692

Sources: Delaware Valley Regional Planning Commission, U.S. Census Bureau

The low projection indicates a possibility of an additional 134 dwelling units in the borough by the year 2030. These 134 dwelling units represent a 3.9 percent increase over a 20-year period, which is much higher than the 0.5 percent increase the borough experienced in housing growth in the period from 2000 to 2010.

The high projection indicates a possibility of 296 additional dwelling units in the borough by the year 2030. The additional units represent an 8.7 percent increase over the 20-year period and would bring the total units to 3,692 by 2030.

Any forecast of future growth is tentative and subject to a given set of assumptions[8] holding true for a defined period of time and the constraints of the projection model employed. These projections should provide a fairly good picture of housing growth to the year 2030. The nature of that growth will be dependent on future housing markets and land use policies of the borough. It is likely that some additional residential development will be proposed between the adoption of this plan and 2030. It should also be noted that these projections may not take into account proposed developments within the borough, the largest of which is the Constitution Square age-restricted development that could include up to 140 dwelling units. There are other approved residential developments of smaller size, which could add an additional 166 units (latent development). (A list of these proposed developments is found in Chapter 3 Land Use Characteristics and Development Trends.) Since the amount of latent development (166 units) falls between the low projection (134 units) and the high projection (296 units), it appears that the high projection figure will adequately reflect latent development as well as additional residential development that may possibly occur through 2030.

The preceding population and demographic trends discussed will have implications for future land use planning and community facilities and community services. These topics will be further examined in the other chapters of the comprehensive plan, most significantly in Chapter 11, Economic Development, and the Future Land Use Plan within Chapter 12.

[8] The following assumptions were used to develop the housing projection:

1. The Census 2010 amounts for population and housing units are approximately correct and take into account all units constructed up until the end of 2009.
2. The population projections of the DVRPC to 2030 are approximately correct.
3. The use of the average number of persons per dwelling unit to conduct this projection provides an accurate measure of the amount of housing that will be needed for the projected population and accurately accounts for the effect of vacancies on these projections.

Chapter 3

LAND USE CHARACTERISTICS AND DEVELOPMENT TRENDS

REGIONAL PERSPECTIVE

Over the past two decades, the Pennridge Area has experienced significant increases in residential and nonresidential land use acreages up until the recent economic downturn. Since 1990, there has been a 5 percent increase in both categories. This increase within the planning area can be attributed to residential and nonresidential development influenced by various factors including good transportation access, availability of public water and sewer service, and a strong commercial and industrial presence. A byproduct of this development has been the loss of agricultural and vacant lands which experienced a 12 percent decrease throughout the Pennridge Area since 1990. Park, recreation, and open space acreage increased by about 2 percent over the past 22 years, which can be attributed to concerted efforts by municipal officials in the area adding or expanding their park and open space resources.

The nation's continuing economic conditions have resulted in a slowdown in land consumption and redevelopment projects as well as an increase in retail and office vacancies across the county. While there have been signs of economic recovery, it may be a matter of time until new development and business occupancy levels return to previous levels that may affect the land use composition of the area.

BOROUGH PERSPECTIVE

Historically, Perkasie's land use pattern has been the result of the rail line that traverses the borough and the train station that functioned as the center for transportation. Residential and nonresidential uses developed around the train station for the convenience of passengers and business commerce. Areas in proximity to the train station and downtown area became more compact and defined by a grid street network. Residential and nonresidential developments on larger lots developed around the periphery of the borough adjacent to the centralized downtown core. The majority of Perkasie's park and recreational trail network developed along the East Branch of the Perkiomen Creek and Pleasant Spring Creek.

Figure 3 highlights the location and distribution of 2010 land uses in Perkasie Borough. Perkasie is a sizable borough with a total land area of 1,626 acres and comprises of a diverse mix of land uses. As with most borough settings, Single-Family Residential uses constitute the largest land area, which in Perkasie's case, accounts for 765 acres or 47.1 percent of the borough as shown in Table 7. Single-Family units are scattered within the downtown or town center area as well as residential neighborhoods including Highland Terrace, Dorchester, Stonycrest, and Nob Hill developments. Transportation and

Utilities uses comprise the second largest land area (242 acres or 14.9 percent) due to the extensive road network in the borough.

Table 7
Land Use, 2010

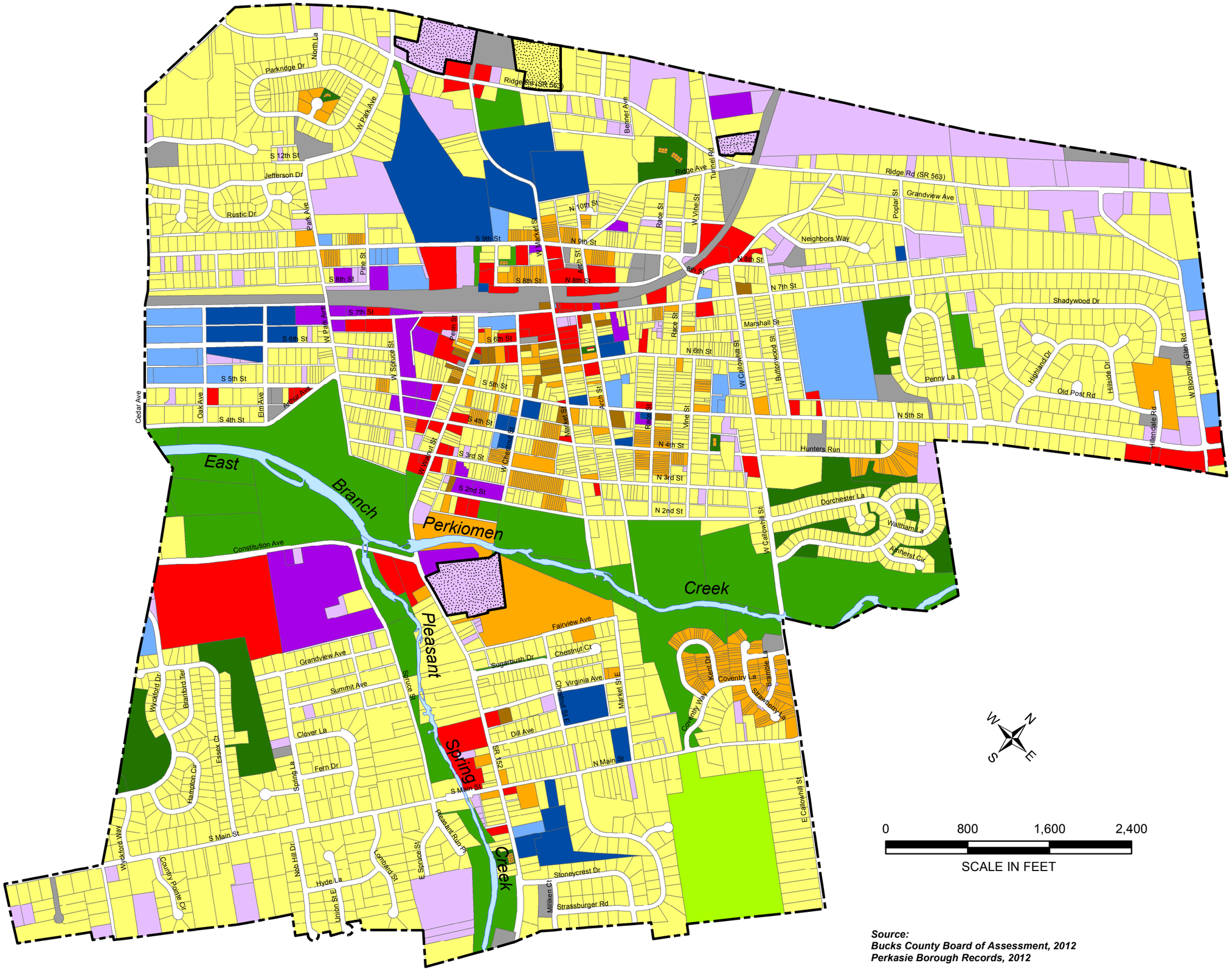
Land Use Category	Acres	Percentage
Single-Family Residential	765	47.1%
Multifamily Residential	70	4.3%
Manufacturing	33	2.0%
Commercial	69	4.3%
Mixed-Use (Residential Above Retail/Office)	5	0.3%
Government and Institutional	94	5.8%
(Public - 37 Acres)		
(Private - 57 Acres)		
Park, Recreation, and Protected Open Space	188	11.6%
(Public - 151 Acres)		
(Private - 37 Acres)		
Transportation and Utilities	242	14.9%
Vacant	108	6.6%
Agricultural	32	1.9%
Approved Residential Development Proposals	20	1.2%
TOTAL	**1,626**	**100%**

Source: Bucks County Board of Assessment and Perkasie Borough Records
See Appendix A for the definition of land use categories.

Generally, Perkasie's land use composition parallels other boroughs in the county with the exception of Perkasie's extensive park and greenway system. Borough officials have done an exemplary job creating and expanding the park and trail network over the years. As a result, Perkasie is fortunate to have a wealth of park, recreation, and open space lands. This planning effort has been extended into neighboring Sellersville Borough and East Rockhill Township, creating a significant regional park and trail system.

The Park, Recreation, and Protected Open Space (PRPOS) land uses are divided into 'Public' and 'Private' based upon ownership. Public PRPOS consists of government-owned (state, county, municipal) park, recreation, and open space lands. Private PRPOS includes deed-restricted land or common open space areas associated with residential developments (homeowners association lands) and lands preserved by conservation organizations. Collectively, Public and Private PRPOS constitute 11.6 percent (188 acres) of the borough's land area. The borough's extensive parks (Lenape, Menlo, and Kulp Memorial) and greenways (Pleasant Spring Creek and East Branch Perkiomen Creek) network provide valuable environmental and recreational resources for area residents. Public PRPOS accounts for 9.2 percent (151 acres) of the borough's land area. Private PRPOS comprise 2.2 percent (37 acres) and are associated with homeowners association lands within residential subdivisions.

FIGURE 3
PERKASIE BOROUGH COMPREHENSIVE PLAN



LAND USE

- Single-Family Residential
- Multifamily Residential
- Commercial
- Mixed Use (Commercial/Residential)
- Public Government and Institutional
- Private Institutional
- Industrial
- Public Parks, Recreation, and Protected Open Space
- Private Parks, Recreation, and Protected Open Space
- Transportation and Utilities
- Agricultural
- Vacant
- Approved Residential Development Proposals

Source:
Bucks County Board of Assessment, 2012
Perkasie Borough Records, 2012

Prepared by
Bucks County Planning Commission
Geographic Information Systems Section
2012

The Vacant land use category, which includes parcels without dwelling units or buildings containing nonresidential use, comprise 6.6 percent (108 acres) of the borough's land area. Figure 3 identifies numerous parcels that are vacant, including some larger parcels that are greater than 2 acres. Many of these parcels may be suitable for future infill development or acquisition as open space.

Public Government and Institutional land use category, which includes properties owned by government or quasi-public entities (e.g., Perkasie Borough, Perkasie Regional Authority, school district) total 2.2 percent (37 acres) of the borough's land area. The two schools (Pennridge South Middle and P.A. Guth Elementary) comprise a significant portion of this land area. The Private Institutional land use category, which includes churches, cemeteries, and fraternal organizations, contain 3.5 percent (57 acres). Collectively, the Public and Private land use categories total 5.8 percent (94 acres).

Rounding out the remaining land uses are: Multifamily Residential (70 acres or 4.3 percent); Commercial (69 acres or 4.2 percent); Manufacturing (33 acres or 2 percent); Agricultural (32 acres or 1.9 percent), and Mixed-Use (Residential above office or retail uses) (5 acres or 0.3 percent). As shown in Figure 3, Multifamily Residential, Commercial, and Mixed-Use land use categories are primarily concentrated in the downtown area with pockets scattered at various points around the borough. Multifamily uses are located in and around the downtown area as well as in apartment and townhouse complexes such as Covered Bridge Apartments, Southgate Commons, Shadywood Village, and Walker's Acres. Coventry subdivision includes a mix of multifamily and single-family detached units.

Manufacturing uses are also located primarily downtown, with a couple of larger operations located near Constitution Avenue. The lone agricultural parcel (32 acres) is located south of Main Street along the boundary with Hilltown Township. Approved Residential Development Proposals totaled 20 acres or 1.2 percent as discussed below.

Approved Residential Development Proposals

As of November 2012, there are four residential development proposals that were approved by Borough Council according to borough records, totaling 20 acres as shown in Figure 3 and Table 7. Table 8 identifies only proposals that have received preliminary or final plan approval. There are no approved nonresidential proposals at this time. The four approved residential proposals consist of major subdivisions (3 or more units) and include single-family detached, twin dwelling units, and multifamily units totaling 166 units.

With the current economic conditions, there is no guarantee if and when any of these proposals may be constructed; however, as a conservative approach for identifying future residential growth areas, these sites will not be considered vacant and available for future development.

Table 8
Approved Residential Proposals

Residential Developments	Proposed Unit type(s)	Number of Units	Preliminary (P) or Final (F) Approval	Year of Approval
Green Ridge Estates	Single-Family Detached	6	F	2012
Constitution Square	Multifamily (Garden Apartments)	140	P/F	2009
Lippencott/Jacoby	Single-Family Detached	3	F	2009
Zavitsanos	Townhouse and Twins	17	F	2008
	Total Units	**166**		

Source: Perkasie Borough Records

Chapter 4

HOUSING TRENDS

Perceptions of the quality of life in a community are often directly related to the everyday experiences in neighborhoods. Quality neighborhoods are safe, their housing stock is in good repair, they are adequately served by public facilities, and they are linked to rest of the community by sidewalks or pathways.

A community that can meet the housing needs of a diverse population throughout all stages of life is ideal. Similarly, housing options should be available to residents of all age groups and varied household types, and affordable to the people who work nearby.

The Pennsylvania Municipalities Planning Code requires municipalities to provide for a variety of basic housing types through their zoning ordinances. Growing communities are additionally required to show that their zoning will allow a fair share of various housing types as new development occurs.

Perkasie, as a place that is almost fully developed, is not considered a growth community. Population projections for the borough essentially foresee population stability. But county-level population trends suggest that the share of elderly, nonfamily, and single-person households will continue to increase.

New residential construction in Perkasie is expected to consist mostly of infill development on small parcels in existing neighborhoods, or rehabilitation or replacement of deteriorated or outdated structures. So, this section of the comprehensive plan begins by looking at characteristics of the housing stock and ways to maintain and supplement it.

HOUSING INVENTORY

Housing in Perkasie is varied in age and type. The balanced housing mix promotes affordability and draws households of different ages, composition, and family sizes. Historic rowhouses, nonresidential-to-residential and multifamily conversions, and Victorian and bungalow-style single homes are a distinctive feature of downtown Perkasie, while most residential construction since the 1970s has taken the form of single-family detached housing. (For further discussion on architectural styles, see Chapter 5, Historical and Cultural Resources).

The borough's zoning ordinance provides for seven housing types, as follows:

- single-family detached (including modular and manufactured housing and mobile homes);
- attached single-family townhouses and multiplexes;
- duplexes and twins;

- multifamily apartments;
- conversions;
- rooming houses; and
- elderly housing geared toward developments sponsored by public or nonprofit agencies.

These housing types are representative of the housing stock as it has evolved over the years.

In addition to a variety of housing types, mixed-uses are characteristic of Perkasie neighborhoods in and around the borough core. Retail, professional services, and small manufacturing uses coexist alongside single homes, duplexes, and apartments in several areas of the borough. Residential conversions have taken the form both of large, older single-family housing converted to apartments or condominium ownership, and of industrial or commercial buildings converted to living units.

HOUSING AGE

The number of housing units totaled 3,383 in 2010, according to census data.[9] Total housing units increased by less than 1 percent from 2000 to 2010, reflecting the substantially developed nature of the borough, as well as contraction of the housing sector in the later years of the decade.

At least a quarter of the borough's housing stock predates World War II, but since then, units have been added at a fairly even pace every decade until 2000, when new construction slowed to a trickle. Housing age is detailed in Table 9, below.

Table 9
Housing Age, Perkasie Borough

Year Built	Number	Percent
2005 or later	54	1.6%
2000 to 2004	42	1.2%
1990 to 1999	545	16.1%
1980 to1989	543	16.1%
1970 to 1979	467	13.8%
1960 to 1969	246	7.3%
1950 to 1959	379	11.2%
1940 to 1949	231	6.8%
1939 or earlier	876	25.9%
TOTAL	**3,383**	**100.0%**

Source: U.S. Census Bureau, 2006-2010 American Community Survey 5-Year Estimates

[9] The 2010 U.S. Census reported a total of 3,396 housing units in Perkasie. However, for more detailed housing information the U.S. Census Bureau's 2006-2010 American Community Survey (ACS) 5-Year Estimate has been used as the source of numerical housing data throughout this section. The ACS reported 3,383 housing units in Perkasie for 2010.

Nearly 26 percent of Perkasie housing was built before 1939, and another 46 percent was built between 1970 and 1999. Older housing may have greater need for rehabilitation and maintenance than housing of recent vintage.

HOUSING TYPES

More than half of all housing is in single-family detached units, followed by attached single-family housing, such as rowhouses and townhouses, and secondarily by multifamily housing, most of it in small-to-mid-sized buildings. This housing mix, shown in Table 10, below, is typical of what is found in boroughs or older neighborhoods around the county.

Table 10
Housing Units by Type, Perkasie Borough, 2010

Housing Type	Number	Percent
Single-family detached	1,842	54.5%
Single-family attached (townhouse or rowhouse)	653	19.3%
Duplexes or twins	138	4.1%
Other multifamily		
3 or 4 units	229	6.8%
5 to 9 units	87	2.6%
10 to 19 units	296	8.7%
20 or more units	120	3.5%
Mobile home	18	0.5%
TOTAL	**3,383**	**100.0%**

Source: U.S. Census Bureau, 2006-2010 American Community Survey 5-Year Estimates

The predominant housing type is single-family detached, accounting for 54.5 percent of units. Single-family attached housing makes up another 19.3 percent of the housing stock, and the most numerous type of multifamily (apartment) housing is the 8.7 percent of housing found in mid-size buildings of 10 to 19 units. All types of multifamily housing combined (excluding duplexes and twins) account for 21.6 percent of the housing stock.

HOUSING OCCUPANCY AND VALUE

Perkasie's housing profile, in terms of distribution of unit types, value, and occupancy (ownership versus rental), is broadly consistent with those of neighboring boroughs in Upper Bucks County. Housing figures for Perkasie, neighboring East Rockhill, West Rockhill, and Hilltown townships, and several other selected Bucks County boroughs (Chalfont, Sellersville, Silverdale, Telford and Quakertown), are in Table 11, below, along with countywide numbers, for statistical comparison.

Table 11
Housing Indicators for Perkasie, Neighboring Boroughs and Townships, and Bucks County, 2010

Municipality	Owner-Occupied Housing	Median Value Owner-Occupied Housing	Rental Housing Vacancy Rate	Median Monthly Rent
Perkasie	**70.0%**	**$268,300**	**0.0%**	**$782**
Chalfont	85.4%	$351,200	0.0%	$1,142
Quakertown	58.7%	$190,300	4.4%	$850
Sellersville	70.7%	$201,500	0.0%	$945
Silverdale	80.0%	$235,900	0.0%	$783
Telford*	50.1%	$226,500	6.6%	$836
East Rockhill	85.4%	$344,300	10.6%	$686
Hilltown	80.9%	$347,200	2.3%	$1,179
West Rockhill	73.4%	$303,800	0.0%	$1,110
Bucks County	**77.1%**	**$321,500**	**8.5%**	**$997**

**Part of Telford is in Bucks County*
Sources: 2010 U.S. Census and U.S. Census Bureau, 2006-2010 American Community Survey 5-Year Estimates

About 70 percent of Perkasie residents own the homes they live in. That share is near the mid-range for the six Upper Bucks boroughs used for comparative purposes, and parallel to the statewide share of 69.6 percent, but less than the countywide figure of 77.1 percent owner-occupancy. Typically, boroughs and other older, highly developed communities have greater proportions of housing built specifically for, or highly suitable for, rental occupancy: attached single-family or multifamily structures.

Since the housing finance market crisis that began to unfurl in 2008, rental housing has gained in popularity as a residential option, as well as a choice for new development. Demand for rental housing in the area is high. The rental vacancy rate in Perkasie and in several neighboring municipalities as of 2010 was zero, compared to a rate of about 5 percent considered normal to allow for market activity.

It is usually more affordable to rent housing than to buy, so an adequate stock of rental housing helps smaller, younger, and empty-nester households, and others with modest incomes to locate or remain in the borough. This can be a benefit in enabling people to live near where they work, and in ensuring a labor pool for local employers, especially those who need to fill entry-level and service jobs. Maintenance of rental housing, which is often older housing, should be encouraged, particularly during this time of high market demand and in view of expected growth in the number of smaller, non-traditional household types.

The median monthly rental in Perkasie as of 2010 was $782, a figure below the Bucks County median of $997, and toward the lower end of the scale for nearby communities. The median value of owner-occupied housing in Perkasie was $268,300, a figure toward the higher end of the scale for its group of boroughs, but generally less than values in nearby townships, where much of the housing stock may be

larger and newer. Housing costs in Perkasie and the rest of the Upper Bucks region as a whole are among the more moderate in the county, for both sales and rentals.

Housing Market and Affordability

Housing prices are primarily driven by the market, but are also are affected by other factors such as type of home, size of lot or density, and location. No single type of housing can serve the varied needs of today's diverse households.

Although housing costs in the borough are relatively modest, they pose a significant outlay for many. Often, those who struggle to afford housing in a community are teachers, police officers, or those who hold retail or service jobs. Single-person and single-parent households, the elderly, and the disabled are also among those most affected by lack of housing affordability.

Cost burden is a widely accepted measure of housing affordability. A household that pays 30 percent or more of income for housing and directly related costs (mortgage plus taxes and insurance or rent plus utilities) is considered cost burdened, and is considered extremely cost burdened if it spends 35 percent or more of income on housing.

The figures on cost burden are nearly identical for both owners and renters in Perkasie, with about 37 percent of each group counted as cost burdened, according to census data. The figures on extreme cost burden are also similar, affecting about 27 percent of each group.

Preserving or adding rental housing is especially important in promoting affordability. The county's loan assistance program for rehabilitation of owner-occupied housing may be useful to residents who own their homes, particularly to seniors who face home maintenance expenses on a fixed income.

Housing Maintenance and Neighborhood Preservation

The housing data paint a picture of the borough as a small, close-knit community with a supply of older and newer housing of great diversity, relative affordability, and sound physical condition. Mixed-use neighborhoods combining commercial, residential, and even some light industrial uses are also characteristic of the borough. These are assets that should be preserved and capitalized on.

Steps can be taken to maintain, and if necessary, improve conditions of residential neighborhoods. For example, enactment and enforcement of zoning, health, safety, and property maintenance code standards for rental and owner-occupied housing alike are key methods of maintaining property values, sound buildings, and attractive neighborhoods.

The borough requires certificate of occupancy inspection for multifamily residential and commercial properties upon change of ownership to ensure that they meet code standards. The borough should also periodically review its housing, health and safety code provisions to ensure that they continue to address issues such as yard maintenance, rehabilitation of substandard properties, security of vacant structures, and prevention of health and safety hazards like broken windows, vermin, and littered grounds.

Size and bulk standards in the zoning ordinance are designed to retain the historic, walkable scale of the heart of the borough. Adherence to these standards preserves the appearance of neighborhoods by preventing reconstruction of housing or infill at an inappropriately large scale.

Historic preservation, as detailed in Chapter 5, is another strategy for maintaining sound and attractive neighborhoods. Appropriate zoning ordinance standards, in particular, provide enforceable ways to protect the eye appeal of historic neighborhoods. Appropriate conversion provisions allow single-family to multifamily, commercial to residential, or residential to commercial use changes that help preserve large, historic homes or nonresidential buildings that may be too costly or not well located for continued use as detached single-family housing.

Housing is a critical part of the way communities grow and thrive as it forms a major share of new development or redevelopment. It is also a linchpin of the local economy, generating a built-in market for retail shops and other services. Making sure that residents have safe and sound homes and the freedom to choose among a diverse range of housing types is important to the future of Perkasie.

Chapter 5

HISTORIC AND CULTURAL RESOURCES

The borough's historic and cultural resources contribute to its character and fabric. They confer charm, character, and the walking scale of an earlier era that is newly prized today.

Historic and cultural resources also hold potential as an economic development and revitalization tool that can spur retail activity, the arts and tourism. If these resources were to be demolished, inappropriately modified, or neglected, the borough's heritage would be diminished.

Perkasie takes its name from the Leni Lenape word "Poekskossing," meaning "where the hickory nuts were cracked." The borough originated as a village occupying part of the 11,462-acre Manor of Perkasie granted to William Penn.

Incorporated in 1879, Perkasie became a boom town and a trade center, spurred by construction of the new North Penn rail line. At the turn of the century, an elaborate amusement park with a carousel, a casino, and the world's largest toboggan run covered the site that now forms Menlo and Lenape parks. Historic structures in the borough include grand and modest 19th-century housing and surviving small mills and factories, which speak of its roots as a thriving transportation, trade, and employment center for the surrounding countryside.

By the 1900s, the borough was home to numerous small industries, including cigar factories, the Perkasie Silk Company, and several manufacturers of men's clothing. Baseball manufacturing began in the kitchen of a home at 142 North Main St. and led to a factory that made major-league baseballs from 1920 to 1950, and has recently been converted into condominium housing. The Hendricks Dairy operated on Fifth Street from 1931 to 1970, processing milk from area farms.

The borough has been twice ravished by fire, first in 1890 and then in 1988 by the Great Perkasie Fire that destroyed about 15 percent of the borough, including the landmark American House hotel and other historic buildings in the center of Perkasie. After the 1988 fire, business owners and residents joined forces to restore the downtown, forming a task force that was the predecessor of the Perkasie Olde Towne Association.

THE HISTORIC SURVEY

A historic survey is the first step in protecting historic resources; it is the means of identifying and documenting the history of buildings, sites, and districts eligible to be classified and protected as historic resources. A historic survey should ideally be done by a qualified specialist. Perkasie does not have a recent survey of resources within its borders.

Resources identified through a survey may be designated as being of national or local significance, depending on their importance according to architectural and historic criteria. The most significant resources may be designated as National Historic Landmarks or nominated to the National Register of Historic Places, which are administered by the National Park Service.

NATIONAL REGISTER

The National Register of Historic Places is the official list of the nation's cultural resources, providing recognition that buildings or districts have historic, architectural, or archeological significance. National Register listing places no restrictions on the actions of private property owners, but has the effect of alerting them to the historic significance of their structures and sites. It does prevent alteration or demolition of resources using federal funds.

NATIONAL REGISTER EVALUATION CRITERIA

The criteria applied to evaluate properties for the National Register include the quality of significance in American history, architecture, archaeology, engineering, and culture present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and

- are associated with events that have made a significant contribution to the broad patterns of our history; or
- are associated with the lives of persons significant in our past; or
- embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- have yielded or may be likely to yield, information important in prehistory or history.

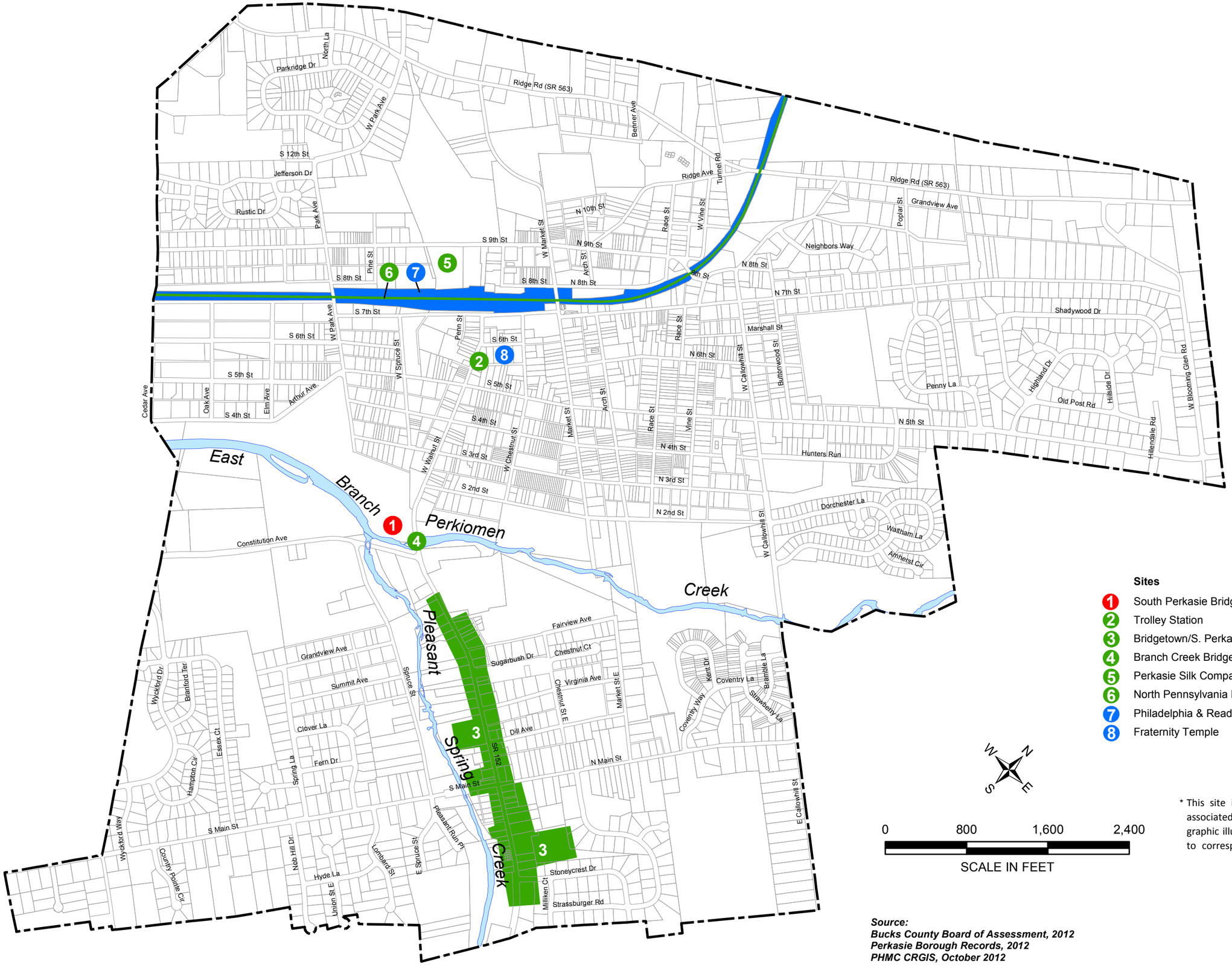
Source: http//www.cr.nps.gov/nr/listing.htm

Perkasie has one historic resource listed on the National Register: the South Perkasie Bridge. The bridge was placed on the register in 1980. Built in 1832, it is the oldest covered bridge in Bucks County, and is believed to have served as a model for a type of truss bridge used in other parts of the county.

Through efforts led by the Perkasie Historical Society, the bridge was saved from demolition and moved from the other side of Pleasant Spring Creek to its present location in Lenape Park in 1958. The society, which continues to be active in maintaining and restoring historic sites, has restored the trolley station on West Walnut Street as its headquarters.

The online database, Cultural Resource Geographic Information System (CRGIS), maintained by the Pennsylvania Historical and Museum Commission (PHMC) lists a number of historic resources in Perkasie that are either 'listed' or 'eligible' for placement on the National Register. Other resources have been deemed as 'undetermined' status as shown in Figure 4. The South Perkasie Bridge is the only listed

FIGURE 4
PERKASIE BOROUGH COMPREHENSIVE PLAN



HISTORIC RESOURCES

	Sites	National Register Status
1	South Perkasie Bridge	Listed
2	Trolley Station	Eligible
3	Bridgetown/S. Perkasie Historic District	Eligible
4	Branch Creek Bridge	Eligible
5	Perkasie Silk Company	Eligible
6	North Pennsylvania Railroad	Eligible
7	Philadelphia & Reading Railroad Alignnment*	Undetermined
8	Fraternity Temple	Undetermined

N W E S

0 800 1,600 2,400

SCALE IN FEET

* This site includes the area adjacent to the railroad line and associated resources but the exact boundary is unknown. For graphic illustration purposes, the boundary of this site is shown to correspond to the boundary of the railroad right-of-way.

Source:
Bucks County Board of Assessment, 2012
Perkasie Borough Records, 2012
PHMC CRGIS, October 2012

Prepared by
Bucks County Planning Commission
Geographic Information Systems Section
2012

historic resource in the borough. However, the resource evaluations were done many years ago and should be updated to confirm that the resources remain on-site, in substantially unaltered condition.

The resources in the borough potentially eligible for National Register listing include: another bridge (Branch Creek Bridge), a concrete arch bridge scheduled to be replaced by Bucks County in 2014; the trolley station; the Bridgetown-South Perkasie historic district; and the North Penn rail line that passes through numerous communities in the area, including Perkasie. The potential historic district runs along East Walnut Street, between Constitution Avenue and Stonycrest Drive.

Potential National Register resources, including two of undetermined eligibility, are also identified in Figure 4. Undetermined eligibility means that the resource needs further evaluation to ascertain whether it meets the standards for register listing.

Other properties, although not listed on the PHMC database, may be of local historical significance. Sites of particular note include the Old Stout Cemetery at 8th and Chestnut streets and the rail station on 7th Street. The cemetery, which is maintained by the historical society, served as the burial grounds for generations of a pioneer Perkasie family. The rail station, owned by SEPTA, is now occupied by a private business and the focus of community interest in future rehabilitation and adaptive reuse. The twin cable suspension bridges in Lake Lenape Park are Roebling bridges. Prussian-born engineer John Roebling came to the United States in the 1830s and designed the Brooklyn Bridge. His designs were also used for the Twin Bridges in Perkasie in the mid-1930s, when the New Deal's Work Projects Administration ordered a bridge be built over the East Branch of the Perkiomen Creek.

Historic Preservation in the Borough

The borough zoning ordinance contains no provisions protecting historic resources, but the general code includes a little-used procedure for designating a historic structure or building. A property owner may apply to Borough Council to have the structure or building designated as historic. This voluntary designation confers no specific protection, so additional actions, as detailed in this chapter, could be useful in supporting preservation of identified historic resources.

Historic Preservation Tools

Changes in land use and infill development can alter or obscure the context of a historical resource. Therefore, consideration should be given to strengthening and enhancing the preservation and zoning tools that can be used by the borough to protect and showcase historic and cultural resources.

In Pennsylvania, the legal foundation for protecting historic resources comprises the Historic District Act (Act 167) and the Pennsylvania Municipalities Planning Code (MPC, Act 247). Act 167 allows municipalities to designate local historic districts and regulate the alteration of buildings based upon historic context. The MPC authorizes local designation and regulation of historic properties through zoning.

Act 167 Historic District

Districts designated under the provisions of Act 167 must be surveyed and documented, with all supporting materials submitted to the PMHC for certification. Under the act, a Historic Architectural Review Board (HARB) is appointed to review applications for proposed alterations within the district that can be seen from a public street, and advise the governing body of their appropriateness. The governing body then decides whether to approve or deny the proposal.

Certified Local Government

A local government that fulfills program standards administered by PMHC can eventually receive designation as a Certified Local Government (CLG) under the provision of the National Historic Preservation Act. Membership in this program allows municipalities to apply for grants under the CLG Local Government Grant Program. Such grants can be used for cultural resource surveys, technical planning and assistance, educational and interpretive programs, and other preservation activities.

To participate in this program, municipalities need to meet certain other criteria, including effective enforcement of an Act 167 historic district ordinance or a historic zoning overlay, and to comply with appointment, training, and reporting requirements. Consideration should be given to applying for CLG status should the borough enact historic protection regulations in the future.

Preservation Tax Credit

In 2013, a state program was enacted that provides tax credit for the rehabilitation of certified historic structures. A companion to a similar program at the federal level, the Historic Preservation Incentive Act, provides a 25 percent state tax credit for the rehabilitation of qualified income-producing buildings when federal tax credit is also used.

Historic Marker Program

Historic resources can be commemorated with a marker through the Historical Marker Program of the PMHC. Any individual or group may nominate a structure or site for such a marker, subject to approval through the PHMC.

Potential sites for commemoration include the trolley station occupied by the Perkasie Historical Society and other resources that have been identified through the PHMC as eligible for listing on the National Register. A historic survey could help in identifying additional resources of local importance.

PHMC staff assists sponsors in composing the text to be inscribed on the marker, finding a suitable location for it, and planning the dedication ceremony. The sponsor, however, is responsible for obtaining all necessary permissions to install and dedicate the marker and to cover its production cost. The PHMC maintains the marker once it is installed.

Historic Survey

To date, the borough has not undertaken a formal historic survey, although some resources have been identified to have high potential of historic significance. A survey should be considered to determine

conditions of these resources and to reflect any loss of significance due to building modifications, deterioration, additions, demolitions, or other changes. An updated historic survey will provide a current and succinct inventory of historic properties that can be used as a reference for planning and zoning purposes as described below.

Pennsylvania Municipalities Planning Code (MPC)—Historic Preservation Zoning

The MPC enables municipalities to protect historic resources in various ways through zoning ordinances. These measures may include historic overlay districts, delay of demolition provisions, targeted design and use standards, adaptive reuse, and conversion provisions and incentives.

Overlay Zoning

Many of Perkasie's historic structures are not located within an easily defined district. The zoning ordinance can contain provisions to encourage owners of historically significant properties to use and maintain significant historic structures in order to protect individual historic resources throughout the municipality. Historic preservation overlay zoning is especially useful in protecting such dispersed resources.

In a historic overlay zoning district, the underlying zoning remains in force, while regulations or incentives are attached to the overlay in order to protect the resources within the district. For example, expanded use or conversion opportunities, as described in the following sections on preservation incentives and use modifications, can be made available to historic properties within the overlay district.

Preservation Incentives

The use of preservation incentives may also encourage adaptive reuse of 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.

Incentives to encourage adaptive reuse and rehabilitation of underutilized historic buildings could be explored. Bonuses could be awarded for preserving structures and incorporating them into new development. One example would be allowing a density bonus of one unit in a residential project if a preserved historic structure serves as the additional unit. Incentives for preserving historic structures within nonresidential development might include bonus provisions for building coverage, impervious surface, or reduction in required parking. A historic survey could be used to reference properties that are suitable for preservation incentives.

Use Modifications

Use modifications, perhaps the most common form of adaptive reuse, can be an effective approach to protecting and encouraging continued use of historic structures. The main avenue of use modification now provided through the borough's zoning ordinance is the conversion use, which allows residential conversion of principal or accessory buildings by special exception in all zoning districts.

Some uses suited to historic conversions, such as libraries, are allowed in most districts. But certain other uses that are potentially desirable for historic buildings, such as bed-and-breakfasts, art galleries, small retail shops and professional offices, are not addressed by the zoning ordinance, or are not permitted in a number of districts likely to include historic resources. Mixed-use conversions are not now permitted in most residential districts. The borough should consider reviewing the zoning ordinance to determine whether additional use opportunities should be provided for historic properties, which could be designated by means of an overlay district.

Similarly, the zoning ordinance should be reviewed to consider whether it is appropriate to provide additional uses to promote adaptive reuse in zoning districts where historic structures are most concentrated. Such measures may enable adaptive reuse of structures that may otherwise be lost, by providing flexibility to property owners for the continued use of their properties. Additionally, review of the zoning ordinance to confirm allowance of appropriate setbacks and buffer yards surrounding historic resources may enhance their value and protection, while minimizing potential land use conflicts from adjacent properties.

Delay of Demolition

Many communities use delay of demolition ordinances to discourage the demolition of historic properties, typically those located in historic districts or identified through a historic survey. Delay of demolition regulations may be inserted into the zoning ordinance and/or the historic district ordinance or enacted as a stand-alone ordinance.

The demolition permit procedure usually sets a review process for applications to demolish historic structures and establishes a waiting period before demolition can take place. The delay period is intended to provide time to find a purchaser for a threatened historic resource, consider alternative uses, or at least to document it before it is razed. The Branch Creek Bridge, for example, should be documented before its anticipated demolition in 2014.

The process of letting a structure deteriorate to the point where it cannot be economically rehabilitated is known as demolition by neglect. Enforcement of housing and property maintenance codes to keep structures in sound condition is a technique to prevent historic and other buildings from falling into disrepair too severe to be corrected.

Design Guidelines

Design guidelines are a tool used to encourage retention, authenticity, and appropriateness of scale, style, materials, colors, architectural features, and other elements of visual appearance in historic districts and individual properties as structures are restored or built. Such guidelines are advisory, rather than mandatory, in Pennsylvania.

Guidelines may be incorporated into a historic district ordinance, if one exists, or prepared as a stand-alone booklet. Perkasie may also consider establishing a Historic Architectural Review Board to consider adherence to the guidelines when making recommendations to the governing body on exterior changes to historic structures within a designated historic district.

Chapter 6

ENVIRONMENTAL AND NATURAL RESOURCES

Natural resources are defined as geology, topography, slopes, water resources, soils, flora, fauna, and significant natural areas, all of which have economic, recreational, aesthetic, and educational benefits which can be depleted if resources are not protected. These resources contribute to the character of a place and can enhance a community's quality of life. Understanding the importance of these resources is crucial in order to guide land use planning and future development and redevelopment responsibly.

Although Perkasie Borough is largely developed with only a few vacant parcels of land, it possesses a variety of physical resources which make it unique. Varied topography, open space, woodlands, scenic streams, historic buildings, and other resources provide recreational benefit and scenic qualities to the community. Protection strategies to preserve areas of significant environmental benefit or those that are the most representative of specific natural or cultural heritage are an important goal of this comprehensive plan.

The basis for protecting natural and environmental resources is found in the Commonwealth's Constitution, in judicial decisions, and in the Pennsylvania Municipalities Planning Code (MPC). The Constitution states in Article 1, Section 27:

> "The people have a right to clean air, pure water, and to the preservation of the natural, scenic, historic, and aesthetic values of the environment. Pennsylvania's public natural resources are common property of all people, including generations yet to come."

The MPC charges local governing bodies with the responsibility of protecting citizens' health, safety, and welfare through comprehensive planning and land use ordinances. The code permits local governing bodies to regulate the use of land, watercourses, and bodies of water not only by area requirements and lot sizes, but also by the determination of densities and the location and amount of open space. In addition, Section 605(2) of the MPC specifically requires local officials to regulate, restrict, or prohibit land uses and structures at or near…(ii) natural or artificial bodies of water, (iii) places of relatively steep slope or grade…(vii) floodplain areas and other places having a special character or use affecting or affected by their surroundings. Through comprehensive planning, the borough has the power to adopt conservation goals and development guidelines which protect environmentally sensitive areas and are implemented through the borough's various ordinances.

The following highlights various aspects of natural resources in the borough and discusses the respective regulations regarding their protection.

Geologic Formations and Groundwater Resources

Geology is the foundation of the natural features of a community. Underlying bedrock has an influence on the type of soil formed, and in conjunction with the hydrologic cycle, is responsible for the changes in elevation, steep slopes, locations of streams, and groundwater supply.

Perkasie Borough is located in the Triassic Lowland. Three geologic units generally underlie the Pennridge area: Brunswick formation (63%), Lockatong formation (22%), and Diabase intrusions (15%). The borough is almost entirely within the Brunswick geologic formation, although there are several bands of Lockatong formation as shown in Figure 5. The Brunswick formation generally comprises soft red argillaceous shales locally interbedded with fine-grained red sandstone. The interbedding of the Lockatong with the less resistant shale of the Brunswick forms distinct ridges. There are four bands of Lockatong shale going through Perkasie. A prominent ridge consisting of the thick gray argillite of the Lockatong formation, known as the "Perkasie," is located primarily along PA Route 563/Ridge Road in Perkasie Borough, East Rockhill Township, and Bedminster Township. Of the three smaller bands, one makes up the distinct ridge throughout the middle of the borough, much of it just north of the East Branch of the Perkiomen and forming the prominent slope between Menlo Park and Lenape Park. The remaining two bands make up the smaller ridges in the southernmost portion of the borough.

The Lockatong formation contains both fracture and solution porosity where it has been exposed to weathering. Storage areas within the fractures are generally small and are often hindered by the formation itself and weathers to a dense clay-like soil and fills the joints which impede infiltration. As such, the Lockatong has a low capacity to transmit and store water. Median yields from the Lockatong formations are about 10 gallons per minute (gpm) and the greater yields that are necessary for domestic purposes are not generally available.

The Brunswick formation contains water in both water table and semi-artesian conditions and is generally a reliable source of small-to-moderate supplies of groundwater, and in many places wells yield more than 100 gpm. The Brunswick formation is highly fractured, allowing a large volume of water storage, and therefore, relatively high-yielding wells. Due to its fractured formation, it is also the most likely to transport contaminants. (Please refer to Chapter 10, Water-Related Infrastructure and Facilities for more information on water supply and protection of ground water).

Topography and Steep Slopes

Topography, which is closely related to geologic formations, affects development capacity, stormwater runoff, wastewater facility siting, and potential for soil erosion. Development on steep slopes accelerates erosion by removing or disturbing the established groundcover and topsoil. Erosion produces sediment that pollutes surface water. Over time, accumulated sediments narrow stream channels, decrease water quality, and fill ponds. This process restricts the capacity of waterways to handle flood flows and increases the incidence and severity of flooding. As shown in Figure 6, the majority of the steep slopes in Perkasie Borough occur along its northernmost boundary paralleling Ridge Road. There are other smaller concentrations of steep slopes in the area of Menlo Park and along some of the banks of the Perkiomen and Pleasant Spring creeks.

FIGURE 5
PERKASIE BOROUGH COMPREHENSIVE PLAN

LAND RESOURCES

Woodlands

Steep Slopes (15% and Greater)

Geology

TRl Lockatong Formation

TRb Brunswick Formation

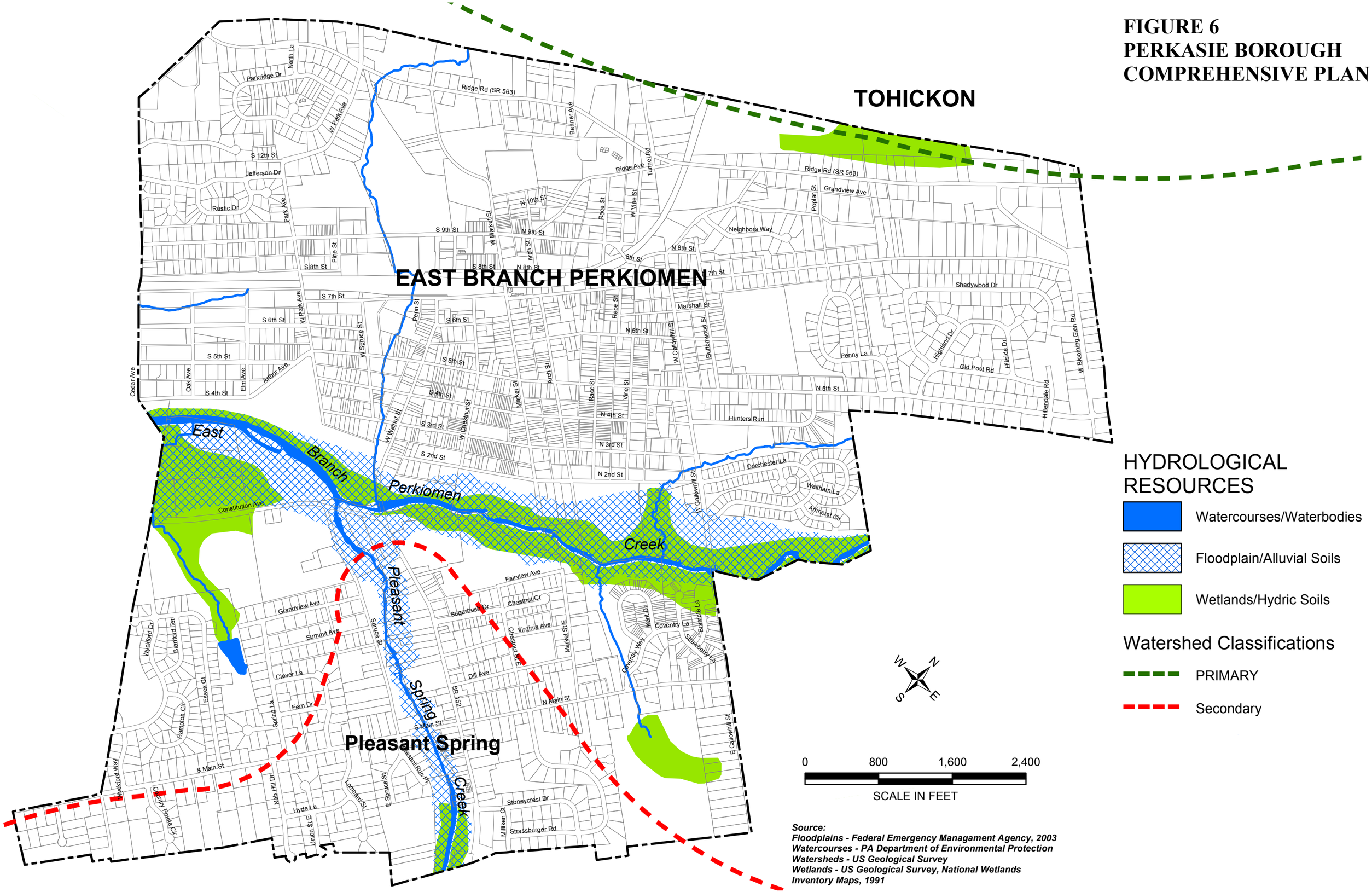
N S E W

0 800 1,600 2,400

SCALE IN FEET

Source:
Steep Slopes - DVRPC Topographic Contours, 2005
Wooded Area - DVRPC Land Use Data, 2005
Geology - PA State Geological Map, 1980

FIGURE 6
PERKASIE BOROUGH COMPREHENSIVE PLAN



Source:
Floodplains - Federal Emergency Managament Agency, 2003
Watercourses - PA Department of Environmental Protection
Watersheds - US Geological Survey
Wetlands - US Geological Survey, National Wetlands Inventory Maps, 1991

Development on steep slopes is controlled by municipal regulation to prevent erosion and sedimentation. Disturbance of slopes of 8 percent or greater are limited by the Perkasie Borough Zoning Ordinance[10] which controls lot sizes, amount of disturbance, and types of activities. Such protection measures protect steep slopes so that portions remain undisturbed in natural cover and as permanent open space.

SOILS

Soil is a complex mixture of minerals, water, air, decaying organic material, and living organisms. A soil classification is a group of soils that occur together in a geologic and topographic pattern, and often classifies soil formed by the weathering of underlying geology. Soil conditions affect drainage, depth to the water table, permeability, potential for flooding, and limitations on building activities.

Hydrologic soil groups in Perkasie Borough include Abbottstown-Doylestown-Readington soils that comprise primarily sand, loamy sand, or sandy loam soils. Along the East Branch Perkiomen Creek are clay loam, silty clay loam, sandy clay, silty clay, or clay. The permeability of soils in the borough is primarily slow (0.6 – 0.2 inches per hour) with some moderate (0.6 – 2.0 inches per hour) and moderately rapid (2.0 – 6.0 inches per hour). The soil erodibility in Perkasie Borough is classified as slightly erodible. Drainage ranges from poorly drained soils to somewhat excessively drained soils.

All soils can be impacted by erosion and sedimentation caused by construction activities and the extraction of minerals. During construction, soil can become compacted which prevents water from infiltrating into the ground. Impervious surfaces such as roofs and pavements decrease water infiltration, which leads to more severe flooding downstream. Changes to ground cover and topsoil removal can also lead to erosion and environmental damage. Practices such as clear-cutting forests or removing grass cover increases soil loss significantly. When topsoil is removed, the ground has less ability to support vegetation and the aesthetic and productive qualities of the land.

Regulations contained in Pennsylvania State Code Title 25, Chapter 102, require erosion control planning for all types of earthmoving: land development, agricultural plowing and tilling, forestry, mining, utilities, and others. Plans and inspections for soil erosion and sedimentation control are handled by the Bucks County Conservation District. Perkasie Borough has grading requirements in the subdivision and land development ordinance that prohibit settlement or erosion which would result in property damage or be a hazard to adjoining properties, streets, alleys, or buildings. Chapter 158-36.B of the borough's stormwater management ordinance requires a comprehensive program of stormwater management, including reasonable regulation of development and activities causing accelerated erosion to manage stormwater runoff through nonstructural project design, minimizing impervious surfaces and sprawl, avoiding sensitive areas (i.e., stream buffers, floodplains, steep slopes), and designing to topography and soils to maintain the natural hydrologic regime. Applicants are required to demonstrate that the

[10] According Section 186-57.C of the zoning ordinance, the following protection rates are required on steep slopes: 40 percent of 8 to 15 percent slopes, 30 percent of 15 to 25 percent slopes, and 15 percent of slopes 25 percent and over. No more than this prescribed percentage shall be altered, regraded, cleared, or built upon. The remaining steep sloped areas shall remain permanently undisturbed in existing natural cover and as permanent open space.

designed regulated activities minimize increases in stormwater runoff and impacts to water quality by preparing an existing resource and site analysis map showing environmentally sensitive areas (e.g., steep slopes, ponds, lakes, streams, wetlands, hydric soils, vernal pools, floodplains, stream buffer zones, hydrologic soil groups, and existing recharge areas).

FLOODPLAINS AND FLOODPLAIN SOILS

Floodplains are relatively flat or low-lying areas adjacent to surface waters that experience or are susceptible to being inundated with water. Floodplains comprise the floodway, which consists of the stream channel and adjacent areas that carry flood flows, and the flood fringe, which is the adjacent area covered by flood water. Floodplain and floodplain soils are areas adjoining streams, ponds, or lakes that are subject to 100-year recurrence interval flood.

Floodplain areas occur in Perkasie along both the East Branch Perkiomen Creek and Pleasant Spring Creek as shown in Figure 6. These areas are vital as the interface between the land and water and are crucial for the protection of water quality and aquatic life. The natural vegetation supported by floodplains helps trap sediment from upland surface runoff, stabilizes stream banks for erosion control, and provides shelter for wildlife and stream conditions beneficial for aquatic life. Development on floodplains restricts flooded rivers from draining properly, displacing flood waters that then flow farther inland, damaging communities and forcing more water downstream.

The Pennsylvania Floodplain Management Act (Act 166 of 1978) requires that municipalities adopt regulations with National Flood Insurance Program (NFIP) standards as a minimum and encourages planning and development in floodplains that is consistent with sound land use practices. Municipalities are required to adopt zoning regulations to control development in floodplains in order to participate in the NFIP. Perkasie Borough participates in the NFIP and has incorporated a Floodplain District (FP) into its zoning ordinance that regulates land uses in the 100-year floodplain.

The borough's zoning ordinance also requires that the elevation of a building’s lowest floor be at least one foot above the elevation of the 100- year flood. Filling or regrading in the flood fringe zone, which would increase the elevation of the 100-year flood in the floodway zone, is not permitted. The ordinance also requires that floodplain lands and floodplain soils are to remain as permanent open space. With Pennsylvania Department of Environmental Protection (PADEP) approval, roads and utilities are permitted to cross floodplains or floodplain soils. Recreational, conservation, or agricultural open space uses are also permitted in floodplain soils.

The Federal Emergency Management Agency (FEMA) has been in the process of updating floodplain maps for Bucks County and has prepared new model ordinances that municipalities can adopt to address development in the floodplain. The borough zoning ordinance should be revised, including the Floodplain District (FP) boundaries, as needed, to comply with the newly updated FEMA Bucks County Flood Maps and model ordinance.

WETLANDS

Wetlands occur typically as marshes, swamps, bogs, or seasonally wet areas. They often are undrained, saturated soils that support wetland vegetation where the water table is at or near the surface or where shallow water covers the area due to permanent or seasonal inundation of surface or groundwater. Wetlands have a multitude of primary functions. They store water during storms and floods, thereby reducing hazards to life and property, provide groundwater recharge, and are important habitats for many plants and animals. Wetlands also play a key role in maintaining and improving water quality by filtering out chemical and organic wastes and providing habitat for plants and animals. In Perkasie, wetlands and hydric soils[11] are generally located along stream corridors or their associated floodplains as shown in Figure 6.

Historically, across the nation, wetlands have decreased where dredging, draining, and filling have occurred. Changes to topography of the area surrounding the wetland and the wetland margin or transition area affect the direction of stormwater runoff and can lead to either increased or decreased amounts of water reaching the wetland. Destruction of surrounding vegetation and increased impervious surfaces also increases the amount of stormwater runoff and decreases the natural capacity of the wetland to handle water volumes, rate of runoff, and pollutants. Changes in stream channelizations can impede or redirect the natural flow of water, which can also drain wetlands.

Wetlands are currently protected by state and federal regulations. Section 404 of the federal Clean Water Act (CWA) is the keystone legislation regarding wetland preservation. The U.S. Army Corps of Engineers has established uniform guidelines for delineating wetlands and regulating dredging and filling. The Corps requires a permit to fill wetlands greater than one acre in size. The PADEP regulates wetlands under Chapter 105 Rules and Regulations administered by the Bureau of Dams and Waterways Management. The DEP program expands protection by requiring a permit for any activity that disturbs a wetland and special protection of exceptional value wetlands (i.e., those that provide critical habitat, stabilize hydrogeologic functions and natural recharge for water).

Federal and Commonwealth regulations, however, do not offer absolute protection. Fills are permitted right up to the delineated wetland boundary and, although permitted legally, often result in the eventual destruction of the wetland. Army Corps and DEP wetland protection regulations can be enhanced by adopting municipal ordinances that require suitable buffer areas around delineated wetlands. While fee-simple land acquisition is the most effective protection strategy, acquisition efforts should strive to acquire enough area to protect the entire wetland and a suitable buffer.

Municipalities need to engage in regulatory activities as well. For example, Section 186-57.E (Environmental Protection Standards) of the Perkasie Borough zoning ordinance requires that all wetlands remain as permanent open space and prohibits development, grading, filling, piping, diverting, or disturbance of wetlands except bridges, roads, and utilities that may cross wetlands where design

[11] Hydric soils are formed under conditions of saturation, flooding, or ponding long enough during the growing season to develop anaerobic conditions in the upper part. The presence of hydric soils is an indicator of wetlands, and does not imply that wetlands are present.

approval is obtained from the Pennsylvania Department of Environmental Protection and the United States Army Corps of Engineers. All wetland determination is required to be performed by the Army Corps of Engineers or by an independent party certified by the Corps to be expert in wetland delineations. Such delineations are submitted with the subdivision or land development application.

In addition to the preservation of specific wetlands, Section 186-57.F of the borough's zoning ordinance requires a wetlands buffer of 100 feet be provided from the limits of any delineated wetland in order to minimize hydrologic modifications and potential for pollution. Within the wetland buffer area, an 80% existing natural cover must be undisturbed and maintained as permanent open space. The remaining 20% of the buffer area may be disturbed. Any permanent wetland crossing in the buffer area is to be part of the 20% maximum allowable encroachment.

Surface Water

Water resources planning addresses two primary factors: maintaining the supply of water and protecting its quality. The MPC directs municipalities to consider water budgets, placement of infrastructure, and pollution prevention in recharge areas. Decisions that affect land use, including wastewater facility extensions and water supply infrastructure, should be coordinated at the local and county land use planning level. (Further discussion of how to protect and manage water resources from a facility standpoint is provided in the Water-Related Infrastructure and Facilities Chapter 10).

Water resources are in the form of surface water and groundwater supplies. Surface water is rain water and snow melt or groundwater (in the form of springs or baseflow) that discharges to surface water bodies, such as streams, lakes, or ponds. The total quantity of surface water is dependent on numerous natural factors including storage capacity in lakes, ponds, wetlands, and the permeability of the soil, topography of the land in a watershed, weather and climate (precipitation and evaporation). Human activities that alter the hydrologic cycle, such as changes to storage capacity and draining wetlands, can also have an impact.

Some protection is offered to water resources by the federal and state governments, while other regulations can be enacted at the municipal level. The borough's zoning ordinance requires that watercourses and Waters of the Commonwealth are to be left as permanent open space and free flowing. These areas are not permitted to be altered, regraded, filled, piped, diverted, or built upon, unless design approval is obtained from the borough and the PADEP.

Watersheds

A watershed consists of all the land and waterways that drain into the same main body of water. The drainage of water resources through a watershed includes both groundwater and surface water. Smaller watersheds make up larger watersheds, and hundreds of small watersheds ultimately drain into a river. Watersheds encompass more than one municipality, so their boundaries, rather than municipal boundaries, are the basis for managing and protecting water resources. Planning for and providing regulations on a watershed basis help ensure that downstream and downhill areas are protected from adverse impacts such as flooding, excessive groundwater withdrawals, and pollutant releases.

As shown in Figure 6, Perkasie Borough lies within the 60.9-square-mile East Branch Perkiomen (primary) watershed, a major tributary of the Perkiomen Creek, which is part of the Schuylkill River basin. A very small portion of the borough along its elevated northern boundary lies within the Tohickon (primary) watershed that includes the Three Mile Run (secondary) watershed located in East Rockhill Township.

The East Branch Perkiomen Creek traverses the central southern portion of the borough from northeast to southwest. Pleasant Spring Creek lies within the Pleasant Spring (secondary) watershed, which flows from the southeastern part of the borough northwest into the East Branch Perkiomen Creek. Both of these stream corridors and the tributaries leading to them are classified by PADEP as "Trout Stocking Fishery, Migratory Fishes," which relates to the quality and temperature to support stocked trout from February 15 to July 31 and support fish, plants, and animals that thrive and prefer colder temperatures. Together, these streams help maintain the quantity and quality of ground and surface water supplies, channel stormwater, provide plant and wildlife habitat, and add visual interest.

Working with county agencies, watershed organizations, and consultants, Perkasie Borough has conducted several restoration projects along the banks of the East Branch Perkiomen Creek. In 1999, the Bucks County Conservation District was awarded a grant for a restoration project comprising vegetative nonstructural streambank restoration to reduce stormwater runoff and erosion on 1,800 feet of the stream. Riparian vegetation was restored along the eroding banks along Lenape Park. Environmental education and volunteer participation were important parts of the project. In 2000, the borough received a grant from the Pennsylvania Department of Environmental Protection's Growing Greener Program to implement a 700 linear feet streambank stabilization project on portions of the East Branch Perkiomen Creek, also within Lenape Park.

Assistance from organizations such as Perkiomen Watershed Conservancy can provide Perkasie with ongoing efforts to preserve the East Branch Perkiomen and Pleasant Spring creeks. The mission of the Perkiomen Watershed Conservancy, a local citizen organization founded in 1964, is to protect and conserve the natural resources of the watershed. It accomplishes this through environmental education, land conservation and protection, and oversight activities. The conservancy also conducts annual spring clean ups of the Perkiomen Creek.

Rivers Conservation Planning

The Pennsylvania Rivers Conservation Program was developed to conserve and enhance river resources through preparation and implementation of locally-initiated plans. Each river conservation plan, or watershed plan, outlines the resources of a watershed and provides general recommendations pertaining to watersheds and land conservation. Example recommendations and strategies include: reducing pollutant loadings and non-point source pollution; revisions to municipal ordinances that allow for more effective flood control through better stormwater management and land conservation practices; requiring the conservation of groundwater and surface water through proper wastewater facilities planning and water resources planning; effective erosion control measures; stormwater

management techniques that recharge groundwater; and development standards that promote high-quality site design.

The *Schuylkill Watershed Conservation Plan* identifies issues within the Schuylkill Watershed, including individual subwatershed issues. Several of the suggested recommendations for the East Branch Perkiomen subwatershed are as follows:

- Establish a coordinated, watershed-wide monitoring program with quality control Protocols;
- Implement urban Best Management Practices to maximize the infiltration of water and reduce urban nonpoint source pollution;
- Implement Nutrient Management Practices;
- Protect and restore riparian forest buffers;
- Protect and restore wetlands and areas of hydric soils;
- Identify and enforce sediment and erosion control problems and violations; and
- Establish uniform, watershed-wide criteria for permitted discharges from sewage treatment plants.

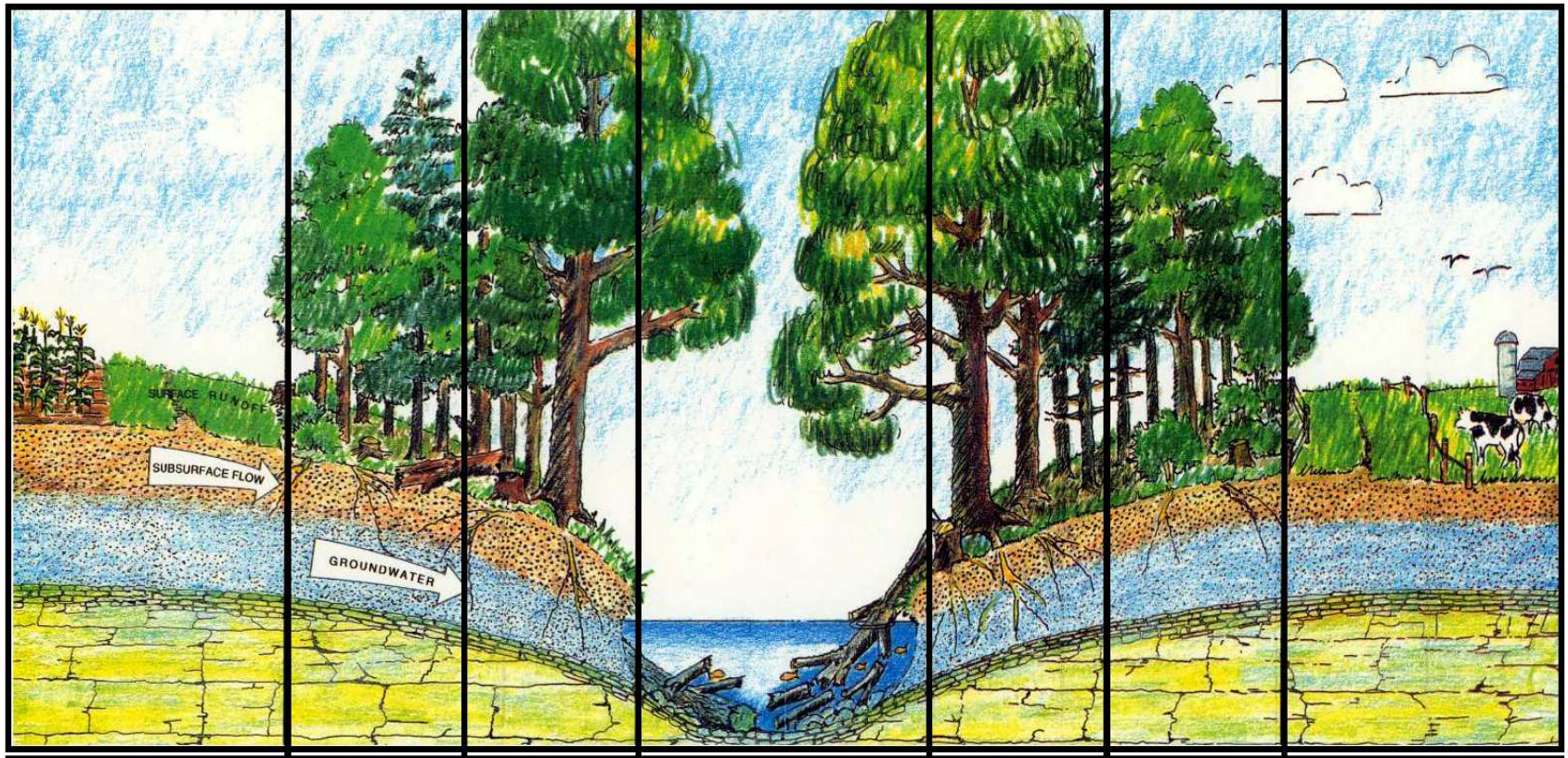
The borough will encourage appropriate implementation of the *Schuylkill Watershed Conservation Plan* recommendations for the East Branch Perkiomen Creek.

Riparian Corridors/Riparian Forest Buffer Zone

Stream protection can be increased by identifying valuable stream corridors and assessing the degree of protection currently offered. Stream corridor protection, in the form of riparian buffers, should be broad enough to offer real protection to the stream from sediment runoff. Riparian corridors are vegetated areas (trees and other plant materials) that run adjacent to streams, lakes, and wetlands. Vegetation stabilizes banks and protects against erosion, which helps to control flooding, filters sediments and pollutants, and prevents them from entering adjoining waterways. The vegetation also provides habitat for birds and animals and provides shade that cools the water and improves aquatic systems. As shown in Figure 7, vegetative buffers composed primarily of native trees and shrubs provide ecological benefit and are recommended by the PADEP's *Riparian Forest Buffer Guidance Report* (2009).

Municipalities can adopt ordinances that include riparian buffer protection standards and conservation districts or zones that prohibit the removal of vegetation or the encroachment into the riparian buffer in specific areas. At present, Perkasie Borough does not have riparian buffer requirements. The borough has discussed the need to conduct an assessment of existing riparian areas to identify the protection needs necessary to maintain and enhance water quality and habitat. Consideration will be given to adopting riparian buffer requirements that would be applied appropriately to any proposed disturbance activity.

Figure 7
Riparian Forest Buffer



	Minimum 50 - 100'	Minimum 50'		Minimum 50'	Minimum 50 - 100'	
Concentrated flow along with accelerated erosion and sedimentation is controlled in this area.	**Zone 2** **Managed Forest** **Trees and Shrubs** Removes, transforms or stores sediment, nutrients and other pollutants. Periodic harvesting is necessary in Zone 2 to remove nutrients sequestered in tree stems and branches and to maintain nutrient uptake through rapid tree growth.	**Zone 1** **Undisturbed Forest** **Trees** Creates a stable ecosystem adjacent to the water's edge, provides soil/water contact area to facilitate nutrient buffering processes, and provides shade to moderate and stabilize water temperature.	**Streambottom** Debris dams hold detritus, nutrients and other pollutants for processing by aquatic fauna and provide cover and cooling shade for fish and other stream dwellers.	**Zone 1** **Undisturbed Forest** **Trees** Stabilizes stream banks and reduces flooding impacts by providing a wider, more natural stream channel. Tree removal is not permitted in this area.	**Zone 2** **Managed Forest** **Trees and Shrubs** Provides long term storage of nutrients in the biomass of trees and shrubs and economic benefits to the landowner if the forest resource is sustainably harvested.	Runoff enters Zone 2 as sheet flow or shallow concentrated flow over natural terrains.

Source: Pennsylvania Department of Environmental Protection

WOODLANDS AND TREES

Trees and wooded areas protect biologic diversity by providing habitat for a multitude of plants, animals, invertebrates, and microorganisms. Inherently, woodlands contain an understory of smaller trees, shrubs, and moss. Collectively, they play an important role in the ecological balance and well-being of the environment by enhancing groundwater recharge, reducing the volume and rate of runoff, reducing erosion, stabilizing stream banks, providing wildlife habitats, improving air quality, providing shade, creating buffers between built environments and natural features, reducing pollution by absorbing carbon dioxide, and aesthetically enhancing the environment. Woodlands also provide physical benefits such as providing a barrier to winter winds and snow, noise, and unsightly areas.

According to the borough's zoning ordinance, woodlands are defined as areas, groves, or stands of mature or largely mature trees covering an area greater than one-quarter acre in which the largest trees measure at least 6 inches diameter at breast height (dbh) or 4.5 feet from the ground. Groves of trees forming one canopy where 10 or more trees measure at least 10 inches diameter at breast height (dbh) can also be classified as woodlands. A woodland is measured from the dripline (the circumference of the outermost extension of branch tips and projected on the ground) of the outer trees.

Trees are threatened by air pollution, drought, heat stress, disease, poor nutrition, inadequate maintenance, soil compaction, and development activity. Fragmentation of greenspace, removing large specimen trees, and inadequate protection of remaining trees pose additional threats. Under Pennsylvania law, logging is permitted in every district within all municipalities, although logging is restricted in wetlands, providing some protection. Woodlands located on steep slopes may have greater protection as it is more difficult to log and not as economically feasible. Floodplain woodlands are marginally protected through restrictions on development.

Wooded areas are limited within the borough. According to USGS maps, the wooded areas in Perkasie Borough often coincide with the steep slope areas and are located primarily in areas along North Ridge Road, in Menlo Park, and along parts of the Perkiomen Creek. Menlo Park has a significant stand of white oak trees, which is considered the largest stand outside of Fairmount Park in Pennsylvania. There is also a large wooded stand that is partially located within the I-1 Planned Industrial District in the northern section of the borough at the border with East Rockhill Township. There is the potential to develop these parcels, which could include the removal of trees. The remaining forest and wood stands should be protected to maintain biodiversity within the borough.

Perkasie Borough has protection measures for all woodland areas. For woodland areas not associated with another environmentally sensitive resource, Section 186-57.G of the zoning ordinance requires that no more than 50 percent of such areas shall be altered, regraded, cleared, or built upon. The remaining 50 percent shall permanently remain in existing natural cover. To protect woodlands in environmentally sensitive areas, the zoning ordinance prohibits altering, regrading, clearing, or building upon more than 20 percent of a woodland area associated with another environmentally sensitive resource (e.g., floodplains, floodplain soil, steep slopes of 15 percent and greater, wetlands, and wetland buffers). The remaining 80 percent is required to remain in existing natural cover. The zoning ordinance's

environmental performance standards include Tree Protection Zone (TPZ) requirements to protect existing trees on construction sites. The TPZ requires 100 percent open space protection and prohibits such designated land from being altered, regraded, compacted, or built upon, or used for storage or parking of vehicles during construction.

The establishment of a municipal tree commission can further support the borough's efforts to promote and enhance protection standards for the management of trees in urbanized areas. A community tree management program should include an inventory of public trees and wooded areas and a maintenance schedule prioritizing removal, pruning, and planting. An inventory should be conducted to assess the current conditions of shade and street trees. An inventory can provide valuable insights and recommendations by identifying trees that should be replaced because they are dead, diseased, or in otherwise poor condition. A tree inventory can also identify trees that may be susceptible to potential disease or insect damage.

An inventory would also indentify areas where additional shade or street trees are needed. Such an inventory could aid in securing funding from grant programs for tree resources. For example, the Department of Conservation and Natural Resources (DCNR) established TreeVitalize in 2004. TreeVitalize is a broad-based, public-private partnership to increase public awareness of the importance of community trees and to reverse the loss of tree cover in the Commonwealth's metropolitan areas. TreeVitalize offers a reimbursement opportunity to watershed groups, conservation groups, and county conservation districts, working with municipalities that have installed riparian buffer plantings. Funding is available through the TreeVitalize Riparian Buffer Reimbursement Program and the TreeVitalize Southeast Watershed programs, which focus specifically on riparian buffer plantings.

In Section 186-54 of the zoning ordinance (Buffering), certain plant materials were added or deleted from the plant list. For instance, *Fraxinus* (ash) species was deleted due to the devastating spread of the emerald ash borer (EAB) across Pennsylvania and the region.[12] As part of the tree inventory discussed above, borough officials could identify ash trees in public parks and open space areas that may pose a safety risk. Once infested, falling trees could result in damage to property or danger to persons. For those ash trees identified in the tree inventory that may pose a hazard to health and safety, the borough may wish to consider preparing a management plan for tree removal or insecticide treatment.

Other trees of concern are *Quercus rubra* (red oak) and *Quercus palustris* (pin oak). Although these trees should not be prohibited from municipal tree lists at this time, tree experts have warned that bacterial leaf scorch, which is an infectious chronic disease, has infested an estimated 25 to 35 percent of red oaks and pin oaks in southeastern Pennsylvania. Planting plans should be monitored to ensure that the red oak and pin oak are not overplanted to avoid the risk of infection and eventual loss of these trees.

[12] Emerald ash borer (EAB) is very destructive and once infested, ash trees typically die within one to three years. The infestation reached Bucks County in March of 2012 and will be detrimental to the ash population. Property owners with ash trees would have the burden and expense of treating and/or removing and replacing these trees once they become infested, or these trees may not be replaced at all.

Borough officials may wish to periodically review their plant list in order to add plants that are suitable or remove plants that are found to be invasive or disease-prone.

AIR RESOURCES

Air pollution impairs human health, plant life and water quality, buildings, and infrastructure. Air quality has significant effects on the environment. Poor air quality limits the growth and vitality of vegetation, degrades the water quality of lakes and streams, and decreases the ability of the upper atmosphere to filter incoming ultraviolet radiation from the sun. High ozone concentrations in the air remain the Delaware Valley's worst air pollution problem. Acidic precipitation, or acid rain, is also of increasing regional concern because acid rain levels in Pennsylvania are among the highest in the country. Although air pollution is a regional problem, many small commercial and manufacturing firms contribute to local pollution through chronic low-level emissions or occasional acute discharges. Earthmoving, construction, and demolition activities also add to particulate levels. Backyard burning of household and yard waste will increase levels of particulate and chemical contamination as well. The borough regulates backyard burning through a stand-alone ordinance.

General Performance Standards of the Perkasie Borough Zoning Ordinance, Section 186-48, (Smoke) state that no smoke shall be emitted from any chimney or other source of visible gray opacity greater than No. 1 on the Ringlemann Smoke Chart as published by the United States Bureau of Mines, except that smoke of a shade not darker than No. 2 on the Ringlemann Smoke Chart may be emitted for not more than four minutes in any 30-minute period. Section 186-49 (Fumes, gases and emission of damaging particulate matter) prohibits the emission of dust, dirt, fly ash, fumes, vapors, or gases which can cause any damage to human health, to animals or vegetation or to other forms of property or which can cause any soiling or staining of persons or property at any point beyond the lot line of the use creating the emission is herewith prohibited. Given the popularity of outdoor wood-fire boilers for homeowner's use, Perkasie officials may wish to consider adopting regulations that are consistent with Pennsylvania Department of Environmental Protection's requirements for their use.

GREENHOUSE GAS EMISSIONS

Gases that trap heat in the atmosphere are often called greenhouse gases. Some greenhouse gases such as carbon dioxide occur naturally and are emitted to the atmosphere through natural processes and human activities. Other greenhouse gases (e.g., fluorinated gases) are created and emitted solely through human activities. Communities in Bucks County have been establishing policies to conserve energy, reduce greenhouse gases and carbon emissions, and manage development to create "greener" communities.

Numerous tools are available to assist municipalities in their efforts to reduce greenhouse gas emissions. One such example is the Greenhouse Gas Toolkit developed by the Delaware Valley Regional Planning Commission, which provides step-by-step guidance for identifying, prioritizing, and implementing cost-effective strategies to reduce energy demand and curtail greenhouse gas emissions in municipal operations. Perkasie Borough officials and staff can use the tool kit to analyze current energy use and identify where to conserve.

In addition, many of the strategies and actions in this Plan work toward establishing a green community. This Plan includes an energy conservation plan section which systematically analyzes the impact of each other component and element of the comprehensive plan on the present and future use of energy in the municipality. This Plan also proposes other measures that the municipality may institute to reduce energy consumption and to promote the effective use of renewable energy sources.

The MPC authorizes other steps that can be taken by the borough such as subdivision ordinance requirements to encourage energy efficiency and zoning ordinance standards to protect solar access. These will be pursued during the time frame of this plan. The borough can also implement recommendations to incorporate low impact development and protection of tree cover.

NATURAL RESOURCES PROTECTION AND DEVELOPMENT

There are land development techniques and measures that municipalities can use to preserve natural resources and accommodate environmentally sound development practices. One such development technique is Low Impact Development (LID). The purpose of LID practices is to incorporate a land planning and engineering design approach to manage stormwater runoff and preserve natural resources. LID practices emphasize conservation and the use of on-site natural features to protect water quality. This approach implements engineered small-scale hydrologic controls to replicate the pre-development hydrologic regime of watersheds through infiltration, storage and detaining runoff close to its source. *(Please refer to Chapter 10, Water-Related Infrastructure and Facilities for more information on LID practices).*

Another technique municipalities can utilize is performance development. The purpose of the performance development option is to preserve important natural resources while still allowing responsible development. When determining the layout of this type of development, the environmental features to be preserved are delineated first, followed by dwelling locations, and then the road layout. Easements are then placed on the natural areas to ensure that the site will not be disturbed. The borough zoning ordinance currently permits performance standard subdivision in the R-1B district. Single-family detached cluster that is permitted in the R-1A district is also subject to performance standards.

Consideration is given to adopting site analysis and resource conservation plan requirements which combine elements from standard subdivision ordinance requirements with conservation design principles for natural resources. These requirements may not affect the development potential of a site, but would encourage better site planning essential to ensuring the preservation of important resources. The purpose of a site analysis and resource conservation plan is to ensure that all development occurs in a manner that respects the natural environment that is important to the site, the surrounding area, and the borough. With such an analysis and plan, the applicant and borough officials would have a complete understanding of the conditions around the site that provide the context for the proposed development. This analysis could be used in conjunction with an environmental impact assessment (EIA), but unlike an EIA, the analysis would address how valuable resources could be preserved, particularly those that

relate to larger habitats and ecosystems, as opposed to identifying what impacts would result after the development is built.

An existing resources inventory should provide a comprehensive analysis of conditions on the proposed development site and areas within 500 feet, showing topography, natural drainage patterns, vegetative cover, soils and geology, viewsheds/scenic views, for example, as identified by the Pennsylvania Natural Diversity Inventory, solar access and orientation, and other features on and off the site.

The resource conservation plan requires that the layout of the lots or development occur so that the areas identified as being important in the site analysis are preserved, and the areas of secondary importance are used for development. Limits on site disturbance, use of natural drainage patterns, preservation of scenic views, protection of natural areas, and protection of groundwater resources would all be required considerations. Applicants should be encouraged to schedule pre-application meetings and site visits with the borough officials before full-scale engineering work is started.

Perkasie Borough's zoning ordinance requires site capacity calculations for all resource protection land within the base site area to be mapped and measured for the purpose of determining the amount of open space needed to protect natural resources. Site capacity is important in determining the appropriate intensity of use to which a specific tract may be put. The developer is required to include calculations with the initial plan submission for each tract that is five acres or larger in R-1A and R-1B Residential Districts.

Consideration should be given to encourage flexible and innovative approaches to site development. The recent zoning ordinance update provides for a conditional reduction in nonresidential parking requirements to prevent the construction of more parking spaces (impervious surface) than what is needed to serve the needs of the proposed use. The balance of the required parking spaces must be set aside as open space. Similar reductions in impervious surfaces and replacement with open space, landscaping, or pervious materials should be explored.

In Perkasie Borough, natural resource protection and buffering are regulated in both the zoning and subdivision and land development ordinances. The zoning ordinance was updated in February of 2013; therefore, the subdivision ordinance should be amended to be consistent with the zoning ordinance update.

ENERGY CONSERVATION

Energy, mostly from non-renewable fossil fuels, is used for heating and cooling homes and business, powering vehicles, appliances, and other equipment, and thus sustains a community's standard of living. However, energy use has the negative side-effect of greenhouse gas (primarily carbon dioxide) production. Continued reliance on nonrenewable sources of energy and not reducing the rapid rate of consumption of resources may not sustain adequate energy availability for future generations of borough residents.

Although complex, energy planning for more sustainable communities is essential. The nation, as a whole, should be moving toward a reduced-carbon economy which will require the utilization of alternate energy resources such as wind, solar, and biomass. Moving toward such a goal, communities need to: change their approach to the ways buildings are designed and constructed; develop land with more nature-friendly techniques; reduce the solid waste stream, increase recycling, and recover energy from waste; and, implement alternative approaches to the current transportation system. Perkasie Borough encourages the exploration and appropriate implementation of new methods and technologies to provide energy solutions for the future. Energy conservation and alternative energy initiatives are part of the solution and should be implemented at the local level by municipalities, businesses and residents.

In that regard, Perkasie Borough was one of 15 local municipalities, public authorities, and school districts to receive a wind turbine through the Pennsylvania Energy Development Authority's Small-Scale Community Wind Project in 2006. The 1.8 kW (1,800 watt) wind turbine is capable of generating enough electricity to power a typical home. The wind energy system is mounted in the ground on a 35-foot tower in Lenape Park. The location was selected for its visibility to the public, as it is not the windiest location in the borough. The borough hopes the windmill will get people thinking about wind power as a way to supplement their energy needs.

Regarding the issue of climate change, individuals and families need to rethink the way they live and make conscious choices and appropriate changes before reaching the point of an unsustainable energy future. Borough residents, businesses, and government need to begin by investigating ways to reduce the community's collective carbon footprint. Currently, the main way of measuring carbon footprint is by the level of CO2 emissions. Other indicators include:

- Number of sites utilizing energy-conserving design such as mixed-use, compact development. (Inherently, the borough's land use composition and characteristics lends itself to these forms of development);
- Number of remediated and redeveloped brownfield and greyfield sites, and number of existing buildings with adaptive reuse;
- Number and percentage of locally-owned businesses;
- Average commuting distances out of and into Perkasie;
- Percentage of energy produced locally;
- Quantity of renewable building materials;
- Percentage of food grown locally;
- Proportion of essential goods being manufactured within the borough; and
- Proportion of compostable waste that is actually composted.

Reducing carbon footprint with regard to power generation will require the use of alternative energy sources such as solar, wind, geothermal, and other renewable energy sources. Municipal ordinances that permit alternative energy devices at the residential and local business level will need to be updated. A comprehensive energy audit of borough facilities could be the first step toward significant cost savings to the community. An incentive program could be established for greyfield and brownfield sites, by rewarding applicants with a reduction in permit fees and/or an expedited approval process.

Sustainable building methods such as LEED (Leaders in Energy and Environmental Design) should be part of a green building incentive program that, similar to that mentioned above for greyfields and brownfields, rewards applicants with permit fee reductions and/or expedited approval process. Consistency with the Pennsylvania Uniform Construction Code and the Pennsylvania Municipalities Planning Code will be necessary. Many public and private entities have already begun to institute a host of energy conservation practices which contribute to reduction of the borough's carbon footprint (e.g., turning off lights and computers, installation of adjustable/programmable thermostats, and the use of energy efficient LED signs, traffic signals, street lights, and compact fluorescent light bulbs).

Green building technologies for historic resources should continue to be applied in the borough's historic district and design guidelines could be established in conjunction with historic buildings. While wind energy devices and/or solar panels are effective in reducing a building's energy consumption, such devices on historic structures or in the historic district may infringe on the historic integrity. Design guidelines for green building technology could encourage/enable the careful placement of energy-efficient systems as new applications emerge while ensuring that the historic integrity of structures and the historic district remains intact. Recommendations/specifications for location, size, or bulk thresholds for green building construction as well as the required kind of green devices permitted (i.e., building integrated devices, solar roof shingles, a small wind device that looks like a weathervane, etc.) should be implemented through ordinance requirements.

With regard to landscaping, EPA's GreenScapes program provides cost-efficient and environmentally friendly solutions for landscaping. Designed to help save energy, preserve natural resources, and prevent waste and pollution, GreenScapes encourages homeowners, businesses, governmental agencies, and others to make more holistic decisions regarding waste generation and disposal and the associated impacts on land, water, air, and energy use. For example, locationally-appropriate landscaping can moderate climate, improve air quality, and conserve water. Planting trees in the proper locations will provide shade that can reduce summer cooling costs. Establishing low- or no-mow practices reduces the amount of energy (typically gasoline) needed to maintain open areas. An integrated pest management (IPM) program can provide environmentally friendly alternatives to pesticides and fertilizers. Collectively, the implementation of water conservation techniques including rain barrels, rain gardens, and water-saving faucets, and low-flow or waterless toilets can have a significant impact on water infiltration and usage. When such practices are implemented on public areas such as parks and governmental buildings, opportunities arise to educate residents and visitors on how these practices can be implemented on individual properties.

Transportation conservation alternatives may include the use of hybrid and/or alternative-fuel municipal vehicles (e.g., compressed natural gas, hybrid engines) and the use of bicycles by police for patrolling the community. Providing facilities such as public recharging stations for electric vehicles and bicycle racks will also help to reduce emissions. The ongoing planning and implementation of a regional trail network, and promoting the restoration of rail service to Philadelphia can help reduce reliance on the automobile and vehicle miles traveled.

Chapter 7

TRANSPORTATION AND CIRCULATION

The function of the 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 on 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 as multiple–use facilities that provide for pedestrians, bicycles, public transit, and motor vehicles. 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 should also be considered as improvements are made to the street network.

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.

TRANSPORTATION SYSTEM

There are five basic components to the transportation circulation system within Perkasie Borough. These are the vehicular system, public transportation, air transport, pedestrians and bicyclists, and parking facilities. In order for this system to function well, each component must operate properly.

VEHICULAR SYSTEM

The main mode of transportation in the borough is by automobile. Perkasie has an established street system which is designed in a general grid. This grid pattern provides the 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 pattern 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 overall benefit of spreading out traffic and reducing vehicle speeds.

The high level of connectivity in the borough allows people to have the option of walking or biking because the routes to schools, parks, and businesses are shorter. However, the streets within some of the newer developments in the borough were designed in a curvilinear fashion. In addition, some of these newer developments utilize cul-de-sacs, which do not provide the same level of connectivity as the grid pattern.

The primary streets within Perkasie Borough are Ridge Road (Route 563), Walnut Street (Route 152), Constitution Avenue (Route 152), South and North Main streets, South and North 5th streets and Callowhill Street. These roadways carry the highest volumes of traffic within the borough and provide access to the Town Center District, as well as residential areas.

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 its streets, a balance among parking needs, pedestrians, local vehicle movements, and emergency vehicle movements must be upheld.

Functional Classification

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Functional classification recognizes the fact that individual roads and streets do not serve travel separately. Instead, most travel involves movement through a network of streets. It becomes necessary then to determine how this travel can be assigned to the network in a logical and efficient manner.

Functional classification defines the nature of this assignment process by defining the role that any particular street should play in serving the flow of trips through a highway network. Streets within the borough shall be classified as **Minor Arterial**, **Collector**, **Primary**, **Secondary** or **Marginal Access**.

Minor Arterial Streets are designed to provide the highest level of mobility for large traffic volumes to regional business and employment centers. Access onto minor arterial streets should be strictly controlled because the proliferation of turning movements at individual driveways to properties will degrade the function of a minor arterial street. New access points should be minimized and well-spaced so that speeds on the minor arterial street can be maintained at appropriate levels.

Collector Streets are designed to move moderate volumes of traffic to and from minor arterial streets and to other collector streets. They also provide access to major local traffic generators such as business, industry, and public buildings. Access to collector streets from abutting properties should be carefully controlled as discussed above for minor arterial streets.

Primary Streets are designed to provide access to abutting properties and carry traffic from secondary streets to collector streets. **Secondary Streets** are designed primarily to provide access to abutting properties. **Marginal Access Streets** are service streets which are parallel to and adjacent to an arterial or collector street and provide access to abutting properties and protection from through traffic.

Currently, the borough does not have a list and/or map indicating the classification of each street. During the development of this Plan, Bucks County Planning Commission staff worked with borough staff to develop a list of street classifications. Figure 9 highlights the borough's streets and their functional classifications. The list of street classifications can also be found in Appendix B. It is recommended that borough's zoning ordinance and subdivision and land development ordinance be amended to be consistent with this street classification system.

DVRPC Transportation Improvement Program

The Delaware Valley Regional Planning Commission (DVRPC) produced the *FY 2013 Transportation Improvement Program (TIP) for Pennsylvania* for Bucks, Montgomery, Chester, Delaware and Philadelphia counties. DVRPC and its member governments prepare a program of projects that responds to the needs of the region and at the same time complies with federal and state policies. This list of transportation priorities must be financially constrained per the requirements of the *Moving Ahead for Progress in the 21st Century* (MAP-21). In southeastern Pennsylvania, the TIP contains approximately 370 projects which total almost $3.7 billion over the four years of the program.

As of the *FY 2013 Transportation Improvement Program for Pennsylvania*, there is only one project currently programmed for funding in Perkasie Borough. It is the Walnut Street Bridge over Perkiomen Creek Project. According to the TIP, the narrow two-lane bridge with no shoulders will be replaced with a wider structure that provides one lane in each direction and a painted median. Improvements to the traffic signal at Walnut Street and Constitution Avenue are also included in the project. A final alternative for bridge rehabilitation or replacement is being determined based upon the requirements of the National Environment Policy Act (NEPA). Construction for the project is not programmed until FY 2018. Perkasie Borough should continue to work with PennDOT and the Bucks County Planning Commission to ensure that the Walnut Street Bridge Project remains a priority project and is completed as quickly as possible.

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. Some potential traffic calming measures that could be implemented in the borough include: speed humps, speed tables, chicanes, planted medians, roundabouts, and curb extensions. These measures can increase both the real and perceived safety of pedestrians and bicyclists and improve the quality of life within the neighborhood. The role of physical measures in traffic calming is usually emphasized because these measures are self-policing. In other words, measures such as speed humps and/or traffic roundabouts slow motorized vehicles in the absence of a police presence.

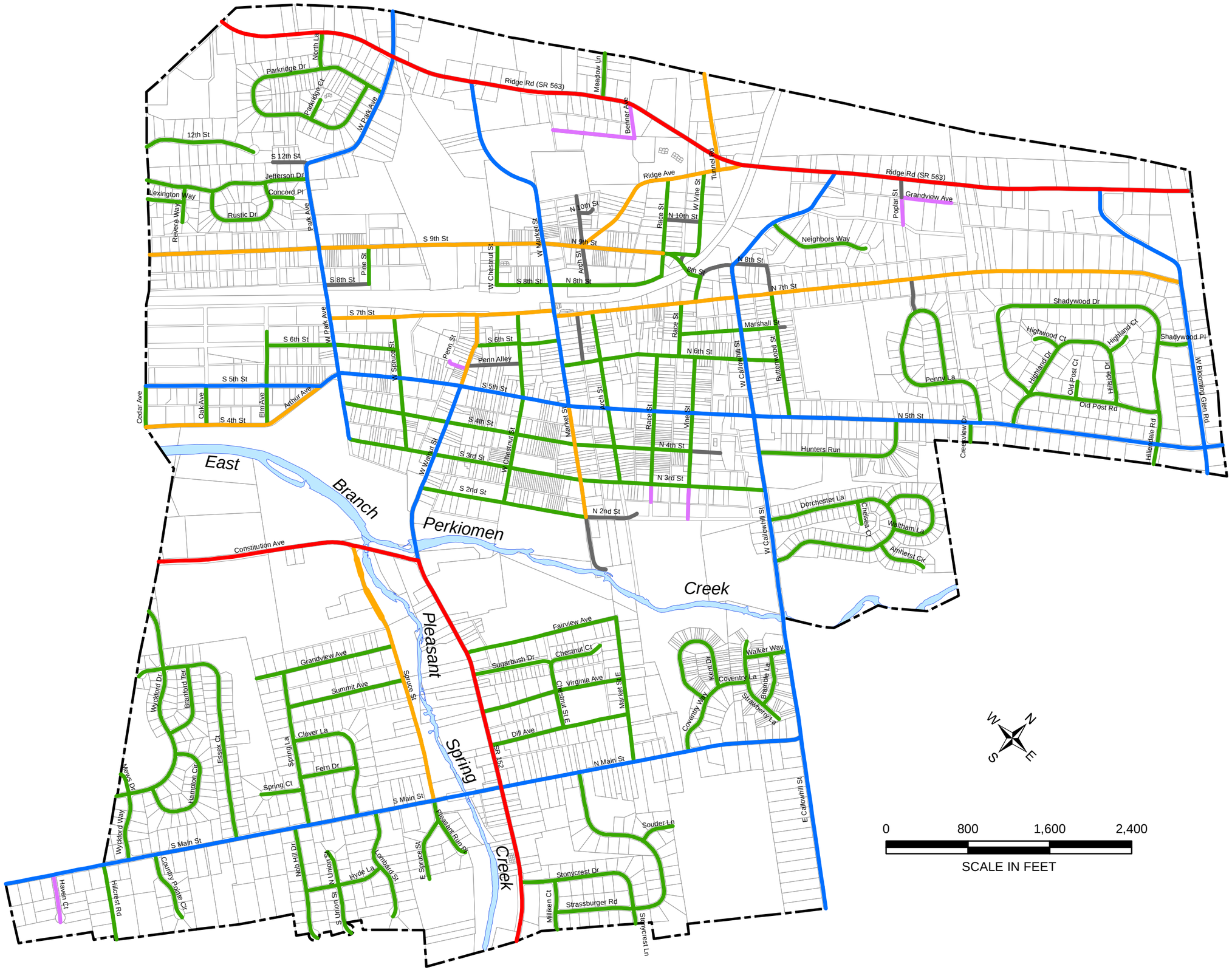
There are several locations throughout the borough that could benefit by the installation of traffic calming techniques. In the Town Center District, the intersection of 7th Street and Market Street is a key intersection for the downtown area. Recognizing its importance, the borough has installed curb extensions and crosswalks. Since it is an offset intersection, a four-way stop sign should be investigated.

A four-way stop would provide safer conditions for pedestrians wishing to navigate the intersection. In addition, it has been observed that vehicles traveling east on 7th Street have limited sight distance of the intersection after crossing the railroad tracks. This limited sight distance, combined with vehicle speeds, may cause safety issues, especially with regard to pedestrians. Warning signs of the four-way stop conditions could then be placed before the railroad tracks to warn motorists of the upcoming intersection.

Figure 8
Intersection at 7th and Market Streets

Fifth Street is one of the main thoroughfares within the borough. It is also in the southern portion of the Town Center District. For a discussion on the potential redesign of the Town Center District, see Chapter 11, Economic Development. To indicate to drivers that they are entering the Town Center District, "gateways" at both ends of 5th Street should be investigated. A gateway is a physical or geometric landmark that indicates a change in environment from a higher speed arterial or collector street to a lower speed residential or commercial district. Gateways send a clear message to motorists that they have reached a specific place and should reduce their speeds. Figure 10 depicts a photo simulation of an enhanced gateway at the intersection of 5th and Race streets.

FIGURE 9
PERKASIE BOROUGH
COMPREHENSIVE PLAN



STREET CLASSIFICATION

- Minor Arterial
- Collector
- Primary
- Secondary
- Marginal Access
- Private

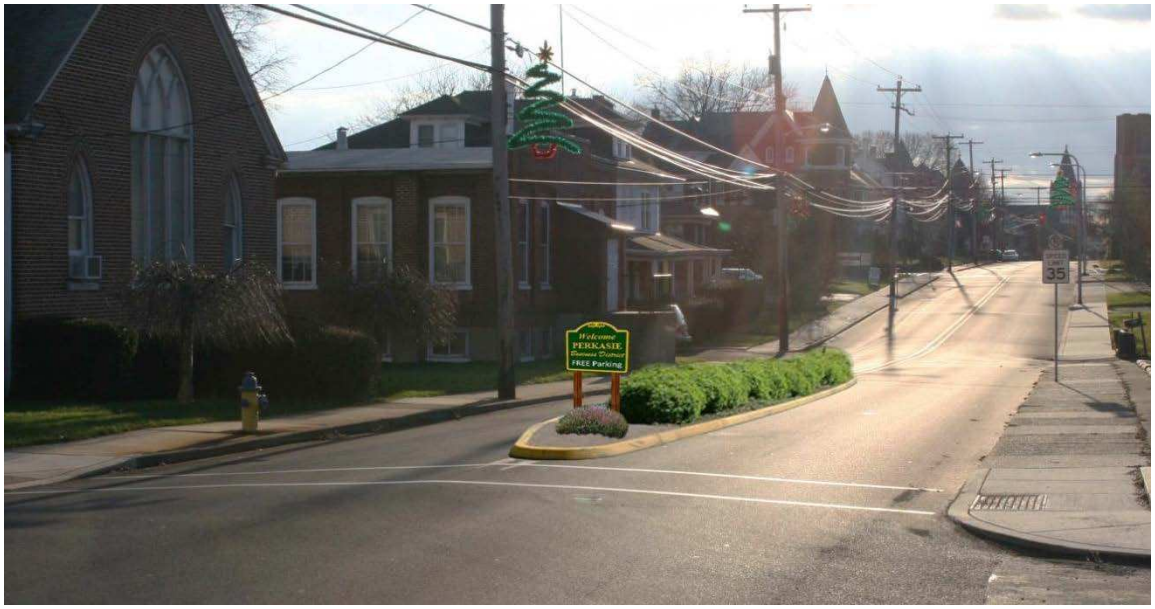
N
W
E
S

0 800 1,600 2,400

SCALE IN FEET

Prepared by
Bucks County Planning Commission
Geographic Information Systems Section
2012

Figure 10
Photo Simulation of Gateway Treatment at 5th and Race Streets



Gateways often place a higher emphasis on aesthetics and are frequently used to identify neighborhood and commercial areas within a larger urban setting. Gateways may be a combination of street narrowing, medians, signage, banners, archways, planting strips, or other identifiable features. This can help achieve the goal of meeting expectations and preparing motorists for a different driving environment. Planted islands with appropriate signage within the roadway would indicate to drivers that they are entering the downtown area of the borough. The gateway will encourage motorists to drive more slowly and watch for pedestrians since they are now aware of the fact that they are entering a commercial/business district.

Any gateways that involve planting and/or landscaping will involve a certain amount of maintenance. As these gateways are developed, the use of plants that require minimal maintenance should be considered. Furthermore, as these gateways are constructed, the responsibility of the performance of this maintenance should be designated by the borough. It should be noted that even when a gateway is constructed on a PennDOT-owned street, PennDOT will require the borough to be responsible for the maintenance.

Traffic calming techniques can also be used during the trail development process. To provide an extra level of safety for the Liberty Bell Trail, an enhanced crosswalk should be constructed across South 7th Street where the trail crosses from Walnut Street to the tunnel which goes beneath the rail line. This enhanced crosswalk should include signage, striping, and curb bump-outs to alert drivers of pedestrian users in this area.

Traffic calming techniques should affect driver behavior and improve the safety of the streets for all roadway users, including pedestrians and bicyclists. The techniques 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 of traffic calming facilities will help to ensure their acceptance.

In order to initiate traffic calming, Perkasie Borough should develop traffic calming policies. Some of the goals of a traffic calming program should include:

1. Ensuring that all traffic calming decisions involve the participation of any neighborhood that could be affected by traffic calming measures;
2. Achieving safe, slow speeds for all vehicles;
3. Improving the safety and the perception of safety for non-motorized users of local roads;
4. Increasing roadway safety by reducing crash frequency and severity;
5. Increasing the compatibility of all modes of transportation, specifically with pedestrians and bicyclists;
6. Reducing cut-through vehicle traffic on local roads; and
7. Reducing the need for violation enforcement on local roads.

Public Transportation

Southeastern Pennsylvania Transportation Authority (SEPTA) provides public transportation service linking Philadelphia and the surrounding counties with an integrated network of over 200 bus and rail transit routes. SEPTA's Regional Rail Division operates seven electrified commuter rail routes to over 150 stations in Pennsylvania, New Jersey and Delaware. SEPTA also operates an extensive network of buses, trolleys, and rapid transit trains in Center City Philadelphia, in addition to Regional Rail links to downtown employment centers, the University City area of West Philadelphia, and the Philadelphia International Airport.

The borough is not directly served by any form of public transportation. The closest SEPTA bus service terminates in Telford Borough, which is located approximately 3.5 miles from Perkasie. In addition, the nearest commuter rail stations are located in Chalfont Borough (*Chalfont Station*—Lansdale-Doylestown Regional Rail Line—7.5 miles) and in Montgomery County (*Colmar Station*—Lansdale-Doylestown Regional Rail Line—8 miles). Unfortunately for Perkasie Borough, the population density in the surrounding townships does not allow fixed route bus service from SEPTA to be a cost-effective option at this point.

Lansdale-Quakertown Railroad Corridor Alternatives Analysis

The Quakertown branch of SEPTA rail service was discontinued in the early 1980s due to a variety of factors. The use of outdated rolling stock, poor rail bed conditions, and diesel locomotion which was unable to utilize the Center City tunnel led to a steady decline in ridership. However, since the early 1980s, the upper Bucks County area has experienced steady growth, while the transportation facilities have not been expanded to keep up with this development. The Quakertown branch travels directly through Perkasie Borough. Several studies have been performed over the years to determine if reactivation of passenger rail service is a viable option. The latest study to analyze the line is the *Lansdale-Quakertown Corridor Alternatives Analysis, 2011.*

The purpose of the *Lansdale-Quakertown Corridor Alternatives Analysis, 2011* was to provide a thorough analysis of all transportation alternatives, including reactivation of passenger rail service, potential bus service, and highway improvements. The analysis was developed with the goal of meeting the identified transportation needs of the study area. The document includes a description existing conditions in the study area, an assessment of problems and trends in transportation, and establishment of goals and objectives for alleviating the transportation problems.

The *Lansdale-Quakertown Corridor Alternatives Analysis* considered options to improve mobility for existing and future residents of Montgomery and Bucks County by providing convenient connections between the existing SEPTA Lansdale/Doylestown Line and points north to the Bucks-Lehigh County Line. Evaluation measures were developed to assess how well each option examined in the Alternatives Analysis satisfied the established goals and objectives and identify a Locally-Preferred Alternative (LPA) that best meets these goals and objectives.

Based on the technical analysis performed as part of this Alternatives Analysis, the recommended LPA is the extension of current SEPTA electric rail service from Lansdale to a location identified as Pennridge, which is a location approximately 1.6 miles south of Perkasie Borough (in the vicinity of where the Quakertown rail line crosses under Route 309). Although the LPA best addresses the needs in the study corridor and meets all of the goals and objectives established for the project, it did not result in a plan that extended into the borough.

Bucks County and Montgomery County, in cooperation with Transportation Management Association (TMA) of Bucks County, Southeastern Pennsylvania Transportation Authority (SEPTA), and Delaware Valley Regional Planning Commission (DVRPC), plan to apply for federal funds administered by the Federal Transit Administration (FTA) through the New Starts/Small Starts program for the LPA for this transit improvement. Consistent with FTA requirements for New Starts/Small Starts projects, the Project Sponsor conducted an alternatives analysis to identify options for enhancing transit in the corridor from Lansdale to Quakertown (through Perkasie Borough), evaluate potential alternatives, and select the LPA.

It should be noted that the extension of SEPTA electric rail service to the proposed Pennridge station would be compatible with other possible future rail projects to extend service beyond Pennridge to Quakertown through Perkasie. Such projects could include options such as use of dual powered locomotives, a next phase of electric extension, or a diesel rail shuttle. Advancement of these options would require state and local funding and/or alternative financing methods. Federal New Starts funding would not be an option under the current evaluation methodology; however, if the evaluation criteria changes in the future, the possibility of obtaining federal funding could be revisited.

At this point, no funding has been identified which would allow for completion of the project to Pennridge. Therefore, the likelihood of any extension of rail service past Pennridge to Perkasie or beyond is very low at this point. However, since the town center area of the borough has its earliest roots based upon the location of the train station, proper planning should be done to take advantage of this history with regard to land use type and density. Furthermore, this planning should be based upon a potential future when reactivation of the rail line is feasible and cost effective.

There are clear benefits for beginning the planning efforts now to be prepared for train/ commuter rail service to return at some future point. This planning will allow Perkasie to design and implement a comprehensive planning strategy that will reinforce and expand the borough's position as a viable community for attracting a stable mix of both residential and nonresidential uses. A more viable community for residential and nonresidential development will further justify the investment of major transit dollars to serve a well-planned small town. More discussion of appropriate future land use scenarios can be found in Chapter 12, The Land Use Plan.

AIR TRANSPORT

Air transportation performs a valuable function in Bucks County's economy since it provides essential transportation services to individuals, organizations, businesses, and corporations. For the most part, the airports in Bucks County are used for personal and recreational uses, corporate business travelers, and emergency medical transportation services.

Pennridge Airport is a public general aviation airport located along Ridge Road in East Rockhill Township about one mile from Perkasie Town Center. The airport is privately owned by Pennridge Development Enterprises, Inc. The paved runway extends for 4,215 feet. Airplanes that use Pennridge are limited to a gross registered weight of less than 50,000 pounds. Although the daily operations are under 100 takeoffs/landings, it is the largest privately-owned airport between Philadelphia and Allentown.

During 2009, Pennridge Airport averaged 81 flight operations per day. Sixty-four percent of these operations were flights which did not leave the general vicinity of the airport. Thirty-five percent of these operations had an origin or destination beyond the Pennridge Airport. The rest of the flights were either military or considered to be air taxis.

The Airport Zoning Act, Pennsylvania Act 164 of 1984, requires municipalities located within areas prescribed by the Federal Aviation Administration to enact ordinances that restrict the height of objects that could interfere with airport operations. Due to the borough's proximity to Pennridge Airport, Perkasie has enacted an overlay zone to regulate and restrict the height that structures may be erected. It also restricts the height of natural objects, such as trees, which may grow in proximity to the airport. These restrictions are designed to reduce hazards to air navigation. Perkasie's Airport Hazard Regulations are based on a model ordinance provided by PennDOT's Bureau of Aviation.

Pennridge Airport is a valuable asset for Perkasie residents. Perkasie should continue to support its operations, as well as any potential access improvements to the airport. For more discussion on the economic impacts of the airports, please refer to Chapter 11, Economic Development.

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 by car, citizens can have a substantial impact on local traffic and congestion, as well as on their physical health. In addition to those who bicycle by choice, there are

residents, including children and some low-income workers, who must rely on bikes as a transportation necessity.

When people choose to leave their cars at home and make their trips on foot or bicycle, 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. The opportunity to travel by foot and bicycle is important both for recreational purposes and for members of the community who do not drive. These modes of transportation also provide an alternative to the automobile.

Through the provisions of the subdivision and land development ordinance, the borough is able to ensure that new developments, both residential and nonresidential, have sidewalks. Sidewalks provide alternative methods to make certain needed trips, in addition to their use for exercise and recreation. The borough should continue to require sidewalks on all proposed and existing streets.

For many, bicycling is a form of recreation. Biking is a modest type of exercise that most people are capable of performing. 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. Furthermore, bicycling improves the quality of community life by increasing the social connections that take place when residents are active and spend time outdoors in their community.

The bikeway network for the borough should 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 Perkasie Borough.

Bucks County recently adopted the *Bucks County Bicycle Master Plan, 2013*. The purpose of the Plan is to inventory existing conditions, advance opportunities for the improvement and expansion of a broader network of multimodal routes serving existing residential and business areas of the county, enhance the outreach and education of bicycle safety, and leverage the existing recreational resources in the communities at large.

This document is a master plan for an interconnected network of bicycle facilities for Bucks County and the region. It is a valuable resource for municipalities in planning and implementing bicycle facilities across the county. This plan identifies priority roadways for bike lanes and shared-use paths and a trail spine that connects Perkasie to Nockamixon State Park via Three Mile Run Road in East Rockhill Township. The Liberty Bell Trail could be used to connect to this trail spine located along Three Mile Run Road.

Providing the connection to the spine located along Three Mile Run Road would also allow Perkasie to connect to the “East/West Cross County Spine.” This spine, as identified in the County Bike Plan, would connect Washington Crossing on the east side of the county to Quakertown on the west side of the

county and beyond to Montgomery County. It is the longest of the proposed major spines identified in the County Bike Plan.

Liberty Bell Trail

The Liberty Bell Route was an interurban trolley, or electric streetcar, that ran from Philadelphia to Allentown from around 1900 to 1951. The Lehigh Valley Transit Company that operated the trolley named it the Liberty Bell Route because a branch of the trolley tracks followed Bethlehem Pike, which was the route used to transport the Liberty Bell to a safe place in Allentown in 1777 during the British occupation of Philadelphia.

Due to its historical significance, the corridor of the former Liberty Bell Route was identified by Bucks and Montgomery counties as a regionally important bike/pedestrian corridor in the early 2000s. The Liberty Bell Trail follows the historic route of the Liberty Bell Trolley which ran from Norristown in Montgomery County to Quakertown in Bucks County, linking several municipalities along the way. The *Liberty Bell Trail Feasibility Study, 2005* identified a total of 17 municipalities that would be linked by this 25-mile trail. The municipalities in Bucks County include Telford, Sellersville, Perkasie and Quakertown boroughs, and Hilltown, West Rockhill, East Rockhill and Richland townships.

According to the study, each municipality would be responsible for developing and maintaining the section that falls within their municipal boundaries. Portions of the trail have already been developed in Montgomery County, as well as in Sellersville and Perkasie boroughs. The trail was identified as a potential county path in the *Bucks County Bicycle Master Plan, 2013*, and as a potential greenway in the *Pennridge Area Greenway Plan, 2000*.

The Liberty Bell Trail will enter the Perkasie Borough from an existing trail through Lenape Park in Sellersville Borough. The trail will use the existing trail segment in Lenape Park until it reaches Walnut Street. The trail then continues as the proposed trail segment turns left and heads northwest along Walnut Street in the form of a sidewalk, and proceeds to South Seventh Street through the existing tunnel under the Quakertown Rail Line. The proposed trail segment continues past Perkasie Park, northwest through the intersection of Park Avenue and Ridge Road, continuing into East Rockhill Township along Park Avenue and ultimately along Old Bethlehem Pike.

In Perkasie, the trail passes through a variety of land uses, including parkland, single-family and multifamily residential, retail, and industrial. The proposed trail follows portions of the historic trolley route through the borough and several important area features. These notable features include Menlo Park, former trolley and railroad bridge abutments, former trolley station (now home to the Perkasie Historical Society), Borough Hall, and the borough police station. This trail also would provide an important pedestrian linkage to the Town Center District. These connections can be made through the existing sidewalk system found throughout the Town Center District.

The trail can provide an important pedestrian link to the Town Center District. Detailed recommendations for the Liberty Bell Trail can be found in Appendix C. In order to implement the Liberty Bell Trail, the borough should:

- Designate the existing trail through Lenape Park as the "Liberty Bell Trail;"
- Improve crosswalks for those areas where the trail will traverse roads;
- Erect signage along the entire trail, including signage imprinted on sidewalks along Walnut Street;
- Provide sharrows within the roadway for Walnut Street to alert drivers of the potential presence of bicyclists;
- Coordinate with Perkasie Park to determine a trail route that is acceptable to those residents while at the same time considering the regional impact of the trail;
- Provide signage within the Town Center District alerting visitors of the location of the Liberty Bell Trail.

PARKING FACILITIES

Parking remains an important issue for the borough. The adequacy and efficient use of parking has always been an issue in the Town Center District. For many municipalities, parking is perceived as a critical issue affecting their economic success. According to *The Automobile at Rest* by the Delaware Valley Regional Planning Commission, parking enhancements will not always solve a community's economic problems and rarely, if ever, revitalizes a downtown or brings shoppers there without an attractive destination in the first place. There is no "if we build it they will come" for parking if there is no attractive destination to come to. Some of the best designed and loved cities and streets in the world are exactly those areas where parking is scarce, and often that is because parking is minimized, hidden, underground, and/or priced competitively.

Rarely do these attractive places contain large surface parking lots that can detract from the overall appeal of the area. The design of parking is critical. Perhaps the best mantra is that parking should be known but hidden. It should be known so that shoppers, residents, tourists, and workers know where it is, but should be hidden or integrated so that it does not dominate a street or detract from the overall aesthetics and walkability of an area. In addition, businesses should ensure that nearby parking spaces are reserved for customers and not used by employees. Well-integrated and managed parking adds to the commercial competitiveness and economic development potential of an area.

Proper planning of parking facilities is of particular concern for infill and brownfields redevelopment because these sites are typically located in core areas where the existing parking infrastructure may be better utilized. In addition, alternatives to parking, such as increased use of pedestrian modes (e.g., existing sidewalks, future trails (Liberty Bell Trail)), can be more readily implemented in core areas.

Typically, parking requirements are based on maximum demand for parking when parking is provided at no charge to users. This formula typically yields a surplus of parking area that is costly for developers to provide, subsidizes personal automobile use, and encourages automobile use even in areas where suitable alternative modes of transportation exist. Recognizing this fact, the borough zoning ordinance allows for a 10 percent reduction in parking minimums when shared-parking facilities are proposed in Town Center District.

An inventory of parking in the Town Center District and recommendations for potential parking management strategies can be found in the Parking Study located in Appendix D. Based upon

observations during the development of this Plan, the Town Center District does not appear to be lacking parking. Parking spaces may be at a premium at certain peak times, but typically, spaces are available if the customer is willing to walk a small distance. However, there do appear to be several improvements that could be made to enhance the parking experience of visitors to the Town Center District. These recommended improvements are discussed further in Appendix D.

Borough officials could enforce parking regulations using measures which do not alienate drivers, such as issuing warnings or graduated ticketing (warning first and increased fines for repeat offenses).

Chapter 8

PARK, RECREATION, AND OPEN SPACE RESOURCES

Perkasie Borough's park and open space resources include areas containing vacant, agricultural, and park/recreational land uses. These resources are important to area residents for their intrinsic social, environmental, recreational, educational, and aesthetic qualities. Approximately 21 percent of the total land area of the borough is located within these land use categories; however, not all of these lands are protected from future development. Through proactive planning and acquisition by borough officials, extensive areas of park and open space resources have been protected, including those lands containing sensitive natural resources. Other public and private open space lands located throughout the borough also assist in softening the built environment and providing potential passive recreational opportunities for nearby residents.

The *Perkasie Borough Open Space Plan* (2010) is considered a component of this comprehensive plan. The *Open Space Plan* provides an overview of the park, recreation, and open space resources in the community. The following highlights the primary planning issues and actions necessary to address these resources and includes excerpts from the *Open Space Plan*, as well as additional planning polices and actions that are deemed to be relevant since the *Open Space Plan's* adoption.

PROTECTED LANDS

Protected lands are those areas of the borough that are owned by Perkasie Borough or owned by a homeowners association. Protected lands comprise approximately 13 percent (or 213.9 acres) of the borough. The location and extent of these lands are illustrated in Figure 11 and a detailed summary and description of these sites is provided in Table 12.

BOROUGH PARK AND RECREATION LANDS

Three separate public parks and a playground totaling 81.9 acres are owned and maintained by the borough. Kulp Memorial Park, located on the northwestern side of the East Branch Perkiomen Creek at the corner of Market and South 2nd streets, encompasses about 11 acres and contains various active and passive recreational facilities. Lenape Park, located on the northwest and southeastern side of the East Branch Perkiomen Creek on the corner of Constitution Avenue and Walnut Street, is extensive, encompassing 67.9 acres and containing various active and passive recreational facilities, including a skate park and dog park.

Menlo Park is located at the top of the bluff along South 4th Street and West Park Avenue. Since Menlo Park is located on the same tax map parcel as Lenape Park, the actual acreage is unknown, but the total acreage for both parks is accounted for in the Lenape Park entry in Table 12. Menlo Park also contains

various active and passive recreational facilities, including the Perkasie Carousel and the Menlo Aquatic Center.

The East Spruce Street Playground is located along Spruce Street/Pleasant Spring Creek and contains children's playground equipment on a 3-acre lot.

To promote the cooperative use of its park facilities, the borough makes recreational fields and equipment available to local user groups (e.g., residents and family groups, local nonprofit agencies, adjoining municipalities, and the local school district), subject to a permitting process and fees. Some of the groups that use park facilities for programs or events include the Pennridge Little League, Samuel Pierce County Library, the Deep Run Soccer Association, the Perkasie Volunteer Fire Company, Community Day, Inc., and the Pennridge School District.

Borough Floodplain Greenways

Portions of East Branch Perkiomen Creek and Pleasant Spring Creek have been designated as greenways within Perkasie Borough. The borough's parks (Kulp Memorial, Menlo, and Lenape) and the East Spruce Street Playground are located along these greenways. As shown in Figure 11 and Table 12, these areas are identified as the borough's Floodplain Greenway Lands. The designated greenway areas located outside the borough's Park and Recreation Lands are generally undeveloped, wooded areas along the natural stream corridors. Portions of these greenways contain trails that are part of the borough's trail network. The borough's Floodplain Greenways contain 76.7 acres and are discussed further in the Greenway and Trail Linkages subsection.

Other Borough-Owned Lands

In addition to the borough park and recreational lands and greenways noted above, the borough also owns 14 other properties at various locations. The purposes and functions of these properties vary from borough administration offices, stormwater management, parking, utility, and vacant/undeveloped. At this time, none of these properties is intended for park and recreational use, but that may change in the future. A total of 17.9 acres of land falls into this category.

Homeowners Association Lands

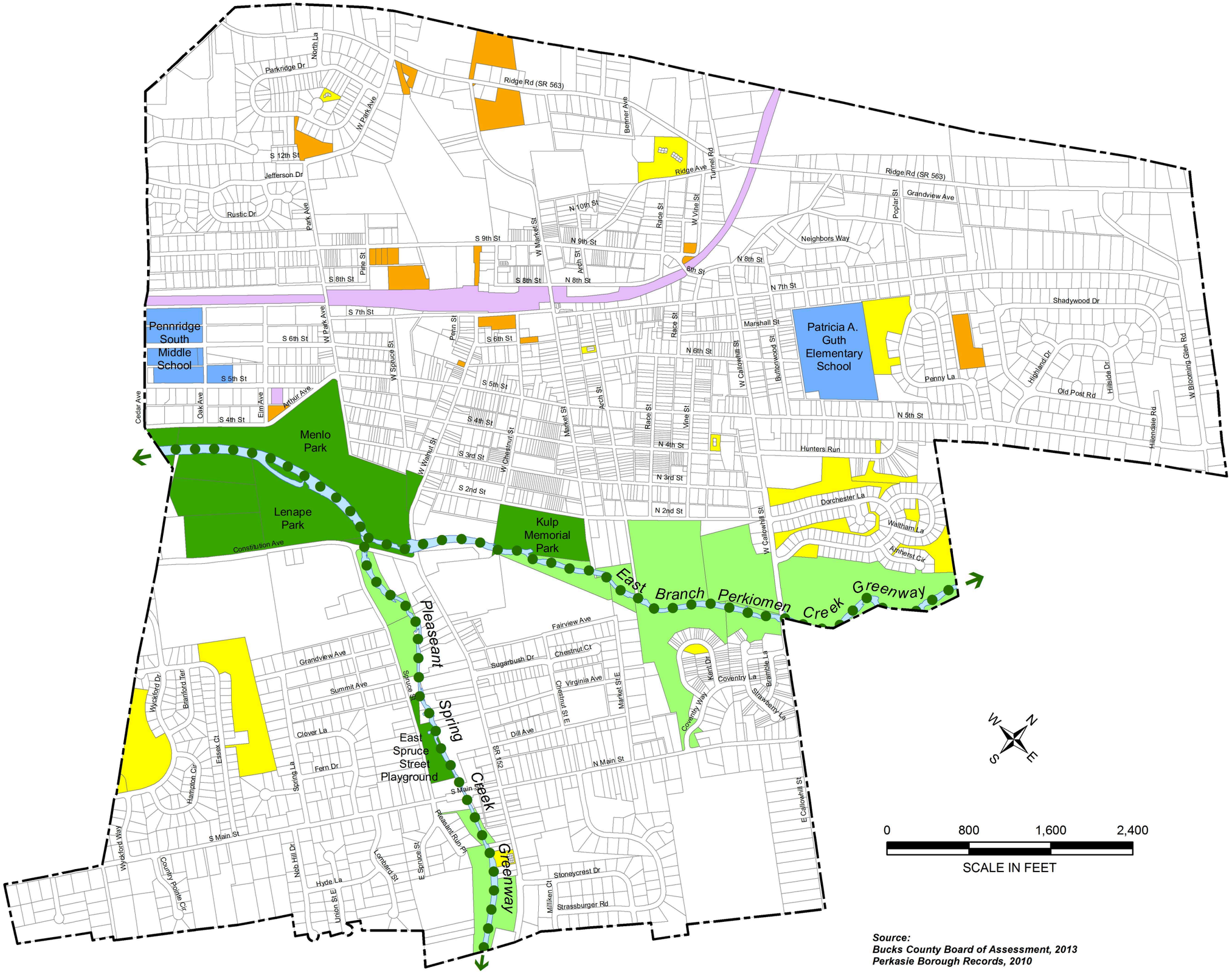
Perkasie has various residential developments that have established common open space under the control of homeowners associations. The 17 open space properties under the control of private homeowners associations (not dedicated to the borough) total 37.5 acres. These properties are generally unimproved lands containing woodlands, detention basins, and/or mowed lawn areas. The borough has accepted dedication of open space for several residential developments such as Coventry and Walker's Acres. These parcels are included in the Borough Greenways category since they are adjacent to the East Branch Perkiomen Creek.

Table 12
Inventory of Protected Park and Open Space Lands

Site Name/Location	Tax Map Number(s)	Description of Use(s)	Degree of Public Access	Description of Recreation Facililties	Acreage
Borough Park and Recreation Lands					
East Spruce Street Playground	33-10-18-2	Active recreation	Open to the public (during park hours)	**(1)**	3.0
Kulp Memorial Park	33-10-149 and -150	Active and passive recreation	Open to the public (during park hours)	**(2)**	11.0
Lenape Park	33-4-92, -93, -94, -95, -142; -5-92-1; and -10-1	Active and passive recreation	Open to the public (during park hours)	**(3)**	67.9
Menlo Park	Portion of 33-4-92	Active and passive recreation	Open to the public (during park hours)	**(4)**	N/A
				TOTAL =	**81.9**
Borough Floodplain Greenways					
Pleasant Springs Creek Greenway	33-9-56; -10-24; and -14-1, -14-10	Natural resource protection/passive recreation	Open to the public	Trails, benches	15.2
East Branch Perkiomen Creek Greenway	33-10-144-1, -155, -156, -157-1, -254, -11-17, -18 and -11-28	Natural resource protection/passive recreation	Open to the public	Trails, benches	61.5
				TOTAL =	**76.7**
Other Borough Open Space Lands					
West Park Avenue	33-1-134	Detention basin	Closed to the public	N/A	1.3
South Ridge Road	33-2-7-2	Parking lot (leased to Revivals)	Open to the public (during businss hours)	N/A	3.2
Ridge Road	33-2-18	Vacant/wooded	Closed to the public	N/A	0.4
Ridge Road	33-2-23-4	Vacant/wooded	Closed to the public	N/A	0.5
Market Street	33-2-50	Vacant/wooded	Closed to the public	N/A	0.1
Market Street	33-2-53	Vacant (dump)	Closed to the public	N/A	3.4
Arthur Avenue	33-4-90	Parking lot	Closed to the public	N/A	0.5
Ninth Street	33-5-18, -19, -20, and -21	Police department	Open to the public (during businss hours)	N/A	1.1
Ninth Street	33-5-26	Vacant	Closed to the public	N/A	0.5
311 S. 9th Street	33-5-37	Public works yard/cell tower	Closed to the public	N/A	1.8
512 W. Walnut Street	33-5-108	Parking lot	Closed to the public	N/A	0.8
Seventh Street	33-5-145	Borough hall	Open to pubic (during business hours)	N/A	1.0
W. Chestnut Street & S. Sixth Street	33-5-275	Parking lot	Closed to the public	N/A	0.3
Vine Street	33-6-7	Electric substation	Closed to the public	N/A	0.3
Ninth Street	33-6-8	Vacant	Closed to the public	N/A	0.1
Shadywood Drive	33-6-290	Vacant/wooded	Closed to the public	N/A	2.5
				TOTAL =	**17.9**
Homeowners Association Lands					
Axelrod Residential Common Area	33-1-131	Open space	Open to residents only	N/A	0.4
Residential Common Area	33-3-7-1	Open space	Open to residents only	N/A	3.7
Residential Common Area	33-5-479	Open space	Open to residents only	N/A	0.2
Residential Common Area	33-6-112	Open space	Open to residents only	N/A	0.4
Highland Woods Community Assn.	33-6-191	Open space	Open to residents only	N/A	5.2
Meadowood Estates Community Assn.	33-9-41-39	Open space	Open to residents only	N/A	8.8
Wyckford Mews Condo Assn.	33-9-43	Open space	Open to residents only	N/A	6.9
Wyckford Mews Condo Assn.	33-9-43-1	Open space	Open to residents only	N/A	0.5
Coventry Homeowners Assn.	33-10-238	Open space	Open to residents only	N/A	0.4
Dorchester Homeowners Assn.	33-11-25	Open space	Open to residents only	N/A	4.4
Dorchester Homeowners Assn.	33-11-26	Open space	Open to residents only	N/A	1.8
Dorchester Homeowners Assn.	33-11-27	Open space	Open to residents only	N/A	1.7
Somerset Residents Assn.	33-11-36	Open space	Open to residents only	N/A	0.2
Hunter's Run Homeowners Assn.	33-11-56	Open space	Open to residents only	N/A	1.3
Dorchester Homeowners Assn.	33-11-177	Open space	Open to residents only	N/A	0.5
Dorchester Homeowners Assn.	33-11-178	Open space	Open to residents only	N/A	0.5
Residential Common Area	33-14-9	Open space	Open to residents only	N/A	0.8
				TOTAL =	**37.5**
				GRAND TOTAL =	**213.9**

(1) East Spruce Street Playground: 1-tot lot playground, 2-park benches, 1-picnic table.
(2) Kulp Memorial Park: 5-tennis courts, 1-baseball field with wooden bleachers, 3-official length blacktop basketball courts, 1-children's playground, 1-baby swimming pool, 7-park benches, 3-picnic tables, 1-mini-pavilion, 1-snack bar/storage building.
(3) Lenape Park: 3-pavilions, 1-skate park, 1-dog park, 1-wooden stage, 6-picnic tables, 15-park benches, 2-little league baseball fields, 2-softball/baseball fields, 1-playground.
(4) Menlo Park: The Perkasie Carousel, The Menlo Aquatic Center Bath House and Snack Bar Building, 1-competition pool, 1-leisure pool, 1-baby pool, 2-pavilions, 13-picnic tables, 2-stationary charcoal grills, 3-park benches, 1-children's playground.

FIGURE 11
PERKASIE BOROUGH COMPREHENSIVE PLAN



INVENTORY OF PROTECTED LANDS

- Floodplain Greenways

Protected Open Space

- Borough Park and Recreation
- Borough Greenway
- Other Borough Open Space
- Homeowners Association

Other Lands

- School Facilities
- Transportation & Utility Lands

Source:
Bucks County Board of Assessment, 2013
Perkasie Borough Records, 2010

Prepared by
Bucks County Planning Commission
Geographic Information Systems Section
2013

Other Lands

The Other Lands category shown in Figure 11 represents lands that are not protected by any legal means such as an easement, but are unlikely to be developed in the future due to the nature of the existing use or its ownership. These include school facilities and utility-owned lands as described as follows.

School Facilities

There are two public school facilities in Perkasie — Pennridge South Middle School and Dr. Patricia A. Guth Elementary School. Pennridge South Middle School is situated northwest of 5th Street and is located within Perkasie and Sellersville boroughs. This school facility totals 9.3 acres and contains a football stadium and soccer field.

Dr. Patricia A. Guth Elementary School is located southeast of 7th Street on a 14.7-acre site. The school facility contains playground equipment, several multi-purpose blacktop (basketball) courts, and a multipurpose playfield. The total land area for school facilities is about 24 acres.

The Pennridge School District allows for the cooperative use of recreational facilities after hours. Sharing of facilities between the borough and the school district has been successfully employed over the years and has helped to augment the community's park and recreational resources. These school sites can provide valuable indoor and outdoor space for large gatherings, from community youth groups to private residents.

Transportation and Utility Lands

In terms of land area, Southeastern Pennsylvania Transportation Authority (SEPTA) is the largest owner of transportation and utility land uses in Perkasie Borough. The Bethlehem Branch of SEPTA's regional rail system (Quakertown rail line) is an inactive passenger rail line that currently only provides freight service through Perkasie to Quakertown. Bucks and Montgomery counties are currently studying the feasibility of the restoration of passenger rail service along this rail line in the future. The total land area of SEPTA land is about 17 acres.

Bell Atlantic owns a single property consisting of 0.4 acres and RR North Penn Company owns a 1.7-acre parcel. In total, there are about 19 acres of transportation and utility-owned land in the borough.

Greenway and Trail Linkages

A greenway network is often a linear assemblage of open space areas providing regional "green" infrastructure for surrounding communities. A greenway often includes open space area established along either a natural corridor, such as a riverfront, stream valley, or ridgeline; or along an abandoned railroad right-of-way, a canal, scenic road, or other route. In addition to preserving natural resources, greenways may also provide safe, non-motorized transportation routes to schools, commercial centers, residential developments, and park/recreational areas. Segments of a proposed greenway network can be designed to incorporate a multimodal trail system that accommodates different users such as bicyclists, hikers, and joggers. Linking together open space areas can create a unified greenway corridor

that preserves natural resources and provides strategic trails connecting points of interest within the community and throughout the region.

As a member in the Pennridge Area Coordinating Committee (PACC), Perkasie Borough is among the eight municipalities that developed the *Pennridge Area Greenway Plan* (2000). The plan evaluates the feasibility of developing a linear park throughout the Pennridge Area. Recommended greenway routes within the plan incorporate streams, existing trails, floodplains, on-road bike routes, and off-road linkages. Perkasie's identified greenway routes are consistent with those identified in the *Pennridge Area Greenway Plan*.

Perkasie Borough's designated greenway routes are located along the floodplains of the East Branch Perkiomen and Pleasant Spring creeks as shown in Figure 12. These greenways are intended to function as open space corridors that protect the inherent natural resources along these watercourses and provide access for trails. Borough officials have been actively assembling the greenway and trail network through the acquisition of property and easements along designated routes that provide continuous trail linkages along the entire length of both greenways and adjacent parks as described below.

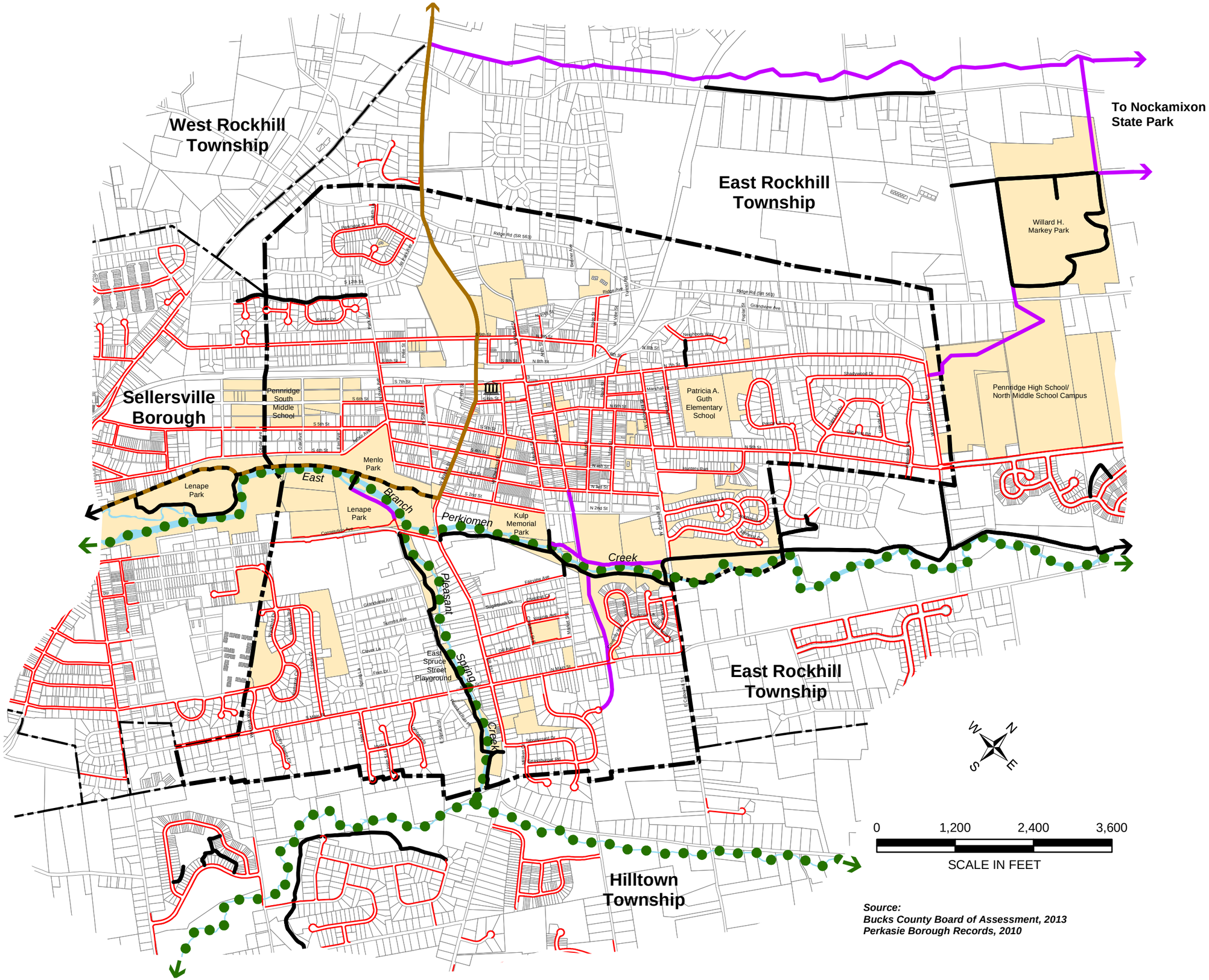
EAST BRANCH PERKIOMEN GREENWAY extends from Bedminster Township, where Deep Run branches from the Tohickon Creek to along the East Branch of the Perkiomen Creek, to townships in Montgomery County. Points of interest along the greenway corridor within Perkasie include Kulp Memorial, Lenape, and Menlo parks. A significant portion of the borough's existing trail network is located within the East Branch Perkiomen Greenway, providing connections to the trail networks in Sellersville to the southwest and East Rockhill Township to the northeast. This multiuser trail is composed of asphalt and varies in width between 6 and 8 feet, accommodating bicycles, pedestrians, and joggers.

PLEASANT SPRING CREEK GREENWAY extends from the East Branch of the Perkiomen Creek southeast to the Perkasie Borough/Hilltown Township border. The East Spruce Street Playground is located within this greenway. Over the years, borough officials have worked diligently to obtain access easements through several private properties and develop this trail network. As a result, a continuous trail spans the length of the greenway, from Lenape Park southeast to the East Spruce Street Playground and continuing on to the border of Hilltown Township. This multiuser asphalt trail is generally 6 to 8 feet wide and can accommodate bicycles, pedestrians, and joggers. The opportunity exists for Hilltown to tie into Perkasie's trail network along the trial's terminus near the municipal border along East Walnut Street.

Perkasie's greenways contain inherent natural resources (e.g., stream corridors, floodplains, steep slopes, and woodlands). Natural resources are protected under the current zoning ordinances; however, additional measures, such as riparian buffer requirements, may be worth exploring to afford additional protection to stream banks and water quality.

The **LIBERTY BELL TRAIL (LBT)** is envisioned as a contemporary interpretation of the historic Liberty Bell trolley route which ran between Bethlehem and Philadelphia. The project includes a recreational trail system along the trolley path, linking Bucks and Montgomery County communities to Norristown.

FIGURE 12
PERKASIE BOROUGH COMPREHENSIVE PLAN


West Rockhill Township
East Rockhill Township
Sellersville Borough
Hilltown Township
To Nockamixon State Park
Willard H. Markey Park
Pennridge High School/ North Middle School Campus
Patricia A. Guth Elementary School
Pennridge South Middle School
Menlo Park
Lenape Park
Lenape Park
Kulp Memorial Park
East Spruce Street Playground
East Branch Perkiomen Creek
Pleasant Spring Creek
Ridge Rd (SR 563)
Tulpehocken Rd
Grandview Ave
Shadywood Dr
Neighbors Way
Hunters Run
Marshall St
Fairview Ave
Glenbrook Ave
Summit Ave
Clover Ln
Fern Dr
Conservation Ave
Oak Ave
Elm Ave
Ardell Ave
Pine St
Poplar St
Rose St
Lilac St
Cherry St
Walnut St
Chestnut St
Maple St
Hillside Ln
Old Mill Rd
N Main St
S Main St
Grassburger Rd
Schwenkfelder Dr
Hillside Dr
Hillside Ln
Hillside Rd
Shadowbrook Dr
Pleasant Valley Dr
Country Walk Cir
Sycamore St
Schoolhouse Ln
Hilltop Dr
Hilltop Ln
Hilltop Rd
Cherry Ln
Cherry St
Chestnut St
Walnut St
Maple St

The Liberty Bell Route was an interurban trolley, or electric streetcar, that ran from Philadelphia to Allentown from around 1900 to 1951.

Due to its historical significance, the corridor of the former Liberty Bell Route was identified by Bucks and Montgomery counties as a regionally important bike/pedestrian corridor in the early 2000s. The *Liberty Bell Trail Feasibility Study* (2005) identified a total of 17 municipalities that would be linked by this 25-mile trail. The municipalities in Bucks County include Telford, Sellersville, Perkasie and Quakertown boroughs, and Hilltown, West Rockhill, East Rockhill and Richland townships. According to the study, each municipality would be responsible for developing and maintaining the section that falls within their municipal boundaries. Portions of the trail have already been developed in Montgomery County, as well as in Sellersville and Perkasie boroughs. The trail was identified as a potential county path in the *Bucks County Bicycle Master Plan* (2013) and as a potential greenway in the *Pennridge Area Greenway Plan* (2000).

The Liberty Bell Trail (LBT) will enter Perkasie Borough from an existing trail through Lenape Park in Sellersville Borough. The trail will use the existing trail segment in Lenape Park until it reaches Walnut Street. The trail then continues as the proposed trail segment turns left and heads northwest along Walnut Street in the form of a sidewalk, and then proceeds to South 7th Street through the existing tunnel under SEPTA's Quakertown Rail Line. The proposed trail segment continues past Perkasie Park, northwest through the intersection of Park Avenue and Ridge Road, continuing into East Rockhill Township along Park Avenue and ultimately along Old Bethlehem Pike.

In Perkasie, the proposed LBT route is located entirely on borough-owned lands and rights-of-way with the exception of the trail segments through SEPTA lands and Perkasie Park. The LBT route passes through a variety of land uses, including parkland, single-family and multifamily residential, retail, and industrial. The proposed trail follows portions of the historic trolley route through the borough and several important area features. These notable features include Menlo Park, former trolley and railroad bridge abutments, a former trolley station (now home to the Perkasie Historical Society), Borough Hall and the borough police station. (See Appendix __ for more details on the Liberty Bell Trail.)

Once constructed, the LBT will not only provide valuable localized trail access to and from the downtown area, but its centrally located park system to the southeast and to the overall regional trail network. As noted in the Transportation and Circulation chapter, there are various trail markers, signage and road crossing improvements recommended along the LBT route.

The **REGIONAL CONNECTOR TRAIL TO MARKEY PARK** is intended to provide a trail connection between Perkasie Borough and Willard H. Markey Centennial Park in East Rockhill Township. From Markey Park, a trail is proposed by East Rockhill along Three Mile Run Greenway that would ultimately connect to the existing trail system in Nockamixon State Park. (See Figure 12.).

During the redevelopment of the Pennridge High School/Middle School Campus, East Rockhill Township officials negotiated the provision of a trail easement on the school district's property. Perkasie Borough Council granted final approval for the Pennridge School Campus conditioned upon a note being provided on the plan stating that prior to the issuance of an occupancy permit for any part of the project, a

municipal easement for a bike/hike path through the site be provided, with the location mutually determined by the school district, East Rockhill Township, and Perkasie Borough. Additionally, the easement shall not terminate within Perkasie Borough (on West Blooming Glen Road near North 7th Street), but continue into East Rockhill Township. Perkasie and East Rockhill officials should work together with the school district for the implementation of this significant regional trail connector from the borough to Markey Park in East Rockhill.

SIDEWALKS are used to provide safe and convenient pedestrian access throughout Perkasie Borough. Sidewalks augment the borough's trail network by enhancing access from various points within the borough to the multiuser trails with the borough's parks and greenways. The subdivision and land development ordinance requires the construction of sidewalks along all new residential streets where curbing is required. Sidewalks have been constructed throughout the borough as shown in Figure 12.

Numerous sidewalks provide connections between Sellersville and Perkasie boroughs. The sidewalks along North 5th Street are the only sidewalks connecting Perkasie and East Rockhill Township to the northeast. Additionally, the sidewalk on the CVS Pharmacy site located on the corner of North 5th Street and West Blooming Glen Road provides a connection to East Rockhill's trail located along Blooming Glen Road. To the southeast, there are no sidewalk connections between Perkasie and Hilltown Township, with the exception of the sidewalks along the interior roads of the Stonycrest subdivision that straddles both municipalities.

SUMMARY OF GREENWAY AND TRAIL NETWORK

Perkasie is committed to greenway and stream corridor protection and establishing a community-wide trail network that will connect points of interest (e.g., schools, commercial centers, residential developments, and recreational areas) within the borough as well as the region. This greenway and trail network not only enhances the borough's sensitive stream corridors but also provides a network of pedestrian and bicycle access throughout the borough and the region. As shown on Figure 12, the borough's greenway and trail network provides connections into surrounding communities' bicycle routes, trails and sidewalks (when feasible).

In order to fully implement this greenway and trail network, borough officials will continue to coordinate with property owners to provide appropriate access and conservation easements when feasible. If property donation is not possible, borough officials will explore the available means to purchase public access easements from the respective property owners in order to implement a portion of the greenway and trail network.

FUTURE NEEDS AND PRIORITIES

Perkasie Borough has done an exemplary job developing its park and open space resources, creating a sense of place and improving the quality of life for its residents. The borough's philosophy has been to concentrate the park and recreational facilities, making them centrally located and accessible to all residents. This has been accomplished through the provision of its three parks (Lenape, Menlo, and Kulp Memorial), the East Spruce Street Playground, and various borough-owned greenway lands located

along the two existing stream corridors. Each park contains its own active and passive park and recreational facilities to help satisfy a range of resident needs. Proactive planning and land acquisition can satisfy the future needs of borough residents as recreational demand increases and as needs change over time.

During the production of Perkasie's 2010 *Open Space Plan*, borough officials evaluated the park and open space resources and identified the following future needs and priorities:

- Augment existing park and greenway system;
- Provide a park to serve residents in the western portion of the borough;
- Provide centrally located downtown civic space for community events;
- Implement borough's official trail network;
- Relocate the skate park (Note: This was accomplished in December, 2012. The skate park is currently located at its original location outside the 100-year floodplain. The skate park is fenced-in and the configuration of the apparatus was modified in order to be safer and more user-friendly.)

The borough's *Open Space Plan* contains a Parcel Scoring System for assessing the value of about 14 vacant parcels throughout the borough that are deemed worthy of preservation and acquisition due to their size, location, and potential to satisfy the borough's open space needs. While not scientific, the scoring system does provide Borough officials with a sound basis for making decisions on future preservation and acquisition. It is designed to be dynamic and flexible, allowing for adjustments to the process should events or circumstances dictate. (For more details, refer to the 2010 *Open Space Plan*.)

When crafting the guidelines for the Bucks County's Municipal Open Space Program (MOSP), the 2008 County Open Space Task Force recognized the need to broaden the scope of eligible projects. For those municipalities where available potential open space is limited, MOSP funds may be used for improvements. Funding requests for improvements will be evaluated by the County Open Space Review Board on a case-by-case basis. All improvement projects must enhance public access, utilization, and/or the identified conservation values of the land. Any proposed improvements that cause adverse impacts to the environment, scenic, or pre-existing park resources shall be deemed ineligible. All properties improved with MOSP funding must be owned by the municipal applicant and deed restricted to approved open space purposes. All improvement projects must comply with program requirements and implement the goals and recommendations of the municipality's local open space plan.

As Perkasie already possesses a significant amount of protected open space, if the priority open space parcels or other lands of value aren't available for acquisition, borough officials may decide to pursue the use of their allocated funding for improvement purposes. For instance, new trail construction, LBT route improvements, or park facilities may be available options for the use of MOSP funding.

During the public participation process at the Perkasie's Community Meeting, numerous participants supported the idea of constructing a band shell to accommodate music and/or entertainment events. The location of a band shell could be within the borough's existing park system or possibly in the downtown as part of the revitalization efforts in that area.

Chapter 9

COMMUNITY FACILITIES AND SERVICES

Community facilities serve the public and are necessary for public health, safety, and welfare. These facilities include: police, fire protection, and emergency services; emergency communications; hazard mitigation; medical and healthcare facilities; educational facilities and library facilities; borough administration and public works; public utilities; and solid waste and recycling; and finance and management. Community facilities and services determine, to some extent, the quality of life experienced in Perkasie Borough. Issues concerning community facilities and services generally include staffing, funding, and ongoing maintenance to ensure that adequate services are provided well into the future. Therefore, planning for these facilities and services should be interrelated and consistent with land use planning in the comprehensive plan. In general, the existing facilities and services in the Borough are adequate. Figure 13 highlights community facilities in and around Perkasie Borough.

POLICE SERVICES

The Perkasie Borough Police Department serves Perkasie and Sellersville Borough from its office at 311 South 9th Street in Perkasie. The department is staffed by 17 full-time officers, comprised of a police chief, a sergeant detective, a detective, 3 sergeants, and 11 patrolmen, who provide 24-hour protection to borough residents. The department is assisted by the Central Bucks Special Response Team and the Major Incident Response Team. Bomb squads from Philadelphia, Montgomery County, and Allentown also assist when necessary. The department has a bicycle and motorcycle that are beneficial for patrolling parks, neighborhoods, and special events. A school resource officer and youth aid panel program offer alternatives for youth at risk and first time offenders.

Sellersville Borough pays Perkasie 30 percent of the costs to operate the Police Department. The cooperation agreement has allowed the department to add officers and equipment and has enhanced overall operations.

Training is essential to maintenance of a professional department which is responsive to new forms of crime and the needs of the community. The police officers serving the borough have exceeded the state-mandated requirements for training in firearms, first aid, and CPR. The officers also receive ongoing instruction in other areas related to professional development. Training is expensive and takes officers away from patrolling and other day-to-day responsibilities but is a necessary and vital component of police work.

The department participates in training activities at the Bucks County Police Training Center. This participation aids in enhancing coordination between the Perkasie Police Department and other nearby

departments. Several officers attend a monthly meeting of the Upper Bucks Crime Unit, a regional crime prevention forum, which further enhances coordination efforts.

Police protection and related services are the largest single annual reoccurring budget expense to borough taxpayers, who expect such services to keep pace with the policing demands of local residents and businesses. In addition, federal and state mandates, such as future radio upgrades, will add to the cost of operating the Police Department.

The Federal Communications Commission is requiring that local emergency services agencies start to use new frequencies for communications. This bandwidth change requires new radios. The department must order upgraded equipment through the county Emergency Communications Department and may take up to 7 years to pay with minimal interest charges. The department has budgeted for radio upgrades.

Fire Protection Services

The Perkasie Fire Company responds to fire calls in the borough and is located at 5th and Arch streets. A substation is located in East Rockhill Township. The all-volunteer company is aided by other nearby companies on multiple-alarm calls and likewise assists other companies when necessary. The fire company's equipment consists of two pumpers, a ladder truck, and several support vehicles. The staff consists of 46 volunteer firefighters, a chief, deputy chief, and seven additional officers. The fire station is owned by the borough and leased to the fire company. The fire company is responsible for maintenance.

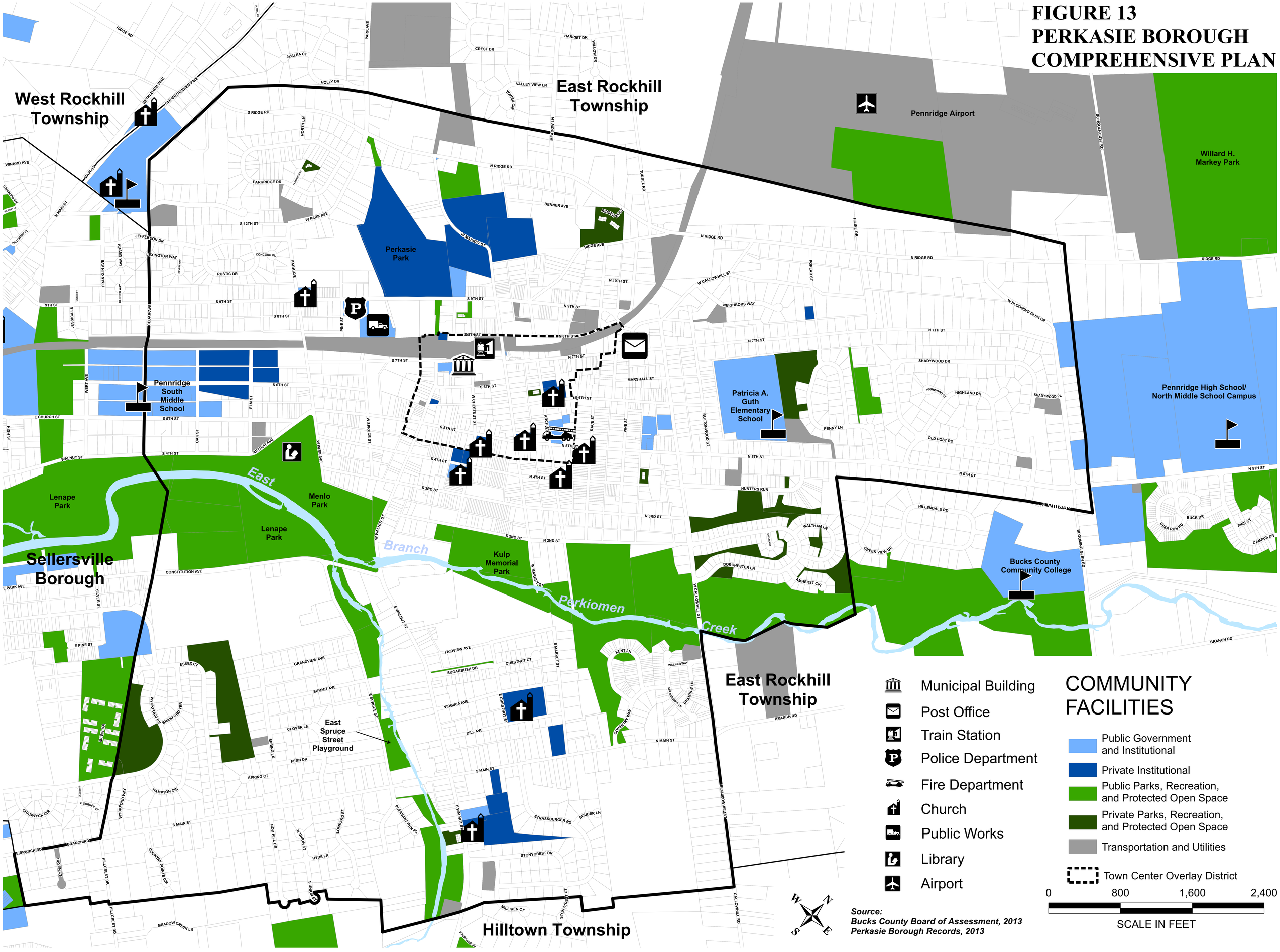
The fire company's central location in the borough places it in good stead to meet the Insurance Service Office (ISO) standards for fire protection. This national insurance industry service group recommends that suburban areas be within a 2.5-mile radius of a fire station with a first response engine. The entire borough falls within a 2.5-mile radius of the fire station. The ISO also rates fire protection capabilities and has given Perkasie a rating of 4 out 10 with 1 being the highest. The best rating for volunteer companies is 3. A rating of 1 is given only to the best full time professional fire departments. The rating is based on radio and dispatch capabilities, water supply, training, and apparatus.

Adequate staffing is ensured by an aggressive recruitment program which has resulted in 10-15 new volunteers every year for the past 8 years. However, the recruitment of daytime responders is always a challenge since most volunteers have daytime jobs. Several firefighters also participate with the Bucks County Technical Rescue Task Force.

The borough's fire protection equipment is adequate and financial resources exist to fund the company's 15-year long-range apparatus replacement plan. The department has budgeted for required radio upgrades. A 1-mil tax is levied by the borough to fund truck acquisition.

The major issue regarding fire protection is inadequate funding for operations and building improvements. The borough fire station is 50 years old and needs to be renovated. Heating and structural improvements and expansions are necessary for offices and storage.

FIGURE 13
PERKASIE BOROUGH COMPREHENSIVE PLAN



Source:
Bucks County Board of Assessment, 2013
Perkasie Borough Records, 2013

The fire company is supported by in-kind donations from the borough for insurance and utilities. East Rockhill Township also supports the company financially. To meet the costs of operation, the fire company must raise a large amount of money each year through an annual subscription drive, monthly breakfasts, an annual carnival, donations, and funding from the borough. The company has undertaken some innovative ways to raise money such as purchasing the inventory of Hurst fire rescue equipment from a retailer to re-sell for a profit. The current levels of funding do not support the existing level of services and any expansions of service or building improvements cannot be undertaken.

A considerable number of man-hours are required to raise funds, which detracts from firefighting capabilities and retention efforts. Volunteers not only must spend significant time training and fighting fires, but must also help in fundraising to support expenses. Adequate sources of new funding would eliminate the necessity for continuous fundraising needed to meet operating expenses. A solution to ease the burden of raising money for new equipment is joint intergovernmental fiscal planning between the borough's fire company and the borough. Much like the fire company's apparatus replacement plan, the borough and fire company should consider developing a joint fiscal plan to identify all building maintenance and equipment needs for a given time period and determine sources of revenue necessary to meet these needs over this time period. Revenue generation is spread out evenly over this time period so that the need for large-scale, single-item fund drives is eliminated and payment for debt service is minimized.

EMERGENCY MEDICAL SERVICES

The Grand View Hospital Paramedic Service, located in West Rockhill Township, provides emergency medical services to residents of Perkasie Borough 24 hours a day and offers emergency "9-1-1" response, transport, and bariatric transport (obese patients). The Grand View paramedics are full- and part-time members of the hospital staff. The squad is based at Grand View Hospital in West Rockhill Township. The squad is obligated under state law to transport a patient to the nearest hospital, unless a waiver is signed. Trauma cases, however, must be taken to the closest trauma centers at the Lehigh Valley Hospital Center near Allentown, St. Luke's Bethlehem, or Abington Hospital. Trauma cases are transported by Medevac helicopter or ambulance, whichever is quickest.

Grand View's paramedic squad is equipped to provide Basic Life Support (BLS) and Advanced Life Support (ALS). BLS involves basic first aid and transport. ALS services are provided for calls involving cardiac arrest and trauma. A paramedic trained and experienced in handling these types of cases responds to these calls with advanced life support equipment.

Adequacy of this service is evaluated by response time because the time interval between the initial call and arrival of service can make the difference between life and death. The benchmark response time is 8 minutes or less because it ensures the highest level of survival for the patient. When the 8-minute response time is converted to a distance traveled standard, the distance traveled by an emergency vehicle is 4 miles (8 minutes x 30 miles per hour = 4 miles). A 2012 year-end report by the Bucks County Emergency Services Department indicates that the BLS and ALS response to location time was 6.03 and 7.08 minutes, respectively. Consequently, the borough is adequately served by both Basic and Advanced

Life Support service. The department has recently purchased new vehicles and will also upgrade its radios that will ensure adequate communications capabilities.

Changes in demographics such as an increase in the number of seniors may bring increased needs for emergency services. Maintaining communication with the hospital and ambulance squad will ensure that changing needs can be met effectively.

EMERGENCY COMMUNICATIONS

Anyone dialing "9-1-1" from anywhere in the county will reach a county dispatcher in the Bucks County Emergency Management Center (Ivyland) who will then contact the closest emergency service provider for response. The local fire police department and ambulance squad participate in this service.

Emergency Alert messages are available for residents who sign up for the ReadyNotifyPA program. Residents get automatic notices on their handheld digital devices or personal computers. This service provides customized messages that address a specific threat to a small area such as a neighborhood or countywide. However, this service is available only if residents have subscribed. The borough should promote the emergency alert service on their website, newsletter, or by other means.

HAZARD MITIGATION

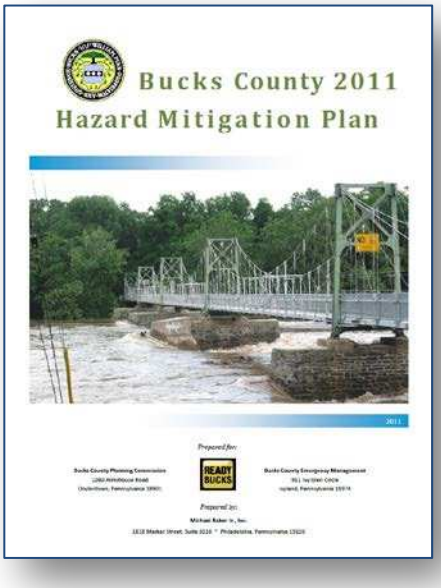
Hazard mitigation planning is of great importance to the community as it addresses both natural and human-made hazards. Since 1955 there have been 49 Presidential Disaster and Emergency Declarations in Pennsylvania, 16 of which affected Bucks County, including Perkasie Borough. Of the 16, 12 were related to flooding, hurricanes, and tropical storms. In addition, there have been 18 Gubernatorial Proclamations of Disaster Emergency in the county since 1954. The emergency management community, citizens, elected officials, businesses, and other stakeholders recognize the potential impacts of disasters on their community and support proactive efforts needed to reduce the impacts of both natural and human-caused hazards.

Hazard mitigation describes sustained actions taken to prevent or minimize the long-term risks to life and property from hazards. Pre-disaster mitigation actions are taken in advance of a hazard event and are essential to breaking the disaster cycle of damage, reconstruction, and repeated damage. With careful selection, pre-planned mitigation actions can be cost-effective means of reducing the risk of loss.

The most significant piece of legislation related to hazard mitigation is the Disaster Mitigation Act of 2000 that requires local governments (i.e., counties and municipalities), as a condition of receiving federal disaster mitigation funds, to have an official mitigation plan that identifies hazards, creates a risk assessment and vulnerability analysis, identifies and prioritizes mitigation strategies, and establishes an implementation schedule for the county and each of its municipalities.

HAZARD MITIGATION PLANNING

In 2005, with funding support from the state and assistance from an engineering consultant, Bucks County began an ongoing hazard mitigation planning process to identify and create strategies to reduce damage from disasters. The 2005 *Bucks County Hazard Mitigation Plan* (BCHMP), although utilized and frequently referenced, underwent a formal update in 2011.



The updated BCHMP is a pre-disaster, multi-hazard mitigation plan that not only guides the county towards greater disaster resistance, but also respects the character and needs of communities. The plan provides a blueprint for reducing property damage and saving lives from the effects of future natural and man-made disasters and improving community resiliency following a disaster event. Moreover, the plan qualifies the county and its municipalities for pre-disaster and post-disaster grant funding.

The BCHMP identified the following hazards as being prevalent throughout or in parts of Bucks County:

Table 13
Prevalent Bucks County Hazards

Natural Hazards	Man-Made Hazards
Drought	Dam Failure
Earthquake	Structure Collapse
Environmental Hazards	Transportation Accidents
Extreme Temperature	Urban Fire and Explosion
Flood, Flash Flood, Ice Jam	Utility Interruption
Hailstorm	
Hurricane, Tropical Storm, Nor'easter	
Landslide	
Lightning Strike	
Subsidence, Sinkhole	
Tornado, Winter Storm	
Wildfire	
Wind Storm	

Of the listed *Natural Hazards*, Perkasie Borough is most likely to be affected by weather-related events, particularly winter storms, Nor'easter, hurricane, tropical storm, lightning strike, and wind storm. To a

lesser extent, the borough is always potentially vulnerable to the listed *Man-Made Hazards*. For example, in 1988 an event that has become known as "The Great Perkasie Fire of '88" was started by two 12-year-old boys who set a brush fire that ignited coal dust inside the warehouse at the Shelly & Sons lumber yard. The resulting blaze eventually destroyed most of the borough's central business district when the fire leaped across rooftops and spread to surrounding businesses near the intersection of 7th and Market Streets. That man-made disaster resulted in $9 million in damage and displaced 31 residents and 12 businesses.

A more recent, extreme natural hazard was Hurricane Sandy on October 30, 2012. This weather event wreaked havoc in Bucks and Montgomery counties overnight. The National Weather Service reported wind gusts as high as 85 mph and the storm dumped about 3 to 5 inches of rain in the area. There were downed trees, power outages, and closed roadways throughout the region. During the event more than 1,500 Pennsylvania National Guard soldiers were placed on active duty throughout the state. Guardsmen were deployed to help local first-responders by taking on assignments, as necessary, from state emergency management officials, including search and rescue, delivering supplies, or setting up shelters. An aviation unit was also on stand-by to fly rescue missions or check damage in hard-hit areas.

Communities across the region declared states of emergency as 29 of 54 municipalities in Bucks County had signed Emergency Declarations. Perkasie Borough set up an operations center on the second floor of the borough hall. A local shelter at the Methodist church on 5th and Market streets was on standby, but officials urged residents to head to Palisades High School where the Red Cross had set up an overnight shelter with at least 200 beds and accommodations for pets. With all schools and most businesses closed, the region's residents sheltered-in-place in their homes as the storm arrived, many of them sharing news from their neighborhoods through social media. Into the afternoon, reports of trees down in Perkasie, siding ripped from homes in Hilltown, and utility poles tilting over Route 309 started to circulate.

Because of the expected damage, President Obama declared emergencies in Massachusetts, Connecticut, Rhode Island, New York, New Jersey, and Pennsylvania, authorizing federal relief work to begin well ahead of time. Sandy, a Category 1 hurricane, was blamed for 69 deaths in the Caribbean before it began traveling northward, parallel to the Eastern Seaboard.

Although flooding was not an issue in Perkasie during Hurricane Sandy, Perkasie has an active floodplain in the center of the borough which can impact housing, infrastructure, and emergency services. FEMA has assisted with one buyout of a property in that area that repeatedly flooded.

Other dangers of greater risk for Perkasie Borough include lightning strikes, high winds, and winter storms. In 2001, Perkasie had a lightning strike that injured seven and resulted in over $100,000 in property damage. This put Perkasie first in the number of lightning strike related injuries, and in the top ten for property damage in Bucks County. In the snowstorm of 1996, storm spotters in Perkasie reported snowfalls of 36 inches. Perkasie was fortunate to miss the roof collapses that neighboring communities suffered under this snow weight. Although lightning strikes, high winds, and winter storms could cause

significant damage, they are not considered to be a major threat in Perkasie when compared to flooding.

In Perkasie Borough flooding from all source events (i.e., Dam Failure, Tropical Storm, Nor'easter, Hurricane, Ice Dams) may be considered together, although the mitigation steps that the borough undertakes may be targeted at reducing the threat from one specific type of event.

Perkasie Borough has three properties currently that are classified as "Repetitive Loss" properties. These are structures that have been damaged several times in several different flood events and needed Federal assistance to rebuild. All of those properties were residential housing units, including one multi-family condominium. And, although only 31 structures (or 1 percent of all structures) are in a "Severe Flood Hazard Area" over 8 percent of residents live within this area.

Part of hazard mitigation process involves identifying critical infrastructure and facilities. The loss of these assets would either increase the likelihood of greater damage or slow the recovery process. For example, in Perkasie Borough there are 13 key critical facilities have been identified in the BCHMP. These include fire and police stations as well as other structures necessary for evacuation, providing basic infrastructure, and rebuilding.

Hazard Mitigation Regulations

There are numerous existing planning and regulatory mechanisms in place at the state, county, and municipal level of government which support hazard mitigation planning efforts. Such tools relevant to Perkasie include: *Pennsylvania Municipalities Planning Code, Bucks County Comprehensive Plan*, *Commonwealth of Pennsylvania Standard All-Hazard Mitigation Plan*, *Bucks County Hazard Mitigation Plan, Bucks County Hazard Vulnerability Analysis (HVA)*, and *Perkasie Borough Emergency Operation Plan* (EOP), as well as Perkasie's own floodplain management ordinance, zoning ordinance, subdivision and land development ordinance, and comprehensive plan. Furthermore, incorporating hazard mitigation language into this Comprehensive Plan update results in a greater and more permanent "institutionalization" of hazard mitigation into the borough's development processes, practices, and pattern.

For example, the floodplain management requirements in the borough zoning ordinance foster hazard mitigation. The borough's zoning ordinance should be reviewed periodically and updated as necessary to ensure that it adequately addresses hazard mitigation purposes related to flooding, erosion areas, steep slopes, and other specifically identified potential hazard areas. Such updates are desirable for the continued protection of health, safety, and welfare of the population. The zoning ordinance need not preclude development in all hazard areas but could require that specific standards are met for structures and land use within hazard zones. The use of overlay zones for delineating susceptible hazard areas is recommended.

The borough's subdivision and land development ordinance should also be updated to be coordinated with the zoning ordinance as this document works together with zoning as an effective tool for reducing exposure, risk, and vulnerability to certain hazards (e.g., flooding and steep slopes) when mitigation

factors are incorporated into the subdivision/land development process. For example, it may not be necessary to prohibit all development on steep slopes, but it would be prudent to establish certain requirements regarding aspects (e.g., plan submission requirements, erosion and sedimentation, stormwater management), thereby providing an adequate level of protection in such zones.

Using building codes in conjunction with the borough's zoning and subdivision/land development regulations can be effective in reducing or eliminating damage caused by certain types of hazards. For example, enforcement of basic building code provisions has proven to reduce damage caused by wind, rain, ice, fire, structure collapse, and flooding.

Perkasie's Ordinance #922 (adopted October 15, 2007) established the borough's Office of Emergency Management (OEM), describes the duties and responsibilities of the borough's Emergency Management Coordinator (EMC), and identifies the required preparation of the borough's Emergency Operations Plan (EOP). The EOP is considered a "living document" and as such is to be updated every two years and approved by the Borough Council and submitted to the Bucks County Emergency Management Agency for county endorsement.

The purpose of the EOP is to prescribe activities to be taken by municipal government and other members of the community to protect the lives and property of citizens in the event of a natural, technological, or terrorism emergency or disaster and to satisfy the requirements of the Pennsylvania Emergency Services Code (35 Pa. C.S. Section 7101 et seq., as amended) to have a disaster emergency plan for the municipality. The EOP establishes procedures to alert the public and provide information, appropriate instructions, and coordination of available municipal resources during an emergency. The EOP also defines the roles and responsibilities of various individuals, including municipal officials and the borough's Emergency Management Coordinator. The EOP emphasizes the need to assure coordination and cooperation with the Bucks County Emergency Management Agency and the County's EOP.

HAZARD MITIGATION ACTIONS

As background to specific actions for Perkasie Borough, it is important to look at the six categories of mitigation actions that can be taken.

- **PREVENTION**—Government administrative or regulatory actions or processes that influence the way land and buildings are developed and built. These actions also include public activities to reduce hazard losses. Examples include planning, zoning, building codes, subdivision regulations, hazard specific regulations (such as floodplain regulations), capital improvement programs, and open-space preservation and stormwater regulations.

- **PROPERTY PROTECTION**—Actions that involve modifying or removing existing buildings or infrastructure to protect them from a hazard. Examples include the acquisition, elevation and relocation of structures, structural retrofits, flood-proofing, storm shutters, and shatter-resistant glass. Most of these property protection techniques are considered to involve "sticks and bricks;" however, this category also includes insurance.

- **PUBLIC EDUCATION AND AWARENESS**—Actions to inform and educate citizens, elected officials, and property owners about potential risks from hazards and potential ways to mitigate them. Such actions include hazard mapping, outreach projects, library materials dissemination, real estate disclosures, the creation of hazard information centers, and school age / adult education programs

- **NATURAL RESOURCE PROTECTION**—Actions that, in addition to minimizing hazard losses also preserve or restore the functions of natural systems. These actions include sediment and erosion control, stream corridor restoration, forest and vegetation management, wetlands restoration or preservation, slope stabilization, and historic property and archeological site preservation.

- **STRUCTURAL PROJECT IMPLEMENTATION**—Mitigation projects intended to lessen the impact of a hazard by using structures to modify the environment. Structures include stormwater controls (culverts), dams, dikes, levees, and safe rooms.

- **EMERGENCY SERVICES**—Actions that typically are not considered mitigation techniques but reduce the impacts of a hazard event on people and property. These actions are often taken prior to, during, or in response to an emergency or disaster. Examples include warning systems, evacuation planning and management, emergency response training and exercises, and emergency flood protection procedures.

Through the planning process of the *Bucks County Hazard Mitigation Plan* (2012), Perkasie Borough has committed to take the following specific actions within the next ten years.

EVALUATE

One of the identified weaknesses in *Bucks County Hazard Mitigation Plan* has been the lack of an adequate detailed database on the properties within a given threat area. For example, regarding flooding, the National Flood Insurance Program (of which Perkasie Borough is a member) requires collecting detailed information on properties using Pennsylvania's *All-Hazard Mitigation Tool* (PA Tool). This would include identifying structures with basements, exact first floor elevations for better flood modeling, and elevations of roadways most likely to be impassable in a flood event. Since the majority of Bucks County municipalities are part of the NFIP, and since this action is very important, communities have pledged to complete it within two years. The Pennsylvania Emergency Management Agency's (PEMA) technical assistance division can assist municipalities with training and technical assistance.

As part of the process to better assess the risks in flood-prone areas, select communities, including Perkasie Borough, will conduct a cost-benefit analysis of adding additional protection to repetitive-loss assets, and will collect detailed information on all properties within three years. The Bucks County Emergency Management Agency can assist the communities toward reaching that goal.

IMPLEMENT

Disasters often illustrate the weaknesses of the evaluation process, but they may trigger the financial mechanisms to remediate some of the identified or unknown shortcomings. In order to be eligible for Federal assistance, every community must have a method to evaluate and implement mitigation projects not yet identified in other planning mechanisms, including acquisition, elevation, and other mitigation methods.

Acquisition, elevation, and buy-out of flood-prone properties can greatly reduce the number of severe repetitive loss properties. This is important as flood insurance rates rise and Federal assistance falls. If the buy-out method is chosen for a property, a clear plan of ownership, maintenance, and property renovation (park, naturalized basin, etc.) needs to be clearly thought out before the process is undertaken. Perkasie Borough has committed to evaluating these and other methods of disaster mitigation and will implement the most effective ones when the financial assistance becomes available.

EDUCATE

One of the best defenses against an emergency situation is a well-educated community. If residents have some pre-emergency preparations, local first responders can more effectively react to the most critical needs. Having people aware of the closest evacuation shelter, where to tune your radio for information updates, and other important tips (e.g., don't drive through flooded roadways) can all minimize danger and assist a community in recovering.

The South Eastern Pennsylvania Chapter of the American Red Cross provides training and preparedness information through the county, including Perkasie Borough. There have been 13 education outreach efforts in Perkasie in the last three years. These efforts include presentations, courses, and fact sheets.

Other educational outreach activities that the borough has volunteered to undertake within the *Bucks County Hazard Mitigation Plan* are:

- Identify residents with the highest relative vulnerability to the effects of severe weather and prepare an implementation plan.
- If warranted, implement additional storm shelters and warning systems near vulnerable communities, including:
  - Identify structures that can be used as tornado safe rooms (some may require structure modifications); and/or
  - Provide NOAA weather radios for vulnerable populace.

MEDICAL AND HEALTH CARE FACILITIES

Health care is provided by individual physicians in private offices, hospitals, and long-term care facilities. Hospitals serve the immediate health care needs of a community by providing inpatient and outpatient medical and health care services. Long-term care facilities serve elderly patients who can no longer function independently or who have a condition requiring skilled nursing care. There are no medical facilities within the borough other than individual health care practitioner's offices.

Two general hospitals and three long-term care facilities serve the health care needs of the residents of Perkasie Borough. Grand View Hospital, just outside Sellersville is the closest facility. Grandview is the oldest hospital in Bucks County and will celebrate its centennial in 2013. Quakertown Hospital in nearby Quakertown Borough is within 5 miles of Perkasie.

Long-term health care for the elderly is available at the skilled nursing facilities at Grand View Hospital, the Lutheran Home in Telford, and the Rockhill Mennonite Community in West Rockhill Township.

The aging of the baby boom generation will be a major factor in the need for long-term health care for years to come. This group, born between 1946 and 1964, started to turn 65 in 2011. The longer life span and greater longevity of this group may significantly impact the health care system. The borough should monitor changing demographics and the need for elderly services to anticipate needs and determine the best way to meet demands.

Although an increase in the elderly population is projected, the need for long-term care may be addressed through less costly and more appropriate alternative care methods to meet the medical and personal needs of many members of this population and the disabled. These alternatives include adult day care, personal care facilities, continuing life care facilities, and in-home services. The borough zoning ordinance permits housing for the elderly, adult day care, and nursing homes but does not appear to address personal care facilities which provide full-time care for those who need personal assistance or supervision but not the services of a full-time nursing facility. The borough should consider amendments to the zoning ordinance to permit personal care facilities.

EDUCATIONAL FACILITIES

The schools serving Perkasie Borough are part of the Pennridge School District which also serves Sellersville, Silverdale, and Dublin boroughs, and Bedminster, Hilltown, East Rockhill, and West Rockhill townships. One elementary school, a junior high school, and the high school directly serve Perkasie Borough. These schools and their enrollments are shown in Table 14, below.

Table 14
Public School Enrollment and Capacity

School (Construction Date)	Enrollment (September '12)	Capacity
Elementary Grades K-6 Patricia A. Guth (1963, 1988)	490	525
Junior High School Grades 7–8 Pennridge South (1929, 1990)	674	716
High School Grades 9–12 Pennridge (2007)	2,327	2,626

Enrollments have been steady over the past several years and projections by the Pennsylvania Department of Education indicate that growth of less than 2 percent is expected by 2020. It appears that projected enrollments can be accommodated in the existing elementary and junior high schools which have additional capacity to accommodate larger enrollments.

The Pennridge School District is funded primarily by local taxes. Real estate and earned income taxes are collected in the district and are augmented by state subsidies for special education and vocational technical training.

The district busing policy is all children living beyond one-mile of a school are bused. First and Second graders living inside a mile of Guth Elementary are also bused. Kindergartners must be driven to school. Many parents drive children to school on their way to work and pick them up after school. The district provides before and after school care through KidsCare, a contractor. Traffic congestion caused by parents dropping off and picking children up has increased. This congestion may interfere with emergency response and circulation on local roads. The borough should work with the school district to assess ways of minimizing congestion.

Schools have several important community functions. They serve not only as places for academic instruction but also provide opportunities for social and physical development. School facilities serving Perkasie Borough provide indoor and outdoor recreation facilities, classroom space, and auditoriums which are available for use by borough residents after school hours. Guth Elementary school offers before and after school care through a private contractor—KidsCare. This arrangement accommodates parents who work before or after normal school hours.

Providing school facilities is a dynamic process due to the fluctuating growth and decline of student populations. New requirements for handicapped accessibility and year-round school options also affect provision of school facilities. As needs change, facilities may be expanded, rehabilitated, closed, or sold. Because of the important role schools play, the community must monitor these facilities and the factors affecting them. The borough should also maintain close communications with the Pennridge School District. This may be done by establishing an official liaison between borough council and the school board and administration.

Act 97 of 2012 amended the Municipalities Planning Code to require that municipalities provide school district superintendents with written notice of residential development plans that have received Final Approval during the preceding month. The notice shall include, but not be limited to, the location of the development, the number and types of units to be included, and its expected construction schedule. The borough should provide notification on a timely basis and determine if the subdivision and land development ordinance should be amended to include such a provision.

The Bucks County Community College has a campus adjacent to Perkasie. The campus offers courses leading to Associate degrees and occupational and certification programs. Continuing education is also provided for working adults.

LIBRARY FACILITIES

The Samuel Pierce Library, located on 491 Arthur Avenue, is the closest branch of the Bucks County Free Library System. The library has various media including books, magazines, CD's, DVD's, public access computers, and Wi-Fi. In addition to borrowing books, borough residents can participate in educational programs offered at the library. The library receives funding from the county and individual gifts. The

staff consists of employees from the county library system. The borough will continue to assist the library with identifying sources of funding to retain and expand existing library resources tailored to resident demand.

The American Library Association and State Library of Pennsylvania utilize a standard of 1.5 volumes per person to determine the adequacy of a library's collection. The Samuel Pierce Library, serving the Pennridge area with a population of 48,354 people in 2010, has 57,100 volumes. Thus, the area's ratio of books per person (1.2) is slightly less than the recommended standard. The interlibrary loan system, however, provides card holders access to over one million volumes across the entire system of county and community libraries.

Borough Administration

The borough administration supervises the daily operations of the municipal government. The department employs a manager/zoning officer, assistant manager, finance director, parks and recreation director, code administrator, public works director, and electric superintendent. Staffing appears to be adequate to meet current needs.

The administration building is located at 620 West Chestnut Street in a converted bank. The building is adequate for the department's needs. The building has additional space which is currently rented at market rates by private businesses. Future facilities expansion may take place in the extra space as necessary after tenant leases expire. The borough will continue to monitor resident needs to evaluate demand for service and facilities expansion that may arise.

The borough website (www.perkasieborough.org) provides information about borough policies, facilities and services, and news about borough activities. The latest newsletter is available on the website, as is a sign-up for E-news notification about events and alerts.

Public Works Department

The Perkasie Public Works Department employs 10 people: a director, foreman (equipment operator), six drivers/laborers and two part-time laborers. The office and facilities (garages and storage yard) are located at 311 South 9th Street.

The Public Works Department responsibilities include the following:

- Operation of the trash collection, yard waste, and recycling program;
- Maintenance of borough-owned streets;
- Maintenance of directional, traffic control, and street identification signs on borough streets;
- Traffic striping on borough roadways;
- Snow plowing and ice control;
- Leaf collection;
- Sweeping of borough-owned streets;
- Preventive maintenance and repair of vehicles and equipment;
- Maintenance of stormwater collection system;

- Maintenance and repair of all borough-owned buildings, open space, and parks; and
- Maintenance of all borough Public Works vehicles.

The 9th Street public works facilities are crowded due to the presence of a recycling drop site. The department is considering enlarging a salt storage shed and coordinating this with a secure storage facility for the police department. The department will work with a designer to determine the best use of space for all the departments' activities. A new location for recycling may also be necessary because of resident drop-off traffic conflicts with borough operations and insufficient space.

The department has adequate equipment to meet its workload. When additional needs arise, equipment can be borrowed from neighboring communities or rented.

Staffing is insufficient to meet the workload responsibilities facing the department and there is a backlog of tasks. The department has responsibility for trash and recycling collection that many other municipalities do not offer. Responsibilities of the department have also grown due to new mandates from the state and federal government. Solid waste and recycling efforts have grown due to laws from DEP for recycling and yard waste. Crosswalk curb ramps required by the Accessibility for Disabled Americans Act have been constructed incrementally. These new responsibilities are costly and require additional manpower over and above the existing needs.

The borough Public Works department has cooperated with adjoining municipalities on a number of projects involving personnel and equipment. A recent project involved West Rockhill Township, the Pennridge Regional Authority, and service organizations in restoration of a stream bank to stabilize soil and protect a sewage line. Cooperation saves money and builds relationships between communities.

Public Utilities

Electric and gas provide power for household heating, cooling, and appliances. Business and industry require power to provide goods, services, and jobs.

Electricity

The borough built its first electric generation plant in 1899 to power street lights and a growing base of borough customers. In 1947, the plant was closed and power was purchased from Pennsylvania Power & Light (PP&L) and distributed over borough lines. The borough now buys electric power from a variety of sources at wholesale rates and distributes the power over a municipal system to households and businesses. Under Pennsylvania Public Utilities Commission (PUC) regulations, all electric users must use borough power and the borough may not serve customers outside borough boundaries. Profits from the electric sales are a significant portion of borough revenues. In 2012, the department transferred $2.5 million in profit to the borough general fund and capital reserve fund.

The borough electric department has six employees who maintain more than 1,000 electric poles and more than 10 miles of lines. A new switch yard was completed in 1995, which modernized this important element of the system. The borough's electric transformer and distribution infrastructure are adequate for service and are tested regularly and replaced as needed. Adequate reserves are available

for constant maintenance and replacement. The small size of the borough allows for quick repair after power outages from storms. A 2012 power supply master plan recommends the replacement of circuits and additional equipment as necessary.

Retail electric rates and rate increases are passed by ordinance. Rates charged to customers in the borough are unregulated and are somewhat higher than those for PP&L but less than PECO due to higher prices from a contract signed in 2008. The borough desires to keep electric rates low and they will be lower when new contracts are signed in the near future.

Power prices are volatile, so the borough buys power on a contract basis for multi-year time period. The present contract through American Municipal Power (AMP), a non-profit member-owned organization, expires in 2015. In 2012, a consultant developed a power supply master plan that will guide how future power purchases will be made. Rather than relying on a single supplier, a diversified portfolio of contracts will be utilized. The master plan calls for purchase of 40 percent of power 4 years in advance, 35 percent 2 to 4 years in advance, and 25 percent 1 to 2 years in advance. This diversification will allow purchase ahead of time from different suppliers at the best rate available. As a result, an annual cost savings of about $2 million is projected beginning 2016. More attractive electric rates may assist the borough in promoting and attracting economic development that would enhance the tax base.

The borough is also pursuing a policy of diversity in its energy purchasing portfolio. Diversity of fuel type, source of power from the electric grid (arranged through an electric broker), and renewable sources (solar, geothermal, wind, hydroelectric) will be sought to balance needs and minimize costs.

The borough also encourages reducing electric usage to save money and conserve natural resources. Techniques to lessen electric usage and save money are provided on the borough website as well as the Energy Conservation chapter of this Plan. As a means of conservation and to serve as an example, the borough received a 1.8 kilowatt wind turbine from the Commonwealth in 2006. The wind energy system serves essentially as a demonstration project but does contribute enough electricity under optimal conditions to power a typical home.

NATURAL GAS

Natural gas is provided by UGI Utilities Inc. Natural gas is a clean burning fuel source for residential heating and cooking as well as commercial and industrial purposes. New sources are being found domestically and prices will decrease in the future when transmission capacity is increased.

The Pennsylvania PUC enforces federal safety standards as an agent for the U.S. Department of Transportation's Office of Pipeline Safety. The safety standards apply to the design, installation, operation, inspection, testing, construction, extension, replacement, and maintenance of pipeline facilities. The borough has no responsibility for the gas transmission system but should take a role in helping protect it. The main role of Perkasie regarding gas service is to work with UGI to ensure the integrity of the service lines and coordinating with the utility when new or replacement lines are installed. The borough may repave a street and a utility company may need to open a trench to repair or

install pipes or cables soon after repaving. If coordination takes place before any road improvement and utility installation and repair is undertaken, money may be saved and public assets conserved.

The state has a program that requires excavator's call "8-1-1" to determine if a service line is located nearby. The natural gas distribution company UGI shall keep an emergency gas plan on file with the PUC. UGI is permitted to inspect lines and service may be turned off if a customer refuses access to lines. Perkasie should proactively work with UGI to ensure that homeowners and businesses contact "8-1-1" prior to any excavations.

TELECOMMUNICATIONS

Telecommunication is the transmission of voice, video, or data between two points. The growth of the telecommunications industry is driven by increasing advancement of technology and greater business and consumer demand. New fiber optic cables, new antennas, and new towers are being installed to meet increasing demand for telephone, television, and internet.

Comcast and Verizon FiOS provide cable television, internet, and telephone service in Perkasie. AT&T, Verizon, T-Mobile, and others offer personal wireless service to the borough. Wireless providers assert that coverage is available throughout the Borough.

Telecommunications has become an integral part of the municipal infrastructure as it provides for public safety and economic development. A 2011 National Health Interview Survey indicated that three of every ten American homes (30.4 percent) had only wireless (cellular) telephones. In addition, one of every six American homes (16 percent) had a landline, yet received all or almost all calls on wireless telephones.

The Grandview Emergency Rescue Squad, Police and Fire departments have had trouble with poor cell phone signals. The Rescue Squad in particular had difficulty with heart-rate mobile data terminal transmission that use cell phone technology. These organizations have switched carriers and have found better signal strength.

Wireless coverage gaps hinder emergency response and may discourage location of businesses that depend on efficient telecommunication technology. Wireless and underground communication facilities are more weather resistant in most cases, but these facilities are impacted when power is lost and antennas are powered by batteries or generators with limited running time.

Wireless telecommunications equipment may be placed almost anywhere, but to minimize construction of new towers, antennas can be placed on existing buildings and structures. Distributed antenna systems (DAS), which is the use of a group of low-power antennas to cover the same area normally covered by a tall single antenna radiating at high power, may provide better services than systems using fewer but taller cell towers. The borough owns the electric poles that can be used for telecommunications antennas. Additional antennas at lower heights could be mounted on electric poles to provide borough-wide Wi-Fi.

The zoning ordinance permits telecommunications structures by special exception only in two zoning districts. The two industrial districts are located in the valley floor, along the railroad tracks and the other along the northern ridge. The borough may enhance service if telecommunications antennas were permitted in additional districts and in public rights-of-way. The zoning ordinance also permits a maximum telecommunication tower height of 200 feet. This permitted height is similar to that of several larger adjoining townships which have larger expanses of flat terrain and less residential density. The borough, however, lies within a stream valley with two ridges that provide natural elevation. Due to the natural elevation of the ridges in Perkasie, the current maximum permitted height may be excessive. In addition, since telecommunication options in Perkasie are currently limited to only tall towers in Industrial districts, consideration should be given to amending the zoning ordinance to provide additional options (e.g., lowering maximum tower heights or permitting additional antennas on existing structures) while respecting adjacent residential neighborhoods.

Fiber optic cables also transmit data and are located on utility poles or underground. These cables transmit information via glass fiber. Underground installation is impervious to weather and interference, but it is costly.

Planning for telecommunications promotes management of the right-of-way and public assets, universal service, economic development, and enhanced quality of life. To promote effective service, greater control, and increased revenue generation, municipalities should encourage location of facilities in public rights-of-way and on public structures. Promoting locations for facilities encourages service where a community wants it rather than having facilities where they are not wanted.

Cellular telephone signals travel to antennas by line of sight, so flexibility in permitting location of antennas and towers is necessary to provide effective signal transmission and reception. By encouraging the co-located of antennas on existing structures in a wider area instead of building new towers, the borough can assist in providing effective service to meet increased demand and maintain the existing landscape.

Zoning may provide standards for telecommunications by encouraging the use of existing buildings and structures for new antennas by allowing this use by right and requiring conditional use approval for new towers. Co-location or the sharing of a tower by cellular telephone providers can be encouraged. Camouflage or stealth treatment can be required for new towers and antennas to improve their appearance. Replacing a single antenna radiating at high power with a group of low-power antennas to cover the same area (distributed antenna system) may provide better services with fewer tall cell towers.

The borough should plan for telecommunications by reviewing the existing zoning standards for the use to determine the most effective means of providing for antennas and work with providers to maximize service for residents.

Solid Waste and Recycling

The generation and disposal of municipal solid waste engenders important community issues including human health, economic, and environmental concerns. The management of solid waste includes

storage, collection, transport, processing, and disposal, and involves many different types of facilities, including material recovery, recycling, and composting facilities.

Perkasie has been a leader in managing solid waste and recycling over the years and officially became a mandated recycling community soon after the passage of PA Act 101 in 1988.[13] Perkasie must offer curbside collection of recyclables, the occasional collection of leaf waste, and require mandatory business recycling. DEP-mandated communities such as Perkasie have the opportunity to adopt local ordinances requiring residents and businesses to recycle at least three materials deemed appropriate by the municipality and to separate leaf waste from other waste. Commercial, institutional, and municipal establishments located in mandated municipalities must separate high-grade office paper, aluminum, corrugated paper and leaf waste.

The estimated waste generation rate for Perkasie Borough is 0.8 tons per capita per year based on total tons disposed and recycled. (The statewide average is about 0.90 tons per person per year.) In Bucks County, Perkasie Borough has the only pay-as-you-throw trash program in which all residential properties must participate. Residents pay for borough-issued disposal bags. All recycling is free of charge. Therefore, the more you utilize the recycling options, the fewer trash bags you will need to purchase, which will lower your trash removal costs. Trash bags currently cost $3.25 for a large bag holding up to 40 pounds of trash and $2.25 for a small bag with a maximum capacity of 20 pounds. Perkasie uses a consultant for recycling data collection. Subsequently the borough meets or exceeds the state recycling mandate of 35 percent.

Currently, the borough's recycling program consists of a multi-faceted approach, with several facilities to serve the various recycling needs of the residents. The Perkasie Borough Recycling Center, located behind the Perkasie Police Department at 311 South Ninth Street, is for the convenience of borough residents only. The Recycling Center has signs that guide residents on separating recyclables into the proper containers as marked (glass, aluminum, tin, and plastic in one container, and newspaper and cardboard in another).

Large bulky items such as furniture and non-motorized household appliances are collected from residential customers only, at no charge, along with the regular Monday - Thursday trash collection. Such collection is limited to items generated within the household and to a single item per week. A single bulky item is considered one large household appliance or its equivalent in size. A $10 fee is charged for the collection of specific large items. A $10 sticker is required for: washers, dryers, hot water heaters, trash compactors, garbage disposals, humidifiers, stoves (electric or gas), riding lawn mowers, dishwashers, wood stoves, air compressors, pool filters, snow blowers, electric generators, microwave ovens, water softeners, and any similar large item.

[13] In Pennsylvania, Act 101, the Municipal Waste Planning, Recycling, and Waste Reduction Act of 1988 requires that mandated municipalities (municipalities with populations greater than 5,000 with a population density of greater than 300 residents per square mile) implement a series of recycling requirements. A source-separation and curbside collection program for recyclable materials and leaf waste, a litter prevention program, a special materials collection program, and educational outreach are all components of this requirement.

The borough provides free disposal of all yard waste (not including grass clippings) at the borough's recycling center on the first Saturday of every month. Residents may take yard waste generated at their house to the Recycling Center at that time. All yard waste deposited at the Center must be loose or in biodegradable paper bags. All material dropped off at the Borough's Recycling Center will be taken to a Department of Environmental Protection-authorized composting facility to be composted and reused.

Brush and shrubbery clippings will be chipped curbside throughout Perkasie by borough crews on the first Wednesday of each month. Tree branches must be cut in lengths of less than 4 feet, and then bundled with twine in bundles no larger than 18 inches in diameter. The cut ends of the bundles should face the curb for quick pickup by the borough crews. Curbside leaf collection will begin mid-October and continue through November, weather permitting. Christmas trees are picked up along with recyclables during the first three weeks of January. Grass clippings must be bagged in borough trash bags and placed out with household refuse. Perkasie Borough promotes "grass-cycling", i.e., cutting the grass before it gets too high, or using a mulching mower and letting the grass clippings remain on the ground to nourish the soil. In general, borough residents are encouraged to compost leaves and garden debris as a means of recycling this material as a valuable mulch and nutrient for lawn and/or garden.

The *Bucks County Municipal Waste Management Plan* contains strategies for waste reduction, recycling, volume reduction, and resource recovery through incineration and landfilling. The county plan allows for both public and private entities to provide collection services; the private sector is deemed responsible for providing solid waste management facilities. Additionally, with the adoption of Act 90 in 2002, only PADEP may now license waste haulers. Act 90 precludes municipalities from continuing to license haulers or initiating any new licensing programs. Maintaining the current system is based on a four-pronged approach with the objectives being: a) fulfillment of public goals; b) operational efficiency; c) cost-effectiveness; and d) providing for sufficient capacity.

While the borough has planned and provided for adequate waste disposal and recycling, there are other alternatives available inside and outside the county for the processing and marketing of recyclables. Haulers, businesses, institutions, and individuals may choose to deliver materials to any facility that processes materials for recycling and/or composting. Any of these entities may choose to haul their recyclables to any chosen processor and/or market if the economics of doing so are in their favor.

The *Bucks County Municipal Waste Management Plan* promotes the following waste management and recycling objectives that Perkasie Borough should consider for improving upon its program.

Improve Reporting

Currently, Bucks County surveys municipalities to quantify materials recycled and the municipalities receive the information on recycling quantities from the waste haulers who receive the information from the processing facility. Perkasie can do more to require business reporting of recycled material. Since each business can contract with one of a large number of waste haulers for recycling and waste removal, tracking quantities recycled or disposed is difficult and may allow a significant amount of recycling to go unreported. The borough also has a legal obligation to educate residents and businesses biannually about the recycling program and requirements. With each individual waste hauler having slightly different systems, schedules, and methods, education will be essential to a successful program.

A focused approach that includes dedicated web pages, newsletters, and targeted outreach should also help to improve the quality and quantity of materials recycled and reported. Focusing on business education or incorporating waste and recycling into periodic borough inspections (code, health, fire) should dramatically increase the reported tonnages.

Increase Participation Rates

Bucks County has continually promoted waste reduction and recycling alternatives, but has experienced difficulty in consistently reaching large quantities of residents due to limited county resources relative to the ever-growing population. In order to increase participation rates, outreach programs will need to determine why residents within communities like Perkasie do or do not recycle, and then develop specific strategies for increasing recycling within these communities. Communities like Perkasie may want to implement activities that are fun, inexpensive, and bring attention to the recycling program through public outreach. Incorporating recycling into public events (fairs, festivals, football games) should help to build awareness and participation.

Increase Business Recycling

To increase recycling in the business community, a business waste reduction program that would target businesses by the type of waste generated should be implemented. It is helpful for communities looking to establish or enhance commercial recycling programs to assess local businesses and industries using a Standard Industrial Classification (SIC) Code-based classification system. Businesses and industries within the same SIC code exhibit similarities in the composition of their disposed waste streams. Gathering waste generation information can provide insight as to the types of materials most likely to be recovered and the prevalence of particular industries in a region. For example, if one industry is particularly prevalent in a region, it might be cost-effective to target businesses in that particular industry. Including educational notices with tax or utility bills based on these classifications should help increase business recycling.

Increase the Diversion of Organics

Most Bucks County municipalities have their leaves collected separately, but very few communities also collect grass clippings. Adding additional items to the list of required organics can dramatically increase the borough's recycling rate. Most recently, food waste composting has been gaining acceptance and would represent a significant percentage of the waste stream if diverted. Although an organics facility may have a large initial start-up cost, the long-term waste disposal cost savings may prove the more cost-effective strategy. The borough should look at expanding their existing program within the constraints of money, manpower, and space.

Eliminate Inappropriate Methods of Disposal

Municipalities need to address problems that result if residents do not dispose of the wastes they generate in a legal, responsible manner. In addition to instituting one or more of the above recycling objectives, Perkasie Borough should also consider planning for the elimination of the most common inappropriate disposal practices as discussed below.

ILLEGAL DUMPING—Illegal dumping issues tend to be more problematic in rural areas and involve items that are difficult or relatively costly to dispose of, such as waste tires, furniture, and appliances. While most would view illegal dumps as eyesores, they also create significant concerns for public health and safety, property values, and the general quality of life. When they are ignored, these sites often become chronic dumping areas. Keep Pennsylvania Beautiful conducted an illegal dumping audit of Bucks County and identified many illegal dumping sites. Although there were no sites specifically identified in Perkasie Borough, typically a pay-as-you-throw (PAYT) program has illegal dumping identified as a program drawback. One interesting feature of the audit was the high volume of yard waste and brush at sites. Perkasie may want to consider additional actions to take in order to eliminate any future illegal dumping. Examples of programs that the borough could consider include:

- Strengthening ordinances and enforcement activities;
- Working with surrounding communities to ensure borough waste is not being dumped outside of borough boundaries;
- Ensuring that residents have access to bulk waste collection; and
- Ensuring that residents have sufficient options for leaf and yard waste.

WASTE BURNING—Bucks County does not specifically prohibit burning of waste and there is some debate as to whether the Commonwealth has a ban or not. It is the responsibility of municipalities to determine rules for any waste burning that takes place within their borders. Some municipalities permit some types of open burning. However, it should be noted that burning is not a preferred method of waste disposal because of environmental health and safety problems that can result. Regulating burning and its enforcement is the responsibility of municipalities. Perkasie has rules that ban the burning of any recyclable material, including leaf waste, and also any waste that can be clearly shown to emit harmful chemicals.

FUTURE PLANNING AND PUBLIC EDUCATION

The borough should consider additional steps to enhance recycling and minimize the municipal waste-disposal burden. These steps include:

- Partnering with DEP and the Bucks County Recycling Coordinator to review ordinance provisions and improve as necessary. Since DEP has the oversight of the waste and recycling ordinance, their approval of an ordinance should improve future compliance.
- Develop a good waste and recycling outreach and education program, including: residential and business mailings; a dedicated business recycling webpage; and outreach to local schools, churches and community groups.
- Develop a 5-year plan for expanding the recycling program to accommodate additional materials and hard-to-recycle items.

FINANCE AND MANAGEMENT

Borough finances and budgeting are an important, yet often neglected, part of the comprehensive planning process. To carry out the goals and objectives of the comprehensive plan, the borough must be

in good financial shape. Moreover, decisions about how funds are spent reflect the borough's priorities, making it essential to link what the borough wishes to do with the available funds.

Perkasie Borough has lost population during the past decade but the demand for services has not declined and future growth is projected. How future growth and redevelopment occur may determine the state of the municipal budget as well as the property tax burden. The borough's finances are also impacted by the Electric Department revenues that contribute approximately one third of the borough's revenues.

A short analysis of the borough's current budgetary and financial situation presented below is provided provides insight into how borough revenue is generated and how this revenue is spent. The analysis further examines how changes to the rate of growth and development may affect revenues and expenditures.

The 2012 total budget for all funds was $17,919,280, of which 27.5 percent was contained in the general fund. The balance of 57.4 percent was for the Electric fund and 8 percent for the capital fund. The borough also has specific funds for Fire, Refuse, Electric, Menlo Aquatic Center, and Highway Aid. The total tax rate was 5.75 mills, with 4.75 mills used for the general fund and 1 mill dedicated to the fire fund.

Revenues

Perkasie Borough's 2012 general governmental budgeted revenues are shown in Table 15 below. The general fund is the principal fund of the borough. It accounts for most financial transactions in Perkasie, except for those involving services funded from specifically funded revenue sources for fire protection, refuse removal, and the Menlo Aquatic Center.

Perkasie Borough takes its general fund income from a variety of sources, including electric department revenue, local enabling taxes (e.g., earned income tax, municipal services tax, and real estate transfer taxes), property taxes, licenses and permits, fines and fees, capital gains, and interest on investments. Table 15 provides a summary of the borough revenues.

Table 15
General Fund Budgeted Sources of Revenue, Perkasie Borough, 2012

Revenue Source	Amount	Percentage
Electric Department	1,510,564	31.3%
Local enabling taxes	1,215,500	25.2%
Service charges	884,012	18.3%
Property taxes	397,772	8.3%
All other income	817,125	16.9%
Total Revenues	**$4,824,973**	**100.0%**

The borough is mainly dependent on the electric department revenue, which generates the greatest portion of the borough's total revenue (31.3 percent) but which also varies from year-to-year. The second-largest source of income is local enabling taxes (25.2 percent) which include real estate transfer tax, earned income tax, and local services tax.

The real estate property tax contributes 8.3 percent of the 2012 budget. Property in Perkasie Borough is taxed at a rate of 5.75 mills. The millage rate is lower than that of other Upper Bucks boroughs such as Sellersville and Riegelsville. Perkasie and Quakertown boroughs, which both have an electric distribution system, have managed to maintain lower millage rates due to revenues from electric sales.

EXPENDITURES

Borough general fund expenditures fall into five general categories: police, administration, public works, park and recreation, and fire. Table 16 identifies budgeted expenditures from the year 2012.

Table 16
General Fund Budgeted Expenditures, Perkasie Borough, 2012

Expenditure Source	Amount	Percentage
Police Department	2,768,358	56.1%
Administration*	1,149,612	23.3%
Public Works	613,782	12.4%
Parks and Recreation	230,605	4.7%
Fire Department	171,890	3.5%
Total Expenditures	**$4,934,247**	**100.0%**

**Includes finance, code enforcement, planning and zoning, customer service, and public information.*

A majority of the budget was spent on the Police Department (56.1 percent). The other large expenditures are Administration (23.3 percent) and Public Works (12.4 percent). These expenditures are followed by Parks and Recreation (4.7 percent) and Fire Department (3.5 percent).

FISCAL IMPACTS AND FUTURE TRENDS

For the past several years before electric power deregulation, Perkasie has been able to maintain a balanced budget despite declining electric revenues. The electric department has profited from the sale of power and funded the majority of the borough budget. However, with deregulation, rising power prices, and the volatile electric wholesale market, revenue has declined. The borough is expected to pay less for wholesale electric in the future due to pursuance of multiple layered, staggered, lower-priced electric power contracts. This will have an effect on revenues and retail rates. The goal is competitively priced power for residents and businesses while still being able to support the General Fund and Capital Plan.

In order to plan for anticipated, as well as unanticipated expenses, the borough should carefully examine future trends for municipal finances, examine the underlying land use patterns that influence revenues and expenditures, and continue to use the capital reserve plan as a tool to implement the borough comprehensive plan.

FISCAL IMPACTS OF FUTURE GROWTH

A 2007 Penn State College of Agricultural Sciences study examined the fiscal impacts of residential, commercial, industrial, and open space land uses and found that, in general, each of these land uses pays its own way when comparing municipal revenues generated to costs incurred in services.[14] This result occurs despite the increased number of services provided by a stable mature municipality. Thus, any land use, regardless of whether it is residential or nonresidential in nature, can support a municipal budget. Maintaining a balanced municipal budget is more a matter of keeping expenditures under control and taking advantage of other revenue streams than it is a matter of zoning more land for nonresidential land use.

However, residential land uses do have a significant impact on school district budgets because families create demand for public education. Although residential land use contributes a significant portion of revenues to the borough's budget, it does not pay its own way as the costs to educate school children are very high. The one exception to this rule is age-restricted or senior citizen housing; this form of residential housing generates no schoolchildren and generally pays for itself.

Commercial and industrial land uses provide more revenue to the school district and municipality than they generate in expenditures. These uses provide a significant subsidy to both school districts and residential taxpayers because they generate no schoolchildren. Open space also generates no school demand and few other costs. Consequently, nonresidential and open space land uses help keep residents' taxes low.

Communities with a significant residential tax base without growth in nonresidential land uses will begin to see higher tax bills as the revenue generated by residential development will become stagnant and may not keep up with the rising costs of education. The burden can be shifted to new nonresidential development. Thus, to help maintain a low tax burden on residents, the borough should ensure that a variety of land uses are encouraged in its zoning ordinance. Since the borough is built out (with the exception of a few remaining vacant parcels), any infill or redevelopment of properties will take time to change the effects.

From time-to-time, landowners petition the borough to change zoning. Collectively, zoning changes and the development of larger vacant parcels and redevelopment of existing parcels may present a shift in land use policy and also a shift in fiscal situation. Given these potential impacts, the borough will consider requiring that applicants for a zoning change or major subdivision or land development (of 250 average daily trips or more) conduct a fiscal impact study to determine potential impacts on the borough's land use and fiscal bottom line.

[14] Kelsey, Timothy W. *The Fiscal Impacts of Different Land Uses*. (Extension Circular, 410) College of Agricultural Sciences, Penn State University, 2007.

Future Trends in Municipal Revenues and Expenses

As the borough experiences infill development and redevelopment, changes can be expected in both revenues and expenditures. Changes will also impact the school district. Below is a summary of what changes might be expected.

Revenues

The borough's revenues will grow in the short term due to the development of the Constitution Square, Green Ridge Estates, and Zavitsanos plans. Real estate transfer taxes and permit fees may increase also due to any new residential and nonresidential development. These developments, however, will need services, and real estate taxes and wage taxes may not increase significantly to cover the new costs. The following text describes specific revenue sources.

Electric Service—Revenue from the sales of electric service will rise and fall based on demand from residents and businesses. Conservation efforts may reduce consumption but demand will increase with the construction of new residential and nonresidential development.

Earned Income Tax—Revenues from the earned income tax will stay at the current level unless significant new residential development occurs. The additional dwelling units projected by 2030 (i.e., 130+ units, low projection and 290+ units, high projection) will contribute new wage earners to the borough.

Real Property Tax—Revenues from the real property tax will rise as the total assessed value of property rises through new construction, rehabilitation, and renovation of older structures. Stricter code enforcement may help to increase property values.

Real Estate Transfer Tax—Revenue from transfer taxes will be dependent on the rate of real estate transactions in the borough. The greater the number of transfers, the more revenue from this tax can be expected.

Licenses and Permits—Permits used to pay for construction inspections will rise and fall with the level of construction and development. Some license fees will rise as the level of redevelopment in the borough changes. Projected new dwelling units will require licenses and permits, thus enhancing revenues.

Fines and Fees—The amount of fines from vehicle code citations rises or falls depending on the level of traffic through the borough. Fees for recreation programs and facility usage will increase with a larger population and investments in facilities. Fees used to pay for the processing of land development applications rise and fall with the level of development.

Expenditures

The borough must spend money to meet mandates from the citizens and other governmental bodies. These expenditures are related to the basic functions of borough government as highlighted below:

Public Safety—Expenses due to public safety will increase as borough population continues to grow, albeit slowly, as there are more opportunities for interpersonal conflicts and traffic violations.

Public Works—Public works expenses will increase as borough efforts to maintain and replace aging infrastructure continue. Roads will continue to wear down and improvements will be needed to reduce intersection conflicts and manage congestion as more vehicles from outside of Perkasie travel across borough roadways. Parks and recreation facilities will need to be maintained and updated. The borough has a large park system that contributes significantly to the quality of life of its users, but there are significant costs associated with its proper maintenance.

General Administration—Population growth may require expansion of borough government. General administration costs may rise if there is a need to hire new staff to meet increased responsibilities of the local government due to growth or changing resident demands.

Licenses and Inspections—License and inspection costs will rise according to the pace of growth and redevelopment in the borough and the aging of dwellings and other structures.

Because of the significance of the electric department revenues, the borough's finances are somewhat sheltered from outside fiscal trends. National and international economic factors such as oil and natural gas prices that impact residents and businesses directly may have stronger impacts on the borough's finances.

CAPITAL PLANNING PROGRAM

Since most of the borough's financial resources are required to meet public service needs, minimal finances are available for major capital improvements. The borough prioritizes its capital expenditures through capital planning and its capital reserve budget, which also facilitate implementation of this Comprehensive Plan.

The borough's Capital Plan is a multi-year scheduling of public physical improvements and debt service. These improvements include expenditures for physical facilities that are permanent and have relatively long-term usefulness such as roads, parks, and associated equipment. The scheduling is predicated on the availability of fiscal resources and the selection of specific improvements to be constructed over a span of 5 years into the future. Only projects and equipment of sufficient size that require special attention from officials are included in the capital reserve budget, which is a summary of the Capital Plan. This budget and the process undertaken is often called Capital Improvements Program in other communities. The difference is that Perkasie utilizes a more prudent approach to capital funding by saving or reserving funds each year for future projects and purchases rather than borrowing money and adding to their debt service.

In 2012, excluding reserve funds, $1,132,523 was budgeted for Capital Plan expenses, including computer upgrades, buildings, police vehicles, and park improvements. Budgeted revenues of $1,104,213 come primarily from Electric Fund revenue. Debt service obligations for the Borough Hall, Police station, and Menlo Aquatic Center account for $577,495 in 2012, or 51 percent of the capital budget. A minimal amount of debt service funds comes from the small annual operational profit from

the Menlo Aquatic Center, but the majority of the debt service funds come from the electric revenues. The capital costs of trash trucks comes from the Refuse Fund, which aims to be self-sufficient.

The capital reserve budget is developed annually by the borough manager, finance director, and department heads and is the end product of the capital planning process. The borough council Finance Committee reviews the Capital Plan and the entire Borough Council adopts it annually. At this time, the borough planning commission plays no role in the review of the Capital Plan and capital reserve budget. Section 209.1(b)(7) of the Municipalities Code specifies that the municipal planning commission may submit a recommended capital improvements program to the governing body.

Public expenditures called for in the capital reserve budget play an important role in the implementation of the Comprehensive Plan. Borough expenditures for capital improvements can encourage or discourage growth and redevelopment in different parts of the borough at different times. Improvements to roads and parks, and provisions for adequate parking and signage are essential to ensure the viability of this Comprehensive Plan. Improvements in neighborhoods, such as new or renovated parks and street repaving, can improve property values. Borough investments in infrastructure, such as roads and the park and recreation system can encourage economic development. This Comprehensive Plan will guide the capital planning and assist with borough revitalization by targeting specific areas of the borough and infrastructure to support it.

Chapter 10

WATER-RELATED INFRASTRUCTURE AND FACILITIES

Water-related infrastructure and facilities for purposes of this Comprehensive Plan are divided into three main categories: water supply, wastewater facilities, and stormwater management. The coordination of these three items with land use planning is an important component to the comprehensive plan and each is a part of the borough's interrelated water system. Water and wastewater facilities are key factors in determining the location, nature, and density of future development, and redevelopment. Periodic assessment of water resources, wastewater disposal methods, and service areas is necessary to ensure that adequate facilities can be provided to satisfy future needs. Effective stormwater management practices can ensure that water quality is protected, peak stormwater flows are controlled, and groundwater recharge is enhanced.

WATER SUPPLY

The two general sources of water supply are groundwater and surface water. Groundwater is obtained for water supply from wells and springs. Surface water is obtained for water supply from rivers, lakes, ponds, and impoundments constructed to collect rain water. Perkasie's water supply is obtained entirely from groundwater resources with the vast majority coming from the Perkasie Regional Authority water supply system.

Water supply planning comprises water use, distribution systems, and related water quality issues. Water supply and infrastructure planning must focus on how water resources, both surface water and groundwater, are used by individuals and public water suppliers so that there is an adequate supply of good quality water. Planning for a sufficient amount of safe water is important to meeting future community and business needs. Comprehensive management strategies are required to adequately provide these needs.

WATER SUPPLY REGULATION

There are federal, state, regional, and local regulations in effect to protect water resources and ensure the delivery of safe drinking water by overseeing withdrawals in groundwater resource protection areas and source water protection. Together, the federal Clean Water Act (CWA) and the Pennsylvania Safe Drinking Water Act (PA SDWA) govern water pollution and address the quality of drinking water and its sources (rivers, lakes, reservoirs, springs, and groundwater wells). The acts authorize the Environmental Protection Agency (EPA) to implement pollution control programs, such as setting water quality standards, standards for drinking water quality to prohibit exceeding maximum contaminant levels, and overseeing the states, localities, and water suppliers that implement those standards.

The *Pennsylvania State Water Plan*, enabled by Pennsylvania Act 220 of 2002, was approved by the Pennsylvania Department of Environmental Protection (PADEP) in 2009. The *State Water Plan* offers tools and guidance for all entities who make decisions affecting water resources or who make decisions based upon the availability of water of adequate quantity and quality. The act requires registration and reporting of water withdrawals from public water suppliers, utility companies, agriculture, industry, commercial, and users of over 10,000 gallons of water per day (on average in any 30-day period). Users are also required to periodically report their water use to the PADEP.

The Delaware River Basin Commission (DRBC) also oversees and issues permits for groundwater withdrawals within the basin. More stringent regulations apply to groundwater withdrawals in DRBC's groundwater protected area that includes Perkasie Borough and the areas in which the Perkasie Regional Authority has wells. Groundwater withdrawals in excess of 10,000 gallons per day (GPD) within this groundwater protection area require a permit. Water users must also register with PADEP and report annual water usage amounts. In addition, monitoring of groundwater withdrawals of less than 10,000 GPD is encouraged at the municipal level.

The Bucks County Department of Health (BCDH) is the PADEP-designated agency for water quality and health-related concerns within the county. The Health Department has regulatory authority regarding water supply, specifically well specifications and construction. Prior to constructing a new well or modifying an existing well, the property owner must file an application and must comply with construction specifications, such as well location and isolation distances from designated facilities and potential pollution sources.

Local governments have the authority to regulate land uses and are therefore tasked with the responsibility to ensure that groundwater is adequately protected. The Pennsylvania Municipalities Planning Code (MPC) directs municipalities to consider water supply resources in municipal comprehensive planning, zoning, and the development review process. Section 301(b) of the MPC permits local governing bodies to regulate land use and 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 DRBC. Section 603(d) of the MPC grants municipalities the power to revise their planning documents to address the protection of community water supplies through provisions regulating the siting, density, and design of residential, commercial, industrial, and other developments. These regulations will provide assurances for the availability of reliable, safe, and adequate water supplies to support the intended land uses.

Perkasie Borough zoning provisions require that Commonwealth laws and BCDH regulations regarding public and on-lot water supply systems are to be adhered to and that zoning permits cannot be issued until approval is obtained from the BCDH. Article I Sections 185-1 – 185-12 of the borough zoning ordinance contains provisions for water conservation which require fixtures to meet water conservation requirements. In addition, the zoning ordinance requires that whenever a lot is adjacent to, abutting, or accessible to public water supply or public sanitary sewers, a zoning or construction permit will not be

issued before or until the applicant receives a permit for connection to a water supply from Perkasie Regional Authority.

The zoning ordinance also prohibits anyone from drilling, installing, or otherwise constructing any new potable water well, cistern, or any other groundwater collection device in those areas within the borough's Groundwater Restricted Area. This area is located between 9th Street and South 5th Street and between West Spruce Street and West Walnut Street. No person can use or attempt to use as potable water the groundwater from the Groundwater Restricted Area. Requiring aquifer yield potential determination can assure that development in groundwater-dependent areas does not exceed the capability of underlying aquifers.

Public Water Supply System

Perkasie Borough residents are dependent on groundwater for their household water supply needs. Nearly all of the borough residents and businesses are served by the Perkasie Regional Authority (PRA) water supply system (previously the Perkasie Borough Authority). PRA's water service area also includes a portion of East Rockhill, West Rockhill, and Hilltown townships.

PRA operates three wells in Perkasie and three wells in East Rockhill Township. The three wells in Perkasie have on-site treatment facilities and water produced at these sites is transferred via the distribution system to a reservoir with a storage capacity of 1 million gallons. Water from the three wells in East Rockhill is treated at a non-producing well before being transferred to the distribution system and ultimately to 2-million gallon water storage tank.

Five of the PRA's six wells penetrate the Brunswick geologic formation that is fractured, allowing a large volume of water storage and therefore relatively high-yielding wells. The remaining PRA well is located in the Lockatong formation that has no primary porosity or permeability and groundwater flows through tight, poorly connected fractures and fissures, resulting in low-yielding wells.

At present, there are over 2,800 customers in Perkasie who demand a total of nearly 440,000 gallons of public water per day (an average of 156 gallons per day per connection). Table 17 shows types of connections to public water supply in Perkasie.

Table 17
Connections to Public Water Supply in Perkasie Borough

Entities	Number of Connections	Gallons/Year	Gallons/Day	Average Gallons/ Connection/Day
Churches	11	559,000	1,527	139
Commercial	92	7,590,000	20,738	225
Industrial	22	1,679,000	4,587	209
Mixed-Uses	23	1,699,000	4,642	202
Multifamily	164	22,532,000	61,563	375
Public	27	3,183,000	8,697	322
Residential	2464	122,397,000	334,418	136
Schools	1	522,000	1,426	1,426
TOTALS	**2,804**	**160,161,000**	**437,598**	**156**

In addition to servicing Perkasie Borough, the PRA services East Rockhill and West Rockhill Townships and a small portion of Hilltown Township.

Perkasie Borough and the Perkasie Regional Authority have experience with the spread of toxins in drinking water supplies. In the late 1970s, trichloroethylene (TCE), a chlorinated hydrocarbon commonly used as an industrial solvent for degreasing from former industries, was located in the water supply in Perkasie Borough. Water supplied by the PRA is chlorinated before entering the distribution network. A process is also used to remove iron and manganese molecules that cause discolored and stained water. The well in South Perkasie is equipped with a stripping tower to remove TCE contamination. Public water distribution techniques have been implemented to meet the new federal standards on arsenic concentration that went into effect in February 2006.

Water System Comprehensive Plan

The Perkasie Borough Authority Comprehensive Plan for the Water System (2004) suggests numerous projects to improve water supply and distribution systems. The majority of these projects are of a remedial nature such as main replacement and/or main installation to increase fire flows and to improve water quality in the distribution system. Larger projects comprise replacement of the existing 1-million gallon reservoir and addition of a new booster station to provide increased storage and redundancy of the water supply system. (For more details on the *PRA Comprehensive Plan for the Water System*, see Appendix E.)

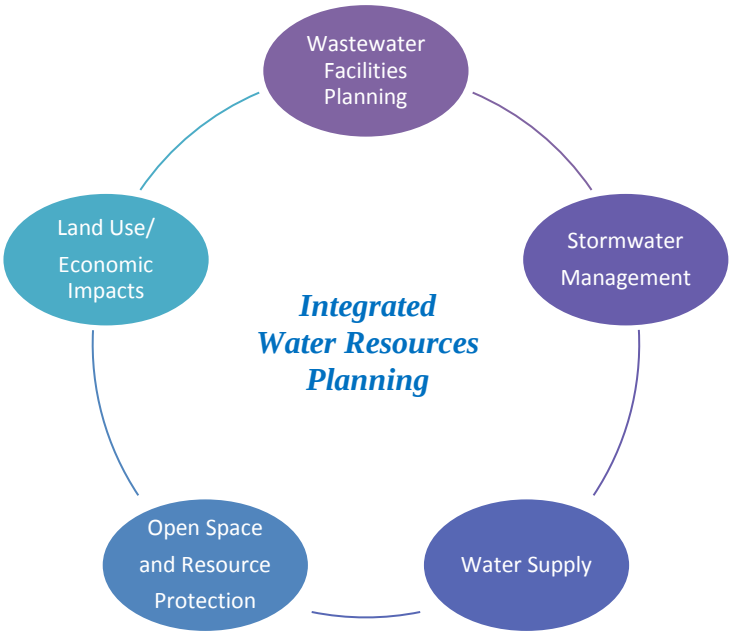
Maintenance and Interconnection

Water suppliers face challenges in maintaining and replacing pipes, treatment plants, and other critical infrastructure. Costs to operate a water treatment facility include capital costs (land purchase and development, infrastructure, piping, pumping stations, storage facilities), chemical, energy, and personnel costs. The interconnection of water facilities is important in that it also provides redundancy of supply and the ability to address catastrophic contamination events or water emergencies rapidly and efficiently should they occur. Interconnection is also a less costly option to increasing supply or facility

expansion and reduces stress placed on supply sources. Interconnection is a practical trend toward a more comprehensive planning approach of managing water supply sources. PRA has an interconnection with Hilltown Township Water and Sewer Authority and seven interconnections with the North Penn Water Authority that include locations in Sellersville Borough and East Rockhill Township.

Integrated Water Resources Planning

Integrated Water Resources Plans consider water supply, open space and resource protection, stormwater management, wastewater facilities planning, and related areas such as land use and economic impacts. These plans also propose a comprehensive stream and riparian corridor restoration strategies. These plans, which are based on physical, chemical, and biological assessments, are designed to restore and protect designated uses of the waters and its riparian areas.



Perkasie Borough has examined local water issues and has prepared, in conjunction with the seven other Pennridge Area municipalities, the *Pennridge Area Water Resources Plan* (2002), with the goal of accommodating for the Pennridge area's fair share of development while providing for the long-term availability of water resources. The study provides in-depth information on water resources and the relationship among components of the water cycle, and it has fostered other actions to protect water resources. The *Water Resources Plan* serves to better and more consistently protect the natural and water resources of the Perkasie Borough and the Pennridge Area. The plan also recommends the adoption or utilization of the *Pennridge Water Resources Plan Implementation Component Model Water Resources Protection Ordinance and Intergovernmental Cooperative Agreement* (2006) as a guide for

Pennridge Area municipalities to update language in zoning ordinance and subdivision and land development ordinance to provide greater consistency with regard to the protection of water resources.

Source Water Protection Plan and Wellhead Protection

In conjunction with the seven Pennridge Area municipalities and six water suppliers who service the area, Perkasie Borough developed the *Pennridge Area Source Water Protection Plan* (2009) in line with the state's Source Water Assessment and Protection Program (SWAPP) established by the Pennsylvania Safe Drinking Water Act (PA SDWA). The SWAPP is intended to foster voluntary, community-based protections against drinking water contamination.

The purpose of the *Pennridge Area Source Water Protection Plan* is to: clearly identify actual and potential sources of contamination; help educate the public on the importance of protecting their drinking water source; provide the first step in long-term planning for sustainability of community water supplies; and provide a comprehensive action plan in case of source water emergency. The plan contains an inventory of potential sources of contamination, delineates wellhead protection areas, and provides management tools needed to protect these areas. Associated *Volume II* documents are specific to each individual water supplier, including the Perkasie Regional Authority.

The wellhead protection aspects of the source water protection plan meet the state's Wellhead Protection Program (WHP) also provided for under the PA SDWA. Development of a wellhead protection program is voluntary, but PADEP regulations do include some basic wellhead protection measures for new public water supply wells and for springs or areas for infiltration.

PADEP uses a three-tiered wellhead protection area approach for wells, in addition to springs and infiltration areas. Zone I is the innermost protective zone around the wellhead and ranges from a 100- to a 400-feet radius. Zone II, the capture zone, is the surface area overlying the portion of the groundwater aquifer through which groundwater is diverted to the drinking water well during pumping. Approximate Zone II areas for each well were delineated using groundwater modeling. Zone III is the land area beyond Zone II that contributes recharge to the aquifer within the first two areas via surface water or groundwater.

The land uses that typically contribute to groundwater contamination were mapped within Perkasie's assessment areas. An assessment of all potential pollutants for each drinking water source was defined. The water authority controls some land within the Zone I protection areas around all the wells. The Zone II area is primarily forested and agricultural (or undeveloped). A small portion of the area is developed. The PRA owns approximately 165 acres of land in East Rockhill, which serves as wellhead protection for wells in this portion of the water supply system. The Zone III area was not delineated for Perkasie's wells because they do not meet any of the criteria and are not under the direct influence of surface water.

The *Source Water Protection Plan* also contains a contingency plan that includes the PRA's *Emergency Response Plan* (2004). The contingency plan is intended to direct coordinated and timely clean-up strategy for hazardous material spills to ensure a continued supply of potable water. The PRA water

supply may be supplemented with bottled water, bulk water hauling, and sources of interconnection if a short-term disruption is caused by a threat such as an accidental spill or release.

Implementation of *Source Water Protection Plan* (Volumes I and II) provides a proactive approach to minimizing the possible contamination of water resources. Borough officials should continue to prohibit incompatible uses in Zones I through III and near surface water, and preserve and manage groundwater recharge areas to ensure a sustainable water supply. Borough officials should continue to meet annually with the steering committee comprised of municipal and elected officials and representatives from the six water suppliers to discuss water conservation efforts, contingency plans, and future expansions and interconnections.

WASTEWATER FACILITIES

Planning for sewage and wastewater facilities is an important consideration when formulating a future land use plan for a community. Adequate conveyance, treatment, and disposal of wastewater should be provided to satisfy current and future growth and development needs. Proper sewage facilities planning can also ensure the quality and health of the natural environment.

STATE PLANNING STATUTES

Both the Pennsylvania Municipalities Planning Code (MPC) and the Pennsylvania Sewage Facilities Act (Act 537 of 1966) are laws that authorize land use and sewage facility planning functions and direct municipalities to coordinate such planning efforts. Sections 303(a)(4) and 304(a)(4) of the MPC states that whenever a governing body has adopted a comprehensive plan or any part thereof, any subsequent proposed action of the governing body, its departments, agencies, and appointed authorities shall be submitted to the planning agency (Section 303) and the county planning agency (Section 304) for their recommendations when the proposed action relates to the construction, extension, or abandonment of any water line, sewer line, or sewage treatment facility. Act 537 requires every municipality in the state to develop and maintain an up-to-date sewage facilities plan. Municipal officials must consider their comprehensive plan, zoning ordinance, and subdivision regulations in the preparation, review, and amendment of their official sewage facilities plan.

Perkasie Borough's Act 537 Plan, and its revisions of August 1999, addressed three issues. The first revision updated the provisions associated with the planning and review procedure concerning wastewater facilities to resolve conflicts between proposed wastewater facilities and the borough's land use goals and objectives. The second revision incorporated policies regarding the use of holding tanks, specifically limiting their use to the correction of failing on-lot sewage disposal systems, and then only after all other reasonable corrective measures have been taken. The third revision outlined policies for wastewater treatment and disposal for existing and future development. The *Perkasie Borough 537 Plan* (1999) also contains specific policies relative to wastewater facilities planning and operation:

- Specifies that applicants for subdivision or land development proposals shall follow the Pennsylvania Department of Environmental Protection Rules and Regulations under the appropriate sections of Chapter 71;

- Specifies that connection to the public sewer system will continue to be the preferred method for future development;
- Provides measures to increase water conservation and waste flow reduction;
- Outlines the need for a public information/education program relative to the operation and maintenance of individual on-lot disposal systems.

CURRENT CONDITIONS

The vast majority of Perkasie Borough is served by the Perkasie Regional Authority's (PRA) public sanitary sewage system, which comprises collection sewer lines and conveyance facilities (i.e., pump stations, force mains). Wastewater from this system is transported to the regional Pennridge Wastewater Treatment Plant located off Cathill Road in West Rockhill Township. This treatment plant was upgraded and expanded in 2003 and can treat over 6.0 million gallons per day (MGD). The current average daily flow, which is 3.1 MGD, is well below the treatment capacity of the plant. PRA's service area, which includes all of Perkasie and a small portion of West Rockhill and Hilltown townships, has 850 equivalent dwelling units (EDU's)[15] available for future development.

The Pennridge Wastewater Treatment Authority (PWTA) owns and maintains large interceptor sewer lines that run along the East Branch Perkiomen Creek within West Rockhill Township, Sellersville Borough, Perkasie Borough, and East Rockhill Township from Lenape Drive in West Rockhill Township to Blooming Glen Road in East Rockhill Township. Another Pennridge Wastewater Authority sewer service line runs adjacent to Pleasant Spring Creek in Perkasie Borough from the East Branch Perkiomen to the Perkasie Borough border.

While the majority of homes and businesses in Perkasie are served by public sewer, there are a few properties which continue to rely on on-lot septic systems. Although there are no reported on-lot disposal system (OLDS) problems in the borough at this time, the Perkasie Regional Authority (PRA) has plans for connecting the few remaining properties to the public sanitary sewage system. However, until those plans are implemented, it is important that borough officials ensure that property owners follow a routine maintenance program to ensure proper operation of their on-site systems. This will help reduce the potential for contamination of surface and groundwater resources.

BOROUGH REGULATIONS

Perkasie has various regulations contained in its Municipal Code that ensure the proper and effective planning, construction, and maintenance of wastewater facilities. These regulations, which are primarily covered in Sections 147 and 164, outline regulations relative to: the installation, connection, and permitting of systems; the reuse of old building sewers in redevelopment projects; the maintenance of building sewers and procedures to be followed in the event of a leak; and specific regulations for the treatment of industrial wastewater. Specific to industrial wastewater, at this time, there is only one

[15] Equivalent dwelling unit (EDU) is a standard service unit defined as one single-family dwelling unit or its equivalent. The Pennridge Regional Authority (PRA) convention is that 1 EDU is equivalent to 350 gallons per day wastewater discharge for an average single-family dwelling unit.

industrial wastewater user in the borough, Perkasie Industries, which is generating an average daily flow of 180 gallons per day (GPD) of industrial wastewater.

Future Planning Considerations

At present, there are no known collection or conveyance upgrades needed to facilities in Perkasie. As part of a comprehensive evaluation, potential problems associated with collection and conveyance systems (such as inflow and infiltration) should be evaluated by the PRA to determine if improvements are necessary.

Since the borough's Act 537 Sewage Facilities Plan is more than a decade old, consideration should be given to updating the plan to reflect completed improvements and potential upgrades to the system. The Act 537 Plan could also evaluate the need for additional capacity based upon redevelopment in the borough. The potential increased capacity flows based upon projected future redevelopment should be considered by the PRA. This coordinated effort will ensure that future sewage capacity needs of the community will be satisfied.

As it is the intent of the borough and PRA to ensure that the entire borough is connected to the public sewer system, the borough may not need to continue to incorporate the need for a public information/education program relative to the operation and maintenance of individual on-lot disposal systems as part of future Act 537 plan updates. However, this educational program should be retained until the entire the borough is connected to public sewer.

Stormwater Management

Stormwater runoff is precipitation or snowmelt that moves over the ground surface during and immediately following a storm as the volume and/or intensity exceeds infiltration capacity. Runoff increases proportionally related to the amount of impervious land created by development and the subsequent reduction of natural vegetation and/or wooded areas in a watershed. Debris, chemicals, sediment, and dissolved pollutants picked up by stormwater runoff flows directly to waterbodies by overland flow and storm sewer systems. Failure to properly manage runoff results in stormwater problems such as flooding, greater stream channel erosion, water quality impairments, and/or a reduction in groundwater recharge.

Most of the stormwater management facilities in Perkasie Borough consist of networks of drainage and underground pipes which collect stormwater and discharge or convey it directly to the nearest receiving body of water. The practice of direct conveyance of stormwater runoff to watercourses was common at the time when most of the development occurred in the borough. Beginning in the 1980s and 1990s, there was a shift in practices and land development began to incorporate detention and, sometimes, retention basins into stormwater system designs. Basins serve as facilities to hold stormwater and release it over an extended period of time in order to control the peak rate flows of runoff. However, direct discharge of stormwater via storm sewers and the use of detention and retention basins provide little or no water quality protection or the needed infiltration of runoff into groundwater.

More recently, practitioners and planners have recognized stormwater as a resource that should be protected rather than conveyed off site as quickly as possible. National, state, regional, and local requirements now emphasize the importance of groundwater recharge (to address runoff volume and water quality enhancement) in addition to peak-rate control of runoff. Solutions to stormwater problems require both on-site and watershed-wide management strategies. Newer developments in the borough integrate a more comprehensive approach to handling runoff consistent with current stormwater management planning.

IMPLEMENTATION OF ACT 167 AND NPDES II

The borough is located in both the East Branch Perkiomen and Tohickon Creek watersheds as designated by the Pennsylvania Department of the Environmental Protection (DEP) through the Pennsylvania's Storm Water Management Act (Act 167). Under the Act, counties are required to prepare and adopt watershed-based stormwater management plans. Municipalities are required to adopt and implement ordinances to regulate development consistent with these plans. The *Tohickon Creek Watershed Act 167 Stormwater Management Plan* was adopted in 2002 and serves a small northeast portion of the borough above Ridge Road. The *East Branch Perkiomen Watershed Act 167 Stormwater Management Plan Bucks and Montgomery Counties, Pennsylvania* was adopted in 2004 and serves the vast majority of the borough. While slightly different, these plans require adequate storage and treatment facilities to capture and treat runoff specifically for water quality. In addition, a portion of the runoff volume must be infiltrated for groundwater recharge where feasible. The design criteria also specify runoff release rate to help prevent downstream flooding and streambank erosion. Chapter 158 Stormwater Management of the Borough's Code of Ordinances provides state-required compliance with the two storm water management plans and contains the stormwater management criteria that are necessary or desirable from a watershed-wide perspective.

More recently, the DEP has developed a model stormwater management ordinance that contains water quality and volume control criteria (including infiltration) that are different than those found in the *Tohickon Creek Watershed Act 167 Stormwater Management Plan* (2002) and the *East Branch Perkiomen Watershed Act 167 Stormwater Management Plan* (2004). PADEP also prepared the *Stormwater Best Management Practice (BMP) Manual* (2006) that provides design standards and planning concepts to guide municipal officials, planners, engineers, and land developers in managing all aspects of stormwater (e.g., rate, volume, quality, and groundwater recharge).[16]

The National Pollutant Discharge Elimination System (NPDES) II regulations require municipalities to develop a stormwater management program that meets the state's small municipal separate storm sewer system (MS4s) 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

[16] Best management practices are defined as activities, facilities, measures, planning or procedures used to minimize accelerated erosion and sedimentation and manage stormwater to protect, maintain, reclaim, and restore the quality of waters and the existing and designated uses of waters within this Commonwealth before, during, and after earth disturbance activities.

submitted to DEP to signify how the municipality is meeting incremental elements of the program. Perkasie Borough is a designated MS4 permit municipality.

Currently, MS4 municipalities with stormwater management ordinances that were adopted to comply with stormwater management plans written before 2005 must do one of the following to comply with the NPDES permit renewal requirements by March 15, 2014:

- enact an ordinance from a stormwater management plan dated 2005 or later;
- enact one of two DEP-approved model ordinances; or
- enact an ordinance that fulfills the permit's ordinance checklist.

In Bucks County, the *Neshaminy Creek Watershed Stormwater Management Plan* (2010) and the *Pennypack Creek Watershed Plan* (2012) are the only two stormwater management plans approved after 2005. All other watershed plans received approval prior to 2005. To address the MS4 requirements, the borough should consider adopting ordinance provision consistent with the Neshaminy Creek or Pennypack Creek stormwater management plans, one of the two DEP-approved model ordinances, or a new ordinance meeting the MS4 permit ordinance checklist. In either case, the borough ordinance could continue to utilize the current peak rates from the Tohickon Creek and East Branch Perkiomen Creek stormwater management plans.

Facilities Management, Operation, and Maintenance

In order to comply with the NPDES II permit, municipalities are required to implement an operation, maintenance, inspection, and repair program for all municipally-owned stormwater management facilities. Good operation and maintenance plans include details of regularly scheduled inspections and maintenance to ensure the structural integrity of the facility, health of vegetation, sediment accumulation, and collection, storage, and release of runoff over time. Maintenance includes removal of debris and examining and testing the stormwater management facility to be sure it is functioning according to its design. A plan helps municipalities detect problems, decrease repair and replacement costs, and prevent facility malfunctions. Currently, the borough owns two stormwater basins, one in Parkridge and another in Coventry developments. Consideration should be given to developing an operation and maintenance plan for municipal owner or operated stormwater facilities.

Privately-owned stormwater management facilities are also required to meet stormwater ordinance standards; however, the operation and maintenance (O&M) is handled by the private landowner who may not fulfill responsibilities. Perkasie Borough requires private landowners to sign a maintenance and monitoring agreement for all stormwater management facilities on the property. This agreement transfers with the property ownership. If the property owner fails to fulfill the O&M agreement, the borough can have permission to perform the services required and charge the owner a fee. The borough may also take enforcement actions against an owner for any failure to satisfy the provisions of the municipal stormwater management ordinance. Educating residents and business owners on the impacts and BMPs and how to properly operate and maintain these stormwater facilities would help ensure compliance with the stormwater management ordinance. Presently, the borough solicitor works with attorneys for developers to finalize O&M agreements for proposed developments.

Chapter 158-32 of the Perkasie Borough Code requires that stormwater management facilities be inspected by the land owner/developer or responsible entity (including the municipality for dedicated facilities). In addition, the entity conducting the inspection should be required to submit a report to the municipality regarding the condition of the facility and recommending necessary repairs, if needed.

An illicit discharge is any substance considered to be a contributor to polluting the waters of the Commonwealth. Illicit discharge detection is one of the most effective ways to prevent water pollution. Typical sources of illicit discharges are illegal dumping, broken sanitary sewer lines, sewer overflow, and failing septic tanks. Consideration should be given to implementing a program to address illicit discharges that includes establishing procedures to locate, map, and inspect storm sewer outfalls, encouraging the public to report illicit discharges, and developing a system to track, report, and follow-up on illicit discharge incidences.

A group of municipalities in the Perkiomen Creek watershed, known as the Perkiomen MS4 Partnership, is working together to address portions of the state's Municipal Separate Storm Sewer System (MS4) regulations by helping communities and property managers identify ways to improve their stormwater management techniques. The partnership is a collaboration of municipalities in Berks, Bucks, Lehigh, and Montgomery Counties and the Perkiomen Watershed Conservancy.

Challenges and Opportunities

There are waterway obstructions in the borough (e.g., culverts, drainage pipes) that, if not addressed, could lead to street and property flooding during large rain events. Specific areas which should be addressed include:

- An old metal culvert pipe system under the old trolley rail bed along Park Avenue and below Ridge Road is collapsing and will need to be replaced in the future.
- The upstream side of the Main Street bridge along Pleasant Spring Creek experiences sedimentation and fallen trees. These stormwater runoff-related issues can cause a backup during heavy rains that floods the alleyway and back yards of the homes along Walnut Street. Gabions in the stormwater swale behind and below the old Delbar factory, behind the homes in the 300 block of W. Spruce Street between 4th and 3rd Streets, are failing.
- The stormwater ditch which runs under the train tracks from 9th Street to 7th Street is an old tunnel and will eventually need to be shored up and/or replaced. The tunnel is very small for the amount of water that needs to traverse it, and at times becomes clogged on the 9th Street side and floods the area around the restored First Savings building. Access to this end of the tunnel is hindered by the new parking areas put in place for the First Savings building. Borough engineers may need to investigate similar issues ahead of time so a plan is in place prior to future construction.
- Another part of this same system is the stormwater pipe that carries water under 9th Street from the uphill side. The pipe opening is located between the trolley rail bed and the mausoleum on 9th Street. The ditch comes down from Ridge Road and goes behind Perkasie Park. This pipe may be undersized for the amount of water collected and also becomes

clogged, resulting in water overflows and floods along 9th Street. This is the same area where the gabions have already failed.

Because of the built-out nature of the borough, Perkasie is challenged with retrofitting existing facilities to provide for adequate stormwater management. With an existing high-level of impervious coverage, there is very little room for regrading or the addition of water quality and volume control facilities. While the urbanized nature of the borough may present some challenges to address stormwater management in a comprehensive manner, there are opportunities and methods to implement a more comprehensive approach. The *Neshaminy Creek Wa~~s~~tershed Stormwater Management Plan* includes exemptions for small development projects. Consideration could be given to adopting similar exemption provisions.

Low Impact Development (LID) techniques and innovative BMPs that utilize natural processes in new projects, redevelopment, or stormwater retrofits are being utilized more often to reduce runoff volume and provide water quality benefits. These practices consider stormwater management early in the design process and utilize the natural landscape as much as possible to prevent and control runoff and can be applied at many scales to encourage infiltration and utilize the natural landscape. LID techniques and the implementation of innovative BMPs should be required for redevelopment projects to include the retrofitting of outdated stormwater facilities to address stormwater control requirements. The borough would also benefit from monitoring stormwater facilities after construction to gauge whether they are functioning properly.

Perkasie Borough's subdivision and land development and zoning ordinances contain elements needed to allow for low impact design, such as open space requirements and protection standards for natural resources (e.g., wetlands, floodplains, riparian areas, wooded areas, natural flow pathways) that help with natural hydrologic flow, the minimization of soil disturbance and grading, and reduction of impervious surfaces. These requirements allow for infiltration and environmental protection. Opportunities to implement stormwater BMPs on public ground should be evaluated, such as open space lands along stream corridors. Borough officials may wish to adjust ordinance requirements that would allow for additional measures that minimize the extent of impervious surface coverage (e.g., establishing maximum impervious surface ratios, porous paving provisions).

Even where redevelopment or reuse proposals in the borough would create no net change in a site's runoff characteristics, there may be opportunities to integrate stormwater BMPs that could provide some improvements to runoff rate, volume, or quality and/or provide potential groundwater infiltration. A significant number of structural and nonstructural BMPs could also be used to retrofit existing stormwater facilities in the borough originally intended to direct runoff downstream or to control flooding only. Street sweeping and the use of road de-icing alternatives (e.g., sand and inert antiskid materials) also reduce the amount of pollutants contained in runoff that discharge to storm sewers. Expanding the overall knowledge of residents and business owners on stormwater management may provide great benefit to the borough in its efforts to address stormwater impacts. Residents and business owners should be made aware of how they can assist in reducing stormwater runoff and reducing their contributions of nonpoint source pollutants.

Chapter 11

ECONOMIC DEVELOPMENT

In the broadest sense, positive economic development is the result of the critical use of a community's fiscal, social, and physical resources in a long-term planning process aimed at preserving and improving life and livelihood in a community. Economic development focuses on important aspects of a community that are provided by the private sector—employment opportunities, businesses serving residents, a stable and growing tax base, and business involvement as corporate citizens in a community's activities and decision-making.

The Economic Development chapter includes an up-close analysis and examination of various factors including economic conditions and characteristics of the local retail market to identify potential opportunities. The analysis conducted within this chapter is utilized to establish a clear economic development vision for the borough's future.

REGIONAL ECONOMIC CONDITIONS

Like any community, Perkasie's economic well-being is tied to that of the larger national, state, and regional trends. In recent years the nation has experienced an economic downturn in several key industries, perhaps most notably in the commercial and residential real estate markets. These difficulties in national economic conditions are complex and not readily remedied at the local level. Given these facts, it is important for a community like Perkasie to be aware of the economic conditions within its reach and to be proactive in its approach to economic development.

BOROUGH ECONOMIC CONDITIONS

The characteristics of the local workforce and general business makeup of a community are key economic variables. A skilled workforce and diverse local economy can adapt better to changes or shifts in trends than an economy based on one or a few similar industries. The subsequent sections explore the topics of the occupation and industry in which borough residents are employed, their education and income levels, nonresidential land uses, zoning characteristics, and retail market analysis.

OCCUPATION AND INDUSTRY

Occupation and industry types, much like educational attainment, are factors that determine which types of employers and businesses will be attracted to the borough as a place to locate. Occupation is the kind of work a person does to earn a living. According to the 2006-2010 American Community Survey 5-year estimates, most borough residents pursued white-collar occupations, with a total of about 65 percent employed in managerial, professional, sales, or office work. Another 15.5 percent worked in

service occupations, followed by 11.5 percent in construction, extraction, or maintenance, and 8.2 percent in production or transportation. Compared to the county over the same period, Perkasie's residents were employed at a slightly lower rate in the white-collar occupations and a slightly higher rate in the service, construction, extraction, or maintenance occupations. A comparison to the 2000 Census shows that the percentages of borough residents engaged in white-collar and service occupations has increased while the percentage in the other categories has decreased.

Industry is the type of activity at a person's place of work or the sector of the economy to which a particular occupation belongs. According to the 2006-2010 American Community Survey (ACS) 5-year estimates, the largest share of borough residents, 22.5 percent, worked in educational services and health care and social assistance, followed by 16.6 percent in manufacturing, and 11.7 percent in transportation/warehousing and utilities. Perkasie's residents were employed in these industries at about the same rate as Bucks County as a whole. The number of residents employed in manufacturing was slightly higher compared to the county. When comparing '06-'10 ACS to the 2000 Census figures, there has been a nearly 4 percent decrease in the number of residents employed in the manufacturing industry and a nearly 4 percent decrease in construction industry employment.

Perkasie also had a low unemployment rate of just 5.9 percent according to the 2006-2010 American Community Survey 5-year estimates, with 4,733 out of the 5,029 labor force employed. Perkasie compares favorably with the other Pennridge municipalities and the county in this measure. In the Pennridge region, only Hilltown Township was lower with a 4.4 percent unemployment rate. The county's unemployment rate was also at 5.9 percent.

Income and Educational Attainment

Income and poverty statistics show the relative wealth of individuals and households and, in the aggregate, the affluence of a community. Borough residents had incomes and levels of educational attainment that were lower than those of the county as a whole according to the 2006-2010 American Community Survey 5-Year Estimates (see Table 20). The median household income in Perkasie was $66,663 and $90,274 in Bucks County. However, Perkasie compares more favorably to the municipalities within the Pennridge area and to the other boroughs within the county. The median household income for the Pennridge area ranges from a high of $86,922 in Hilltown Township to a low of $52,750 in Dublin Borough. Perkasie is ranked 10th out of 23 boroughs with respect to median household income. While household income has continued to increase for Perkasie, it has not increased at the same rate as the county as a whole.

Table 18
Occupation and Industry, 2006-2010

	Number	Percent
Civilian employed population 16 years and over	4,733	100.0
OCCUPATION		
Management, business, science, and arts occupations	1,694	35.8
Service occupations	733	15.5
Sales and office occupations	1,375	29.1
Natural resources, construction, and maintenance occupations	542	11.5
Production, transportation, and material moving occupations	389	8.2
INDUSTRY		
Agriculture, forestry, fishing and hunting, and mining	5	0.1
Construction	450	9.5
Manufacturing	784	16.6
Wholesale trade	143	3.0
Retail trade	552	11.7
Transportation and warehousing, and utilities	143	3.0
Information	95	2.0
Finance and insurance, and real estate and rental and leasing	368	7.8
Professional, scientific and management, and administrative and waste management services	430	9.1
Educational services, and health care and social assistance	1,067	22.5
Arts, entertainment, and recreation, and accommodation and food services	383	8.1
Other services, except public administration	166	3.5
Public administration	147	3.1
CLASS OF WORKER		
Private wage and salary workers	4,016	84.9
Government workers	430	9.1
Self-employed in own not incorporated business workers	287	6.1
Unpaid family workers	0	0.0

Source: 2006-2010 American Community Survey 5-Year Estimates

Table 19
Perkasie Borough Employment Data, 2010

Employment Status	Number of people
Labor force-civilian	5,029
Employed	4,733
Unemployed	296
Not in labor force	1,640

Source: 2006-2010 American Community Survey 5-Year Estimates

Table 20
Pennridge Area Median Household Income, 1999 and 2009

Municipality	1999	2009	1999-2009	
			Amount Change	Percent Change
Bedminster Twp.	$56,281	$85,709	$29,428	52.3
Dublin Borough	$48,235	$52,750	$4,515	9.4
East Rockhill Twp.	$59,663	$79,215	$19,552	32.8
Hilltown Twp.	$63,178	$86,922	$23,744	37.6
Perkasie Borough	$52,000	$66,663	$14,663	28.2
Sellersville Borough	$46,500	$56,023	$9,523	20.5
Silverdale Borough	$62,250	$64,231	$1,981	3.2
West Rockhill Twp.	$50,948	$61,176	$10,228	20.1
BUCKS COUNTY	**$59,727**	**$90,274**	**$30,547**	**51.1**

Source: 2006-2010 American Community Survey 5-Year Estimates

In 2010, 92.2 percent of borough residents were at least high school graduates with 29.2 percent having attained bachelor's degrees or higher. These numbers are slightly below the countywide percentages of 93.5 percent and 35.3 percent. However, it should be noted that since 2000 there has been a 4.8 percent increase in borough residents who were at least high school graduates and a 6.4 percent increase in residents holding a bachelor's degree or higher. The increase in the percentage of residents with bachelor's degree or higher was greater than the countywide increase.

Overall, these economic indicators for the borough are promising, since the borough compares favorably with the immediate region, the other boroughs within the county, and the county overall.

NONRESIDENTIAL CHARACTERISTICS AND ZONING

Throughout the production of this plan public input has been sought through a variety of means to gauge the borough-residents' thoughts on the future of the community. The result has been the formation of the primary goal of this planning effort, which is to revitalize and expand the borough's retail business community. In order to achieve this goal it is necessary to evaluate the existing nonresidential uses within the community and the zoning regulations that control nonresidential development.

NONRESIDENTIAL USES

In this chapter of the plan, the commercial and industrial land uses will be examined in greater detail because of the impact that these uses will have on the economic development prospects of the borough. Commercial and industrial land uses have been identified on Figure 3 in Chapter 3. This data was obtained from the Bucks County Planning Commission's land use inventory, interpretation of aerial photographs, field checks, Bucks County Board of Assessment data, and the borough's listing of businesses.

The borough's commercial (retail and nonretail) uses are generally located in the downtown and within a few scattered pockets throughout the borough. The primary commercial areas in the downtown are on Walnut Street from 2nd Street to 7th Street and Market Street from 5th Street to 7th Street. Other concentrations of commercial uses are found in the Perkasie Square and Glenwood shopping centers.[17]

Industrial and heavy commercial uses are located along the railroad tracks on 7th and 8th Streets and in other scattered locations. Other major industrial locations include the Perkasie Industries site on Constitution Avenue and Spruce Street and the Perkasie Industrial Center on Walnut Street.

NONRESIDENTIAL ZONING DISTRICTS

In addition to market conditions, zoning determines where nonresidential uses will be located and at what level of intensity. The borough's zoning ordinance was last updated in 2012 to incorporate amendments that have been adopted over the years. There are four zoning districts within the borough that permit commercial, office, and industrial uses and one overlay district that provides regulations within the Town Center. A brief description of these districts along with their locations is provided below.

I-1 Planned Industrial—The purpose of this district is to provide for the requirements of modern industrial development which are appropriate in selected areas. Among other things, this district is intended to provide desirable locations for those types of industry that are harmonious with and do not constitute a hazard or nuisance to surrounding areas. Performance and development standards help ensure desirable and attractive industrial areas and help create conditions conducive to carrying out the broad purposes of the zoning ordinance.

The I-1 Planned Commercial district is located in two areas of the borough. The first area is at the intersection of Constitution Avenue and Spruce Street and contains Perkasie Industries, a manufacturer of lighting fixtures. The second area is located along Tunnel Road and Ridge Road. The only nonresidential use within this area is PSG Controls, Inc, a manufacturer of thermostats.

I-2 Light Industrial District—The purpose of this district is to provide for a greater variety of industrial development, including office, retail, and personal service uses. Reasonable, but less restrictive, development standards provide a means for industries requiring smaller lots and smaller setbacks to locate in this district, thereby broadening Perkasie's industrial base by providing an opportunity to accommodate a variety of industrial uses.

The I-2 Light Industrial district is located in two areas of the borough. One area is located along Constitution Avenue and contains the Perkasie Square shopping center. The second area is along the railroad tracks from Park Avenue to Mt. Alto Drive and between Spruce Street and Penn Street south to South 5th Street. The second area contains a majority of the borough's manufacturing and industrial uses.

[17] For analysis purposes, Glenwood Shopping Center is included in this discussion, even though most of this center is located in East Rockhill Township.

C-1 Business Professional District—The purpose of this district is to provide areas for modern office, retail, personal service, and related uses. A comprehensive set of design standards is included to promote the grouping of retail and service uses in the form of a shopping center development. Building coverage, access, off-street parking and buffering requirements are also included to help ensure an attractive setting for permitted land uses.

The C-1 Business Profession district is located at the intersection of 5th Street and Blooming Glen Road, which is a gateway to the borough. Nonresidential uses within this district include a bank and a pharmacy, which are associated with the Glenwood Shopping Center, and medical office. On 5th Street opposite the bank and pharmacy is a community garden.

C-2 General Commercial District—The purpose of this district is to provide for a wide variety of retail and personal service business uses in areas where said uses already exist and where the application of restrictive development standards accompanying the Business Professional District is not feasible.

The C-2 General Commercial district is located in four areas of the borough. The largest area of C-2 General Commercial zoning is within the downtown area. The other three areas are located at key intersections within the borough including Ridge Road and Market Street, Constitution Avenue and Walnut Street, and Main Street and Walnut Street.

Town Center District—This district is a special zone that overlies and supersedes rights granted in other districts. The purpose of the district is to facilitate the growth of commerce and economic development in the downtown while still preserving the overall character of this portion of the Borough. This district is also intended to further the objectives of the *Perkasie Town Center Plan.* The Town Center District allows all uses in the underlying R-2 Two Family Residential, C-2 General Commercial, and I-2 Light Industrial districts, except for motor freight terminals and motor vehicle repair garages, gasoline stations, and sales or rental. The overlay district facilitates the conversion of buildings into dwelling units or a mixture of office, retail, and consumer uses.

The nonresidential zoning districts adequately address the significant number of nonresidential uses in the Borough and provide opportunity for future economic growth. However, in order to increase the effectiveness of Perkasie's downtown revitalization, changes may be necessary from a zoning perspective. For instance, adjustments to zoning district boundaries and site development provisions (e.g., parking and building requirements) will be examined in more detail in the following Economic Development Vision section.

UNDERUTILIZED PROPERTIES

Perkasie's downtown revitalization efforts may take place in existing structures, through adaptive reuse or conversion, or on vacant land where available. Identification of underutilized properties is crucial to the future success of revitalization efforts so that development is guided to appropriate locations. The following sites have been identified as underutilized and potentially suitable for redevelopment due to current vacancy status, business relocation/closure, or site characteristics. A site's present use(s) or site layout may also not lend itself to optimizing the characteristics and potential success of the borough's

revitalization vision. A brief description of those sites follows a more detailed discussion is provided in the Economic Development Vision section.

South 6th and 7th Streets between Market and Chestnut Streets

Due to its location in the heart of the Perkasie's Town Center and opposite the train station, this block will be a key component of the borough's downtown revitalization. The 2.2-acre block is bounded by South 7th Street, West Market Street, South 6th Street, and West Chestnut Street and comprises four parcels. Shelly's Enterprises owns the central and largest parcel which totals 1.5 acres and which is presently used as home improvement store. The remainder of the site comprises parcels owned by Quakertown National Bank and First Savings Bank of Perkasie, which both are used as banks, and the Borough of Perkasie, which is used as parking.

The configuration of this site is inappropriate in a traditional downtown setting. The Shelly's store was built in 1976 during a time when many urban redevelopment projects where constructed in downtowns in suburban-style development with parking in the front of stores. However, the effect of this type of development is a disruption of the storefront continuity of 7th and Market streets. Furthermore, since this block is located between the two commercial areas on Market Street and Walnut Street, its redevelopment could serve as a link between these two areas and further strengthen the commercial core of the borough.

South 7th and West Spruce Street (Former Delbar Products Site)

This site is located on the periphery of the Town Center area within the I-2 zoning district. The 4.71-acre site contains an approximately 100,000-square-foot industrial building. At present there is no business activity on the site and it has been listed for sale. This site represents one of the few large industrial buildings within Perkasie.

SEPTA Right-of-Way

The Southeastern Pennsylvania Transportation Authority (SEPTA) controls the railroad right-of-way which is located on the boundary of the town center area. At present there are several buildings, including the former rail station and freight house, that are owned by SEPTA and currently leased for private use. Through discussions with SEPTA real estate officials it has been determined that further use of the right-of-way for borough redevelopment purposes is possible. The development of retail uses and parking along South 7th Street could create a connection of the Town Center's two commercial areas.

Retail Market Analysis

Retail development will be an important part of the revitalization of the Town Center area. In order to identify potential economic development opportunities in the retail sector it is useful to evaluate the local retail market.

The borough has undertaken several planning efforts over the past 25 years that have included an analysis of the borough's retail market. The 1989 *Perkasie Town Center Plan* and a component of the plan, *Market Considerations for the Restoration of Downtown Perkasie* (1988), were completed in the

aftermath of the 1988 fire with a focus on revitalization of the Town Center. A decade later the borough again identified the need for downtown revitalization to address a decline of business activity in the downtown area and thus commissioned the production of another market analysis that was completed in 1999.

The 1988 *Market Considerations for the Restoration of Downtown Perkasie* report examined both commercial and residential markets to provide potential development scenarios for the downtown. The types of commercial development that was recommended was mostly for uses that would serve a local market, meaning the downtown area and the residents and daytime employees in that area, including small retail uses and personal service uses. The conclusion for the residential market was that the development of second- and third-floor apartments above street-level commercial businesses would be preferable.

The market analysis completed in 1999 recommended the Main Street approach in the revitalization of the downtown area. The Main Street approach is meant to take a comprehensive approach to downtown revitalization by building upon existing amenities, implementing design improvements, effective marketing, and other economic development strategies.

The current assessment of local retail market conditions began by gathering relevant population, household, and other demographic data. By drawing on available Census and market analysis tools, the boundaries of the Perkasie market can be based on drive times and its demographic trends can be summarized by using the 2000, 2010, and 2015 time periods. Such tools can be used to determine consumer expenditures within the market, understand which market segment these consumers occupy, and show areas of potential economic opportunity. Many of the demographic topics are covered in earlier chapters of the plan; this retail market analysis is focused on the market potential of the borough and serves as a guide for future decisions on economic development.

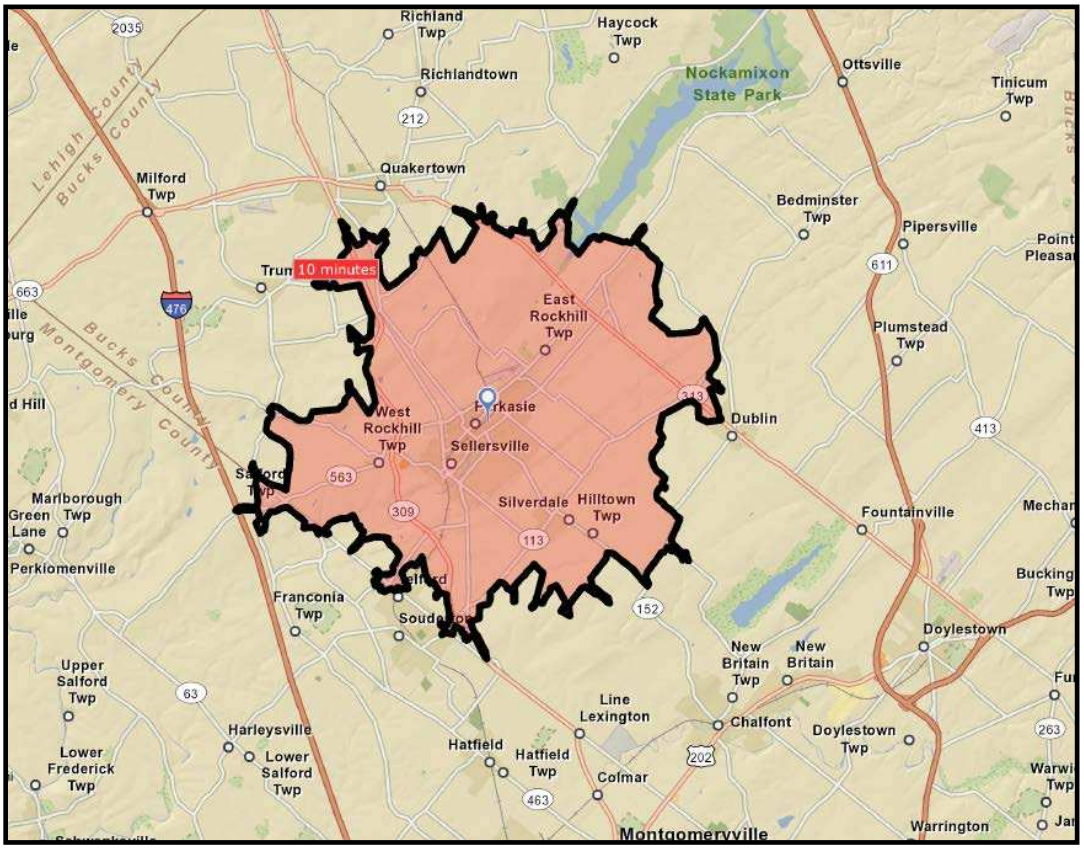
Market Boundaries and Associated Characteristics

Using the ESRI Community Analyst[18] tool, the boundaries of the Perkasie market were divided into 0-5, 0-10, and 0-15-minute drive times[19] from the approximate center of the borough (intersection of 7th Street and West Market Street). After review of the resulting map and data produced for these intervals, it was concluded that the 0-10 minute drive time (See Figure 14) would be used to establish the local retail market for Perkasie Borough. The main factor in choosing this interval was that its boundaries were generally outside of other, more established retail-oriented areas including Souderton, Quakertown, and Doylestown. Spending potential, market supply, and market demand were evaluated for the established market area and are discussed below.

[18] ESRI Community Analyst is a web-based mapping and analytic tool that allows for analysis of demographic, economic, education, and business data.

[19] Drive time intervals are areas defined by distance that can be driven away from a specific location within a specified time (in minutes) assuming posted speed limits for the road network. Barriers such as mountains, rivers, bridges, or highways under normal traffic conditions are taken into account when establishing the boundaries.

Figure 14
Perkasie Borough 0-10 Minute Drive Time Market Area



Source: ESRI Community Analyst, 2013.

Table 21 provides demographic and analytic data within the 0-10 minute drive-time boundaries. The demographic trends coincide with what was observed in the Population Trends chapter. The borough's population is expected to stabilize and slightly grow, while the areas outside of the borough will continue to gain population. Population in the local market area shows 1.8 percent growth in the 0-10 minute drive time boundaries and 0.4 percent growth within the borough's boundaries. This additional population reflects potential customers for the Perkasie market.

An increase in the number of households is expected to occur while the size of these households will continue to decrease. Household size has been decreasing all over Bucks County, due largely to an aging population, a decline in the birth rate, and more singles living alone. All of these factors contribute to housing choices and consumer spending habits.

The market area experienced a decline in the percentage of owner-occupied units from 2000 to 2010 and this decline is expected to continue to the year 2015. This trend may signify an opportunity for further development of rental units.

Table 21
Demographic and Socioeconomic Characteristics
(Based Upon 0 - 10 Minute Drive Times)

Characteristics	2000	2010	2015	2010-2015 % Change
Population Summary				
0 to 10 Minute Drive Time	30,080	32,753	33,352	1.8%
Perkasie	8,828	8,511	8,541	0.4%
Bucks County	597,635	625,249	634,879	1.5%
Household Summary				
Households	11,011	12,188	12,469	2.3%
Average Household Size	2.7	2.66	2.65	n/a
Median Household Income	$54,576	$73,853	$83,041	12.4%
Median Age	36.1	38.9	38.9	n/a
Households by Type				
Total Households	11,010	n/a	n/a	n/a
Family Households	74.00%	n/a	n/a	n/a
Married-couple Family	63.30%	n/a	n/a	n/a
With Related Children	33.00%	n/a	n/a	n/a
Other Family (No Spouse)	10.60%	n/a	n/a	n/a
With Related Children	6.40%	n/a	n/a	n/a
Nonfamily Households	26.00%	n/a	n/a	n/a
Householder Living Alone	21.40%	n/a	n/a	n/a
Householder Not Living Alone	4.60%	n/a	n/a	n/a
Households with Related Children	39.40%	n/a	n/a	n/a
Households with Persons 65+	22.10%	n/a	n/a	n/a
Housing Unit Summary				
Housing Units	11,331	12,643	13,041	3.15%
Owner Occupied Housing Units	75.40%	74.60%	74.10%	-0.67%
Renter Occupied Housing Units	21.80%	21.80%	21.50%	-1.38%
Vacant Housing Units	2.80%	3.60%	4.40%	22.22%
Median Home Value	$152,217	$271,232	$347,960	28.29%

Source: ESRI Community Analyst (2012)

RETAIL GOODS AND EXPENDITURES

Analyzing the consumer spending habits of a community can be useful when conducting a market analysis. These spending habits, or average household expenditures on retail goods and services, were examined utilizing ESRI Community Analyst. The analysis focused on the established targeted market area of 0 to 10 minute drive time. (For more details, see Appendix F.) A Spending Potential Index (SPI) used in this analysis represents the amount spent for a product or service relative to a national average of 100. Consumer spending data are derived from ESRI forecasts for 2012 and 2017, and the 2010 and 2011 Consumer Expenditure Surveys from the Bureau of Labor Statistics.

The analysis focused on the established targeted market area of 0 to 10 minute drive time. While the SPI figures were similar across the board for all three drive time intervals (i.e., 0 to 5, 0 to 10, and 0 to 15 minutes), the 0 to 10 minute interval generally had the highest SPI figure. The analysis indicates that, with the exception of Apparel and Services (Men's, Women's, Children's, and Footwear) and Smoking Products categories, all other retail goods and expenditures are above the national average (over 100 SPI) within the target market area.

Major categories of particular interest for Perkasie's future economic development are Entertainment and Recreation and Food. Households spent nearly $47.7 million on entertainment and recreation with a SPI of 122, and over $113 million on food with a SPI of 115. Food Away from Home is a subcategory of Food, which indicates area households spent over $44 million eating and dining out, with a SPI of 116.

There are other subcategories of expenditures that may have a potential bearing on the economic development of the borough. For instance, under the major category of Apparel and Services, the subcategories of Watches & Jewelry and Apparel Products & Services received SPI's of 122 and 182, respectively. While households spending projections are not extremely high (over $2 million each), the SPI level for these expenditures is well above the national average.

Other subcategory expenditures containing high SPIs include: in the Financial category, Investments, with a SPI of 138 and total spending of $34.2 million; in the Home category, Mortgage Payment and Basics, with a SPI of 132 and total spending over $150.5 million and Maintenance and Remodeling Services, with a SPI of 130 and total spending of $25.2 million; in the Household Furnishings and Equipment category, Household Textiles, with a SPI of 120 and total spending over $1.5 million, Rugs, with a SPI of 137 and total spending of over $400 thousand, and Luggage, with a SPI of 127 and over $136 thousand in total spending.

Caution should be exercised in using these SPI and total spending estimates as the data sources are over 2 years old and consumer tastes and desires can change quickly in today's retail environment. However, these data can still provide a glimpse of retail market potential in the Perkasie area.

Retail Marketplace Potential

The final piece of the retail market analysis was to determine potential retail opportunities from the evaluation of market supply and demand. This analysis was undertaken using the ESRI Community Analyst. The market supply, or retail sales, consists of the sales receipts, as determined by data from the US Census Bureau Census of Retail Trade and proprietary business data available through the ESRI Community Analyst for businesses that are primarily engaged in the retailing of merchandise. The market demand, or retail potential, is calculated by estimates of consumer spending from the Bureau of Labor Statistics' annual Consumer Expenditure Surveys that provide consumer spending information for hundreds of goods and services by households.

Once market supply and demand are determined, the next step is to determine whether there is a leakage or a surplus of supply and demand. A leakage occurs when the market's supply is less than the demand. When this situation occurs retailers outside of the market area are fulfilling the demand for

retail products. Therefore, consumer dollars are being spent elsewhere. A surplus occurs when the market's supply exceeds the demand. In this case retailers are attracting shoppers that reside outside the market area and additional consumer dollars are therefore being brought into the market.

Table 22 identifies the leakage/surplus factors for the retail trade sector as classified by the North American Industry Classification System (NAICS) and the number of businesses within the borough's market area. The measure of leakage/surplus ranges from +100 (total leakage) to -100 (total surplus). Retail industry groups with a leakage/surplus factor of 0 or greater indicates that a leakage is occurring and a potential retail opportunity exists. Those retail groups with a leakage/surplus factor of -1 to -10 are showing a surplus but a potential retail opportunity may still be present. If the leakage/surplus factor is -11 or lower, there is a surplus in the study area.

There are several categories in Table 22 that show a significant amount of leakage and bear further investigation to determine if these types of businesses would benefit the borough. These include furniture and home furnishings, clothing and clothing accessories, sporting goods/hobby/musical, restaurants, automobile dealers, automotive parts, accessories, and tires, and direct selling establishments.

It would also be prudent to investigate some of the business types that show a surplus. The success of these businesses may allow the borough to create a niche market in that business category. Businesses in this category include building material and supplies dealers, specialty food stores, health and personal care stores, and variety stores. Borough officials can use this data to formulate strategies to attract and/or retain certain retail businesses.

Table 22. Perkasie's Retail Leakage/Surplus Factors (0 to 10 Minute Drive Time)

Retail Industry Group	Leakage/ Surplus Factor [1]	Number of Businesses
Motor Vehicle & Parts Dealers	3.4	23
Automobile Dealers	11.8	10
Other Motor Vehicle Dealers	-46.8	9
Auto Parts, Accessories & Tire Stores	9.4	4
Furniture & Home Furnishings Stores	23.2	12
Furniture Stores	29	4
Home Furnishings Stores	16.1	8
Electronics & Appliance Stores	43.1	7
Bldg Materials, Garden Equip. & Supply Stores	-12.5	29
Bldg Material & Supplies Dealers	-12.7	19
Lawn & Garden Equip & Supply Stores	-11.5	10
Food & Beverage Stores	1.2	19
Grocery Stores	0.8	8
Specialty Food Stores	-25.2	7
Beer, Wine & Liquor Stores	18.7	4
Health & Personal Care Stores	-1.3	15
Gasoline Stations	38.5	4
Clothing & Clothing Accessories Stores	77.8	9
Clothing Stores	84	6
Shoe Stores	64.9	2
Jewelry, Luggage & Leather Goods Stores	46.1	2
Sporting Goods, Hobby, Book & Music Stores	40.3	12
Sporting Goods/Hobby/Musical Instr Stores	21.2	12
Book, Periodical & Music Stores	93.1	0
General Merchandise Stores	21.8	6
Department Stores Excluding Leased Depts.	89.8	0
Other General Merchandise Stores *	-9.8	5
Miscellaneous Store Retailers	-15.2	36
Florists	-7.3	3
Office Supplies, Stationery & Gift Stores	-23.3	13
Used Merchandise Stores	-23.6	6
Other Miscellaneous Store Retailers **	-6.6	14
Nonstore Retailers	-80.7	2
Electronic Shopping & Mail-Order Houses	-86.5	1
Vending Machine Operators	-34.6	1
Direct Selling Establishments	59.5	1
Food Services & Drinking Places	22.9	55
Full-Service Restaurants	7.6	34
Limited-Service Eating Places	41	16
Special Food Services ***	64	1
Drinking Places - Alcoholic Beverages	-20	4

Source: ESRI Community Analysis, 2012

[1] Leakage/Surplus- If the leakage/surplus factor is 0 or over, the potential demand for this retail business may exist (green rows).
If the leakage/surplus factor is -1 to -10, there is some surplus in the study area but a demand may still exist (yellow rows).
If the leakage/surplus factor is -11 or lower, there is a surplus in the study area (white rows).

* Establishments primarily engaged in retailing new goods in general merchandise stores (except department stores) such as warehouse clubs and supercenters. Includes dollar stores, home and auto supply stores, and variety stores.

** Establishments include art supply stores, art dealers, manufactured (mobile) home dealers, cigar and tobacco stores, swimming pool supply stores, candle shops, flower shops, collector's items (autograph, coin, stamp) shops, home security equipment stores.

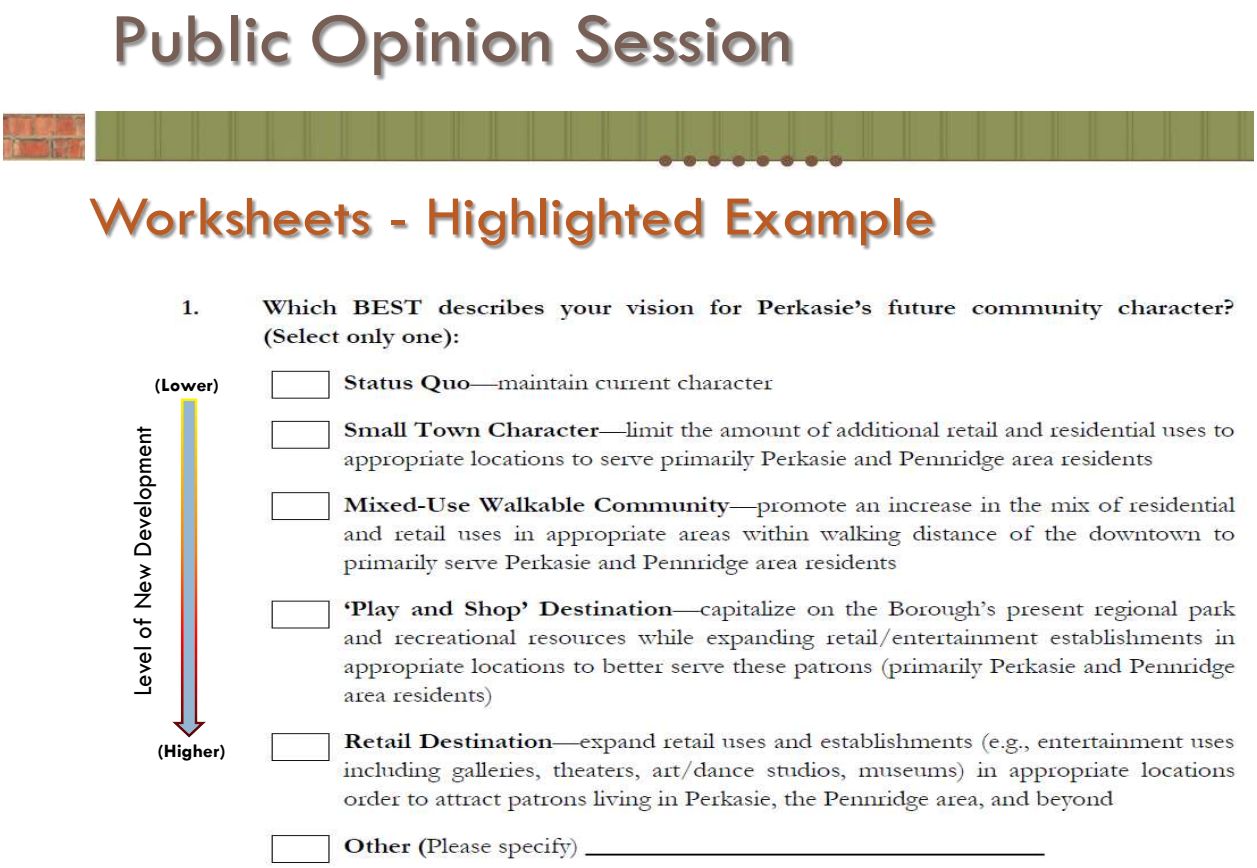
***Establishments include food service contractors, caterers, mobile food services.

Public Participation Process

Obtaining the input of those who reside, work, or spend time in Perkasie Borough was a primary objective of this Comprehensive Plan. Public participation has proven to be invaluable in understanding the priorities and preferences of residents, business owners, and other interested parties. The production of this plan included public input at two special meetings—a Community (Town Hall) Meeting and an Economic Development Workshop—along with regular monthly workshops. Input was also obtained from separate resident and business surveys.

Community Meeting

Related to Economic Development, several key issues resonated from participants of the Community Meeting that was conducted in October 2012. Of particular significance was the following question on the Community Character and Connections worksheet:



Public Opinion Session

Worksheets - Highlighted Example

1. **Which BEST describes your vision for Perkasie's future community character? (Select only one):**

(Lower)

Level of New Development

(Higher)

- ☐ **Status Quo**—maintain current character
- ☐ **Small Town Character**—limit the amount of additional retail and residential uses to appropriate locations to serve primarily Perkasie and Pennridge area residents
- ☐ **Mixed-Use Walkable Community**—promote an increase in the mix of residential and retail uses in appropriate areas within walking distance of the downtown to primarily serve Perkasie and Pennridge area residents
- ☐ **'Play and Shop' Destination**—capitalize on the Borough's present regional park and recreational resources while expanding retail/entertainment establishments in appropriate locations to better serve these patrons (primarily Perkasie and Pennridge area residents)
- ☐ **Retail Destination**—expand retail uses and establishments (e.g., entertainment uses including galleries, theaters, art/dance studios, museums) in appropriate locations order to attract patrons living in Perkasie, the Pennridge area, and beyond
- ☐ **Other** (Please specify) _____

The intent of this question was to establish public preference of the level or extent, type or nature, and market audience for new (future) development in the borough. The level of new development is shown on a scale from lower to higher based upon the options provided, as shown above. The majority of the respondents preferred to see an additional mix of retail and residential uses with more choices for

entertainment. The top three choices were (tie) Small Town Character and Retail Destination but the top vote getter was Play and Shop destination that is aimed at capitalizing on Perkasie's park and recreational users by attracting them to patronize local businesses, particularly in the Town Center.

Other significant highlights from the Community Meeting include the following. When asked if there should be a greater mix (residential/commercial) encouraged in Town Center district, the overwhelming responses was 'yes.' Participants strongly encouraged cultural and entertainment, locally-owned businesses, and mixed-use development. The attributes and qualities most sought after were 'Retail Destination' and 'Historic Preservation.' Small Town Character was also ranked highly. In terms of retail businesses most needed in the borough, participants favored entertainment/cultural attractions, restaurants, and boutique shopping.

In summary, the results of the Community Meeting suggest that attendees would like to see a mix of uses that provide more options for dining, shopping, entertainment, and cultural attractions in the Town Center.

Resident and Business Surveys

As part of this planning process, surveys were sent out to all residents and businesses. Over 3,400 residential surveys were mailed out and over 1,100 were returned, for a response rate of 32 percent. Out of the 300-plus business surveys mailed out, 45 were returned, for a response rate of 15 percent. The response rate, particularly for the residential survey, was exceptional, reflecting the importance the role that planning for the borough's future plays in the minds of the respondents. For a summary of Residential and Business Surveys, see Appendices G and H.

When asked whether or not residents were satisfied with the quality, location, and quantity of commercial and retail services in the borough, responses were nearly split between 'yes' and 'no.' This response is an indication that additional planning and implementation strategies need to be identified to increase the level of satisfaction by residents and businesses alike, which is a primary objective of this chapter.

Residents were asked to identify where they purchase the majority of their goods and services. Based upon consumer buying habits of residents, many residents shop within Perkasie for many goods and services, but they often travel to areas outside borough for certain things such as clothing/shoes, appliances, movies/entertainment, and gifts. This finding may suggest some of the retail opportunities that may be worth exploring for new and expanding retail businesses in Perkasie as shown in Table 23.

Table 23
Resident Shopping Preferences

In which locations do you purchase a majority of your goods and services?

Within Perkasie	Near Perkasie and Beyond
Groceries	Clothing/shoes
Prescriptions	Sporting goods
Restaurants	Movies/entertainment
Gasoline	Restaurants
Auto repair	Health care
Banking/financing	Furniture
Hardware/home improvement	Appliances
Hair salon/beauty services	Gasoline
	Auto repair
	Hardware/home improvement
	Hair salon/beauty services
	Gifts

Over half of the residents (50.4 percent) that responded to the survey indicated that they would like to see additional businesses in Perkasie, but nearly 32 percent indicated that they were not sure. When asked to specify the businesses they would like to see, response consisted of a wide-range of retail and non-retail businesses, including Wawa, Trader Joe's, Target, movie theater, entertainment uses, restaurants, and more small retail. A key consideration of this chapter is targeting suitable locations in Perkasie for certain retail uses. For instance, based upon the borough's downtown revitalization vision, national chain stores are not appropriate in the Town Center area but may be better suited in other nonresidential zoning districts (e.g., Perkasie Square Shopping Center, Glenwood Shopping Center). When asked if they would support a greater mix/density of residential and commercial uses in the Town Center area, nearly 45 percent responded 'yes' while 39 percent were unsure. The implication of these responses seems to be that a majority of residents would like to see additional commercial and residential/commercial mix of uses downtown and in other appropriate areas of the borough. The 'unsure' responses may be representative of resident reluctance to move forward without a clear, unified vision for Perkasie's future. Identifying the consensus of Perkasie's community vision and discussing ways to bring this vision to fruition through conceptual planning ideas and illustrations is one of the purposes of this chapter.

The business survey provided valuable insight to specific issues and opportunities that may be useful to the borough. Getting a better understanding of business-owners' concerns can help the borough improve the overall business climate. Business survey responses related to hours of operation, location of parking, and preferences to physical improvements will assist borough officials in understanding these concerns and have been used to formulate planning strategies contained in this chapter.

Overall, 55 percent of the businesses owners thought that the business climate in the borough is 'good' to 'very good.' When asked to identify ways to improve business success, the top responses included

‘enhance communications with business community,’ ‘simplify licensing and regulatory environment,’ and ‘improve coordination with borough government.’

ECONOMIC DEVELOPMENT WORKSHOP

Identifying the consensus of Perkasie’s community vision and discussing ways to bring this vision to fruition was highlighted during a planning workshop that focused on economic development issues. A PowerPoint presentation was provided by staff of the Bucks County Planning Commission and Stephen Barth, Perkasie’s Economic Development Director. Results from the Community Meeting and Resident and Business surveys were highlighted and a series of photographs and sketches were displayed for illustration purposes. Based upon the dialogue that ensued during this workshop, key ideas moving forward included the following:

- Community economic vision:
  - Perkasie – **Play**Shop**Dine**Unwind
  - Promote a more diverse mixed-use downtown, including entertainment, civic, and cultural uses while maintaining the small town character
  - Refine Town Center (TC) district boundaries
- Focus on revitalization efforts
  - Fill commercial & industrial vacancies
  - Provide wayfinding signage (TC district & parking)
  - Incorporate streetscape improvements
  - Explore provision of public spaces (town common) and additional parking opportunities
  - Promote civic and cultural uses
  - Improve marketing & branding
- Regional economic cooperation

The attendees came to an overall consensus to move forward and incorporate these key ideas in the development of this Comprehensive Plan. These ideas will be discussed in more detail in the following Economic Development Vision section.

ECONOMIC DEVELOPMENT VISION

Perkasie's economic development vision that was galvanized through the public participation process will provide direction for borough officials, the business community, and prospective developers for the next 10 years and beyond. The **Play**Shop**Dine**Unwind vision capitalizes on one of Perkasie's greatest assets—its extensive park and recreational facilities that serve residents and attract visitors from around the region. This vision is aimed at creating a more dynamic shopping, dining, cultural, and entertainment experience, not only in the Town Center but other commercial areas. A key component of this vision is to foster a vibrant, walkable, mixed-use downtown while maintaining Perkasie's small town character.

An Economic Development Director with proven experience was hired as a consultant to the Perkasie Olde Towne Association in January 2013 to guide the Perkasie Economic Development Program and assist with the task of implementing the borough's economic vision. Funding for this position was made possible through a collaborative partnership between Perkasie Borough, Perkasie Olde Towne Association, and the business community. The mission of Perkasie's Economic Development Program is to revitalize the borough by creating an environment where businesses can grow and thrive by providing goods and services to the residents of the borough and surrounding communities.

ECONOMIC DEVELOPMENT DIRECTOR—STEPHEN BARTH

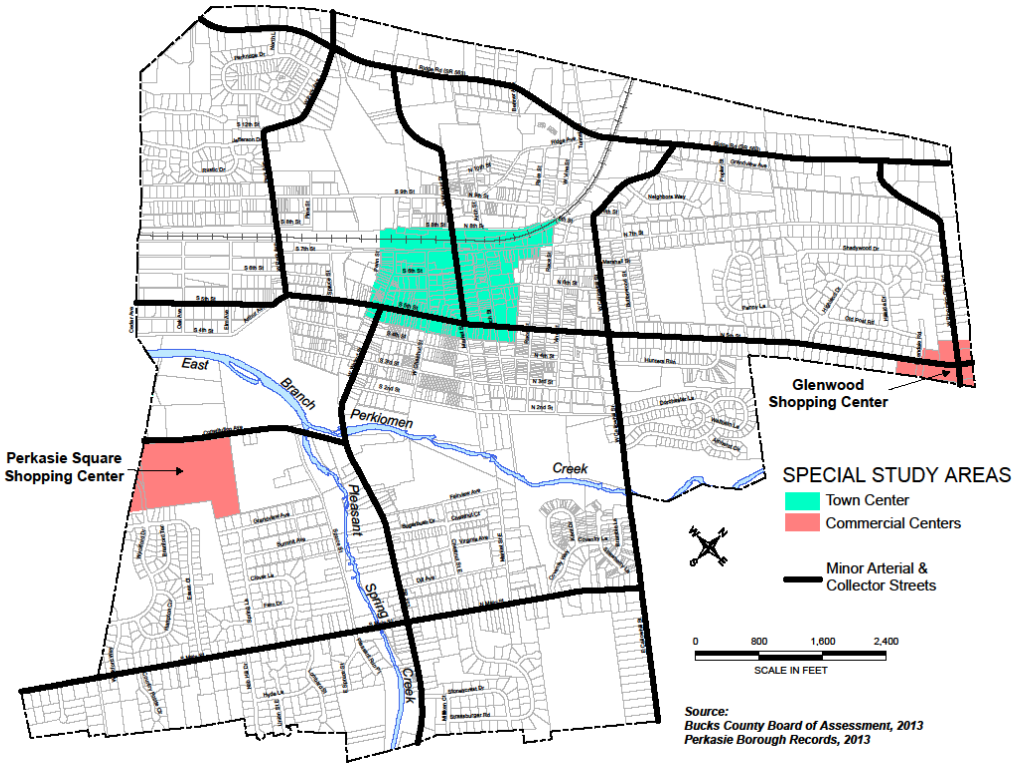
Since starting his position, Stephen has been actively promoting the redevelopment of existing properties and recruiting new businesses to the borough. He has met with businesses owners, residents, and other interested parties to discuss their concerns and needs. Due to his extensive experience and connections in the business community, Stephen is able to bridge the gap between financial institutions, developers, real estate brokers, and property owners to help broker new business opportunities and partnerships. Stephen has also been assisting borough officials, Perkasie Olde Towne Association, and the Bucks County Planning Commission in the production of this Comprehensive Plan to help satisfy the mission of the Economic Development Program.

Strategies for revitalizing and improving the economic welfare of not only Perkasie's downtown but also the entire borough must be evaluated to effectively move the borough's Economic Development Vision forward. Periodically, marketing and promotion strategies should be re-evaluated to assist in this endeavor.

Special Study Areas

Economic development and business promotion are important factors for Perkasie Borough as a whole, but specific areas within the borough may require special attention and should be evaluated independently. Two special study areas have been identified in the borough—Town Center and Commercial Centers as shown below.

Figure 15
Special Study Areas



Town Center

The Town Center corresponds to the TC—Town Center Overlay District. The TC district was created to facilitate the growth of commerce and economic development in the downtown while still preserving the historic character and integrity of the area. Downtowns that possess a strong sense of character and identity tend to attract more activity and patronage from residents and visitors alike. Based upon the public participation process during the preparation of this Comprehensive Plan, most participants seem to agree that what makes Perkasie special is its small-town charm. Providing a mixed-use, walkable community with additional retail and entertainment uses in appropriate locations resonated from most participants. A majority agreed that providing a mix of uses (e.g., retail, office, residential, dining, cultural and entertainment) that are in scale with the small town character is important to create a vibrant downtown atmosphere.

An analysis of the current TC district was conducted to identify ways of making the downtown more attractive and effective. The analysis examined various factors as the current boundaries of the district,

composition of land uses, vacant and underutilized parcels or buildings, physical improvements (e.g., building façade, streetscape, parking opportunities, public spaces) and potential regulatory means (parking standards, building height, provision of public space, design guidelines) to foster the revitalization of Perkasie's downtown.

District Boundaries and Use Composition

Various planning literature addressing town center districts identify certain elements that successful downtowns have in common. For instance, establishing the appropriate boundaries and mix of uses has a strong correlation with the level of success for a downtown. *Streetsense*, a planning and design firm headquartered in Bethesda, MD, evaluated model retail streets from around the country. Based upon these case studies, they concluded that the optimal size for a downtown retail district is 3 to 4 blocks in area. Limiting the area and concentrating the limits of the downtown allows patrons to stroll the entire length of shops, restaurants, and businesses without much difficultly. Often, downtowns are sized too large, which is the case in Perkasie. Currently, the TC district is quite extensive, from 5 to 7 blocks in area.

Following the adoption of the *Perkasie Town Center Plan* (1989), borough officials followed suit with plan recommendations by establishing the current TC district boundaries, which would allow some of the residential areas to be converted over time to commercial or mixed-use. Over two decades have elapsed since the establishment of the TC district and the southeastern portion of the TC district, particularly along 5th Street remains residential in nature as shown in Figure 16. This suggests that the district was sized too large and that the boundaries should be refined.

Reducing the size of the TC district while optimizing its retail appeal is a primary objective for this analysis. Significant factors in planning or promoting a downtown area include creating a critical mass of retail uses (e.g., neighborhood goods and services, food and beverage, and general merchandise) along with reducing the extent of vacancies and non-retail uses (e.g., professional offices, churches, non-profit headquarters).

DOWNTOWN RETAIL GUIDELINES

- Promote primarily retail uses (neighborhood goods and services, food and beverage, and general merchandise)
- Minimize non-retail uses (professional offices, churches, non-profits headquarters, etc.) Non-retail uses typically close after 5:00pm
- Provide mix of retail tenants that reflect market demands
- Promote a mix of retail on first floor with residential/office above
- Rule of thumb—less than 10 percent non-retail uses and less than 20 percent vacancy rate
- Non-retail use is better than vacancy
- Promote walkability, minimize distance between retail clusters

Typically, non-retail uses close after 5:00 pm, creating 'dead zones' in the downtown. Promoting a variety of appropriate downtown uses that reflect market conditions, such as retail specialty shops,

FIGURE 16
PERKASIE BOROUGH
COMPREHENSIVE PLAN
TOWN CENTER (TC)
DISTRICT ANALYSIS
Existing Town Center District Boundary
Suggested Town Center District Boundary
Commercial
Retail
Non-Retail
Mixed Use
Residential & Commercial
Retail & Non-Retail
Retail, Non-Retail, & Residential
Single-Family Residential
Multifamily Residential
Institutional
Industrial
Parks, Recreation, and Protected Open Space
Transportation and Utilities
Vacant
Municipal Building
Post Office
Train Station
Police Department
Fire Department
Church
School
S 9TH ST
RIDGE AVE
N 9TH ST
W CHESTNUT ST
W MARKET ST
S 8TH ST
N 8TH ST
S 7TH ST
N 7TH ST
MARSHALL ST
PENN ST
S 6TH ST
PENN ALLEY
N 6TH ST
W SPRUCE ST
W WALNUT ST
S 5TH ST
ARCH ST
RACE ST
VINE ST
N 5TH ST
S 4TH ST
N 4TH ST
S 3RD ST
W CHESTNUT ST
W MARKET ST
N 3RD ST
S 2ND ST

boutiques, and restaurants, can foster a vibrant Town Center. Restricting the hours of operation can keep noise in check for those living downtown. Non-retail uses are better than having vacant store fronts, but the general rule of thumb is less than 10 percent non-retail uses and less than 20 percent vacancy rate.

Cultural and entertainment uses (historic sites, performing arts studios, movie theater, museums and galleries, live music venues) and civic/public spaces can complement the retail environment by creating a place for people to learn, reflect, gather, interact, and relax. The provision for residential units above retail uses can expand the local market for downtown businesses, and limiting the hours of operation can promote extended business hours without impacting resident privacy.

Currently, the TC district includes a variety of land uses (commercial, government and institutional (public and private), single-family residential, multifamily residential, mixed-use commercial/residential) and a few vacant parcels. Figure 16 identifies the various land uses in the Town Center and categorizes commercial uses as either 'Retail' or 'Non-Retail.' Structures that have multiple tenants and uses are identified as 'Mixed-Use' and categorized as: Residential and Commercial; Retail and Non-Retail; and Retail, Non-Retail, and Residential. Retail uses are concentrated primarily in two areas, one is in the vicinity of Market Street between 6th and 7th streets (including The Sun and the Moon, Perkasie Pasta and Pizza, Metal Health Gym and Fitness, C&C Café, and Shine Yoga) and along 7th Street near Market and Arch streets (Treasure Trove, Bucks County General Goods, Olde Farmhouse Soap Shoppe, Frox, Olde Towne Tanning Salon, En Arabesque Dancewear, and Emerald Carpets). The other retail concentration is in the vicinity of Walnut Street between 5th and 6th streets (Impact Signs, Tsunami Karate, Olde Towne Restaurant and Tavern, Nutritionally Yours, Olde Towne Convenience, Maize Restaurant).

The current TC district boundary is quite large and includes a significant number of residential and non-retail uses. A more refined, compact downtown is shown in Figure 16. While this reconstituted boundary reduces the area of the TC district to the optimal 3- to 4-block area, it includes the two existing concentrations of retail uses discussed above and additional areas for redevelopment of underutilized properties. Since the businesses along 8th Street (including Shelly's lumber yard) are primarily non-retail uses, the TC district boundary could be scaled back to align with the train tracks.

Retail Marketplace

Certain retail uses may be more beneficial to the Town Center because their nature and scale complement the existing downtown character. Other retail uses may be more appropriate in other areas of the borough, such as within the Commercial Centers (Perkasie Square and Glenwood Shopping Centers). Table 24 examines the retail market based upon leakage/surplus factors with a 0 to 10 minute drive time, which was discussed in detail in Part 1 of this chapter. The last column of the table, 'Market Suitability,' identifies those retail uses that may be appropriate in the Town Center district containing a leakage/surplus factor above 0 and between 0- to 10-minute drive time. There are 18 retail uses that may be appropriate in the Town Center including: furniture stores; home furnishing stores; electric and appliance stores; grocery stores; beer, wine & liquor stores; health and personal care stores; clothing and clothing accessory stores; sporting goods, hobby, book, and music stores; department and other

general merchandise store; florists, full-service, limited-service, and special food service restaurants; and other miscellaneous store retailers. Certain retail uses having a leakage/surplus factor less than -10 (identified as 'Other'), may still be appropriate in the Town Center due to the inherent nature of the business and their desirability within Perkasie's downtown. Specifically, specialty food stores, office supplies, stationery and gift stores, and used merchandise stores may complement the range of retail businesses while possibly averting competition from similar types of nearby businesses. Retail uses better suited to locations outside the Town Center include: automobile dealers; auto parts dealers; gasoline stations; and direct-selling establishments.

Those retail industries with a leakage/surplus factor of -11 and lower are identified as 'Surplus.' As mentioned previously, it may be worthwhile investigating some of the business types that may be beneficial for creating a niche market in the borough for certain surplus retail business categories. Targeting an appropriate location for surplus retail industries (inside or outside the Town Center District) would be needed to be determined by borough officials.

Table 24. Retail Marketplace Locator

Retail Industry Group	Leakage/ Surplus Factor	Number of Businesses	Market Suitability[1]
Motor Vehicle & Parts Dealers			
Automobile Dealers	11.8	10	Other
Other Motor Vehicle Dealers	-46.8	9	Surplus
Auto Parts, Accessories & Tire Stores	9.4	4	Other
Furniture & Home Furnishings Stores			
Furniture Stores	29	4	TC
Home Furnishings Stores	16.1	8	TC
Electronics & Appliance Stores	43.1	7	TC
Bldg Materials, Garden Equip. & Supply Stores			
Bldg Material & Supplies Dealers	-12.7	19	Surplus
Lawn & Garden Equip & Supply Stores	-11.5	10	Surplus
Food & Beverage Stores			
Grocery Stores	0.8	8	TC
Specialty Food Stores	-25.2	7	TC
Beer, Wine & Liquor Stores	18.7	4	TC
Health & Personal Care Stores	-1.3	15	TC
Gasoline Stations	38.5	4	Other
Clothing & Clothing Accessories Stores			
Clothing Stores	84	6	TC
Shoe Stores	64.9	2	TC
Jewelry, Luggage & Leather Goods Stores	46.1	2	TC
Sporting Goods, Hobby, Book & Music Stores			
Sporting Goods/Hobby/Musical Instr Stores	21.2	12	TC
Book, Periodical & Music Stores	93.1	0	TC
General Merchandise Stores			
Department Stores Excluding Leased Depts.	89.8	0	TC
Other General Merchandise Stores [2]	-9.8	5	TC
Miscellaneous Store Retailers			
Florists	-7.3	3	TC
Office Supplies, Stationery & Gift Stores	-23.3	13	TC
Used Merchandise Stores	-23.6	6	TC
Other Miscellaneous Store Retailers [3]	-6.6	14	TC
Nonstore Retailers			
Electronic Shopping & Mail-Order Houses	-86.5	1	Surplus
Vending Machine Operators	-34.6	1	Surplus
Direct Selling Establishments	59.5	1	Other
Food Services & Drinking Places			
Full-Service Restaurants	7.6	34	TC
Limited-Service Eating Places	41	16	TC
Special Food Services [4]	64	1	TC
Drinking Places - Alcoholic Beverages	-20	4	Surplus

Source: ESRI Community Analysis, 2012

[1] Market Suitability, based upon leakage/surplus factor, identifies appropriate locations within the borough for retail uses as follows:
TC , Town Center - The Town Center Overlay District whose boundaries have been redefined in this chapter (green rows).
Other - All other nonresidentially zoned districts outside the Town Center Overlay District (yellow rows).
Surplus - These retail uses may not be appropriate in the borough (white rows).

[2] Establishments primarily engaged in retailing new goods in general merchandise stores (except department stores) such as warehouse clubs and supercenters. Includes dollar stores, home and auto supply stores, and variety stores.

[3] Establishments include art supply stores, art dealers, manufactured (mobile) home dealers, cigar and tobacco stores, swimming pool supply stores, candle shops, flower shops, collector's items (autograph, coin, stamp) shops, home security equipment stores.

[4] Establishments include food service contractors, caterers, mobile food services.

Conceptual Plans for Underutilized Properties

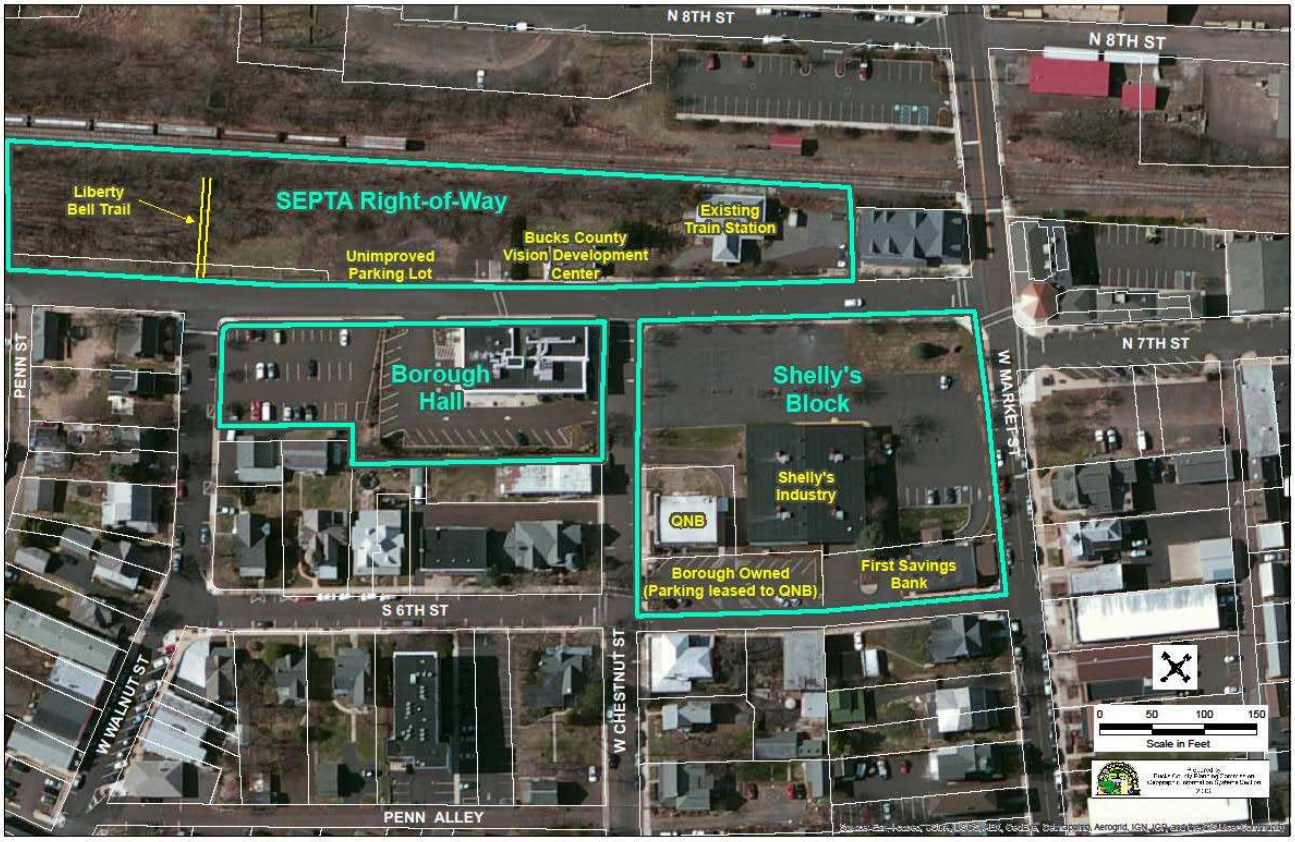
Revitalization of Perkasie's downtown starts with an open mind to the possibilities of developing/redeveloping underutilized properties. Development and redevelopment options for these properties should be predicated on proven planning and design principles and realistic plan and implementation schedule. Design principles that have been proven to be effective in case studies of downtowns are an important consideration when planning and implementing a community's downtown revitalization efforts. Consideration to enhance the functionality and appeal of the downtown include: appropriate appearance, placement, and scale of buildings; strategic location of parking, public spaces, and sidewalks; streetscaping; and ample landscape and buffering.

DESIGN PRINCIPLES FOR SUCCESSFUL DOWNTOWNS

- **Architectural Design** – Design buildings and building façades to incorporate architectural features that reflect local architectural styles.
- **Building Placement & Access** – Locate buildings near adjacent streets to provide uniformity of building setbacks and visual continuity. Provide dual/multiple entrances (front, sides, and rear of buildings when feasible) to increase accessibility and aesthetic appeal around structure.
- **Building Scale & Massing** – Ensure buildings are not excessive in size and massing (length and width) so that they fit the context of the downtown.
- **Building Separation** – Provide periodic breaks or physical separation between buildings to incorporate pedestrian access and landscape materials.
- **Parking Placement** – Locate parking to the side or rear of buildings (whenever possible).
- **Public/Civic Spaces** – Incorporate public spaces/public amenities, pocket parks, and plazas for civic gatherings, interaction, and relaxation.
- **Streetscaping** – Provide streetscape features such as street trees, planters, period lighting, and benches to enhance downtown unity and identity.
- **Pedestrian Access** – Pay particular attention to the placement of sidewalks to provide convenient access and connections to points of interest throughout the downtown.
- **Landscaping & Buffering** – Provide ample parking lot plantings and appropriate landscape planting/buffering to incorporate 'green infrastructure' in the urban environment.

With these design principles in mind, conceptual design plans have been developed for two areas of underutilized properties identified in Section 1 of this chapter. These area are the Shelly's Block bounded by South 6th, 7th, Market, and Chestnut streets and the area comprising the SEPTA Right-of-Way properties shown in Figure 17. While conceptual in nature, plans for these areas are intended to be realistic in their design and composition. More detailed analysis of each site may reveal factors that may ultimately affect or limit their development potential.

Figure 17
Town Center Study Area



Conceptual Plan Alternatives #1 and #2 (Figures 18 and 19) illustrate some possibilities of how underutilized properties in these areas could be developed in a fashion that is consistent with Perkasie's downtown revitalization vision. Both of these alternatives include the Borough Hall site and the only variations to the design and layout involve the Shelly's Block. Both alternatives were derived from conversations with all property owners or entities involved with underutilized properties and are generally considerate of the Town Center Overlay District requirement in Section 186-20.J of the zoning ordinance including dimensional and parking requirements. Within the Shelly's Block, property owners include: Shelly's Industries (building materials supplier catering primarily to contractors), Quakertown National Bank (QNB), First Savings Bank, and Perkasie Borough.

Shelly's Block

Since there is no guarantee when and how Shelly's Block will develop, the purpose of the two conceptual plans is to show some variations in design and use composition while adhering to the borough's *Design Principles for Successful Downtowns* previously highlighted. In Conceptual Plan Alternatives #1 and #2, Shelly's Industries are amenable to selling or relocating their property/business and QNB and First Savings Bank are to remain on the site. In both plans, 6th Street between Chestnut and Market streets is improved to expand the right-of-way and cartway to facilitate on-street (parallel) parking similar to the current configuration of 6th Street between Walnut and Chestnut streets. Both

conceptual plans show First Savings Bank near its original location and elimination of the borough's parking lot that is being leased to Quakertown National Bank (QNB). The displaced parking spaces for QNB are accommodated within the parking lot on the alternative plans.

The proposed buildings in both alternatives are intended to maximize physical and visual access by providing display windows and/or entrances on dual or multiple sides of the structure. For continuity, the proposed buildings are situated adjacent to the street which makes them more accessible and inviting to patrons. Due to the size of this site (approximately 2 acres), the proposed building clusters contain 3 or possibly 4 stories. Figure 20 is an architectural rendering of Conceptual Plan Alternative #2 (Figure 19) that represents the local Victorian architecture and streetscape improvements that are consistent with the borough's economic development vision.[20]

The proposed mixed-use buildings consist of retail on the 1st floor and residential and/or office on the additional stories. Retail uses such as restaurants could include outdoor dining or public space for display or gathering purposes. The potential entertainment use (e.g., game arcade, pool hall, live music venue), shown in both alternatives may complement the other retail shops, restaurants, and boutiques onsite.

Both alternative conceptual plans contain onsite parking located predominately behind the structures. Due to moderate grade change sloping from 7th Street down to 6th Street, additional parking could also be accommodated in a dual-level parking garage with the lower level taking access off of 6th Street, should a developer find this arrangement to be economically feasible. Additionally, parallel (on-street) parking is located on all four sides of this block, including 6th Street, due to the prescribed street expansion. Ultimately, the proposed building height and total number of stories will determine the potential number of residential and office units, and subsequent parking, in both alternatives. The potential number of residential units could expand the local market considerably for downtown businesses not only within this block but also throughout the Town Center.

Recommendations in the borough's *Open Space Plan,* as well as input during the public participation process for this Comprehensive Plan, stressed the importance of providing a sizable, centrally located downtown public/civic space. Consequentially, a key component of both alternative conceptual plans is the provision of a town square (approximately ½ acre in area) that can serve as a focal point for various borough functions and gatherings such as the farmers market and annual Christmas tree lighting ceremony. In the two conceptual plans, the location of the town square shifts from the corner of 7th and Chestnut streets to the corner of 7th and Market streets, but the tree used for the Christmas tree lighting remains in Alternative #2 and would have to be moved to its new location in Alternative #1.

A third alternative (not shown in the conceptual plan alternatives) is the retention of the Shelly's building at its present location as part of redevelopment of the block. If Shelly's building is converted to a downtown-oriented retail use versus the current retail use that primarily caters to contractors, this arrangement would be in the spirit of Perkasie's downtown revitalization vision. The adaptive reuse of

[20] The architectural rendering of the Perkasie Town Center was produced and provided by Stampfl Associates.

FIGURE 18
PERKASIE BOROUGH
COMPREHENSIVE PLAN
CONCEPTUAL PLAN
ALTERNATIVE #1
N 8TH ST
Liberty Bell Trail
Mixed-Use Office / Retail
Pocket Park
Cultural Use
Pocket Park
Outdoor Dining / Public Space
Existing Train Station
S. 7th Street
PENN ST
Borough Hall
TOWN SQUARE
N 7TH ST
W MARKET ST
Potential Mixed Use Development
Mixed Use Retail / Residential & Office
W. Chestnut Street
Ex. QNB
RAIN GARDEN
Outdoor Dining / Public Space
Mixed Use Retail / Entertainment
First Savings Bank
S 6TH ST
S. 6th Street
W WALNUT ST
W CHESTNUT ST
PENN ALLEY
0 50 100 150
Scale in Feet
Prepared by
Bucks County Planning Commission
Geographic Information Systems Section
2013
Source: Esri, i-cubed, USDA, USGS, AEX, GeoEye, Getmapping, Aerogrid, IGN, IGP, and the GIS User Community

FIGURE 19
PERKASIE BOROUGH COMPREHENSIVE PLAN

CONCEPTUAL PLAN ALTERNATIVE #2

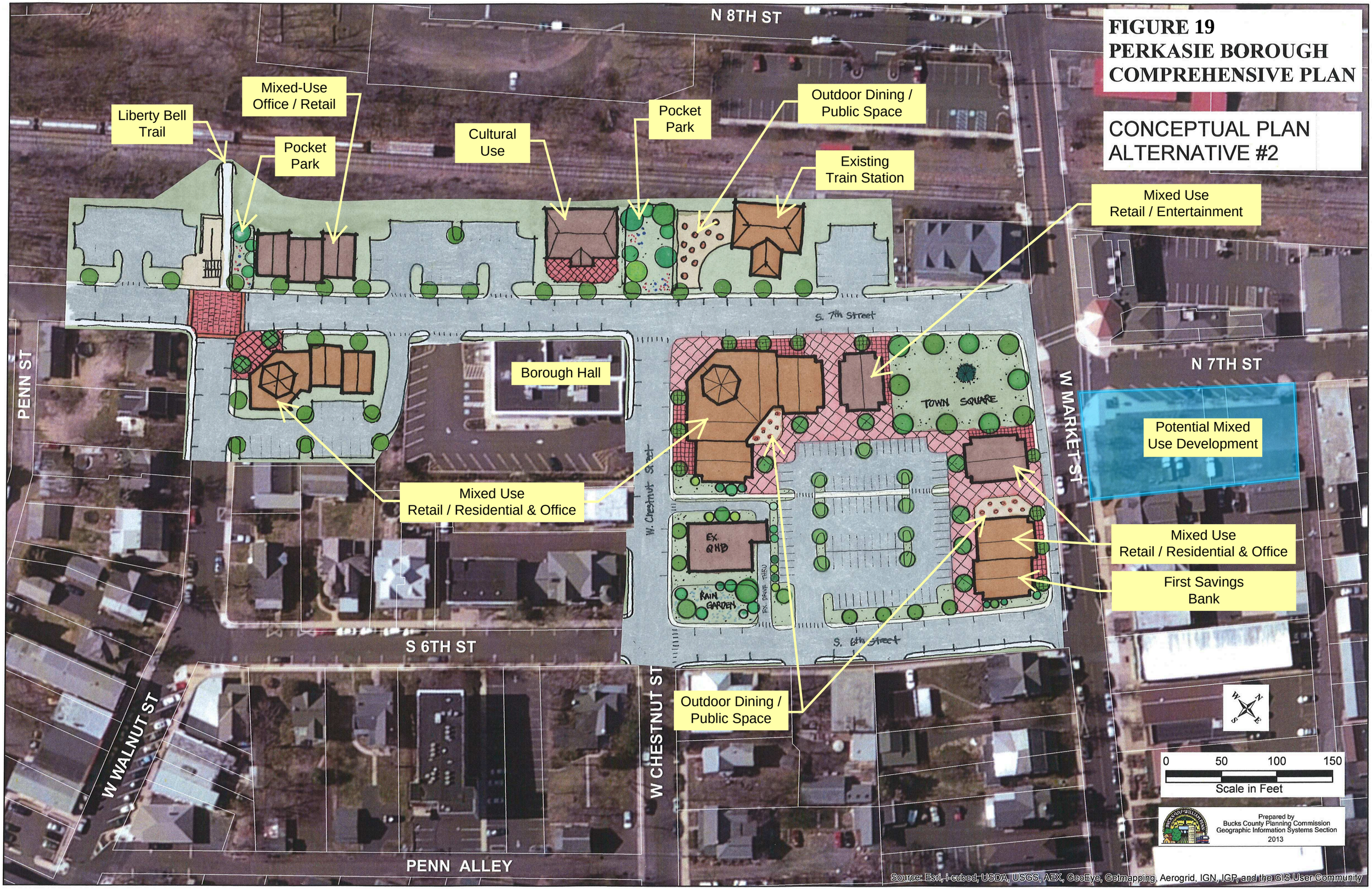


FIGURE 20
PERKASIE BOROUGH
COMPREHENSIVE PLAN

Stampfl Associates
architecture + planning

ARCHITECTURAL RENDERING OF

PERKASIE TOWN CENTER

SOUTH 7TH STREET AND CHESTNUT STREET

AUGUST 2013

Shelly's building to, for instance, specialty shops, boutiques, restaurant, or indoor/outdoor farmers market and the provision of public/civic space onsite is another viable option.

The potential mixed-use (retail/residential) development opposite the Shelly's Block area at 7th and Market streets has received conditional final plan approval and future development would provide retail synergy with the existing retail uses along this portion of Market Street.

SEPTA Right-of-Way

As shown in Figures 18 and 19, the SEPTA right-of-way lies southeast of the train tracks and the property contains the train station/parking lot, an unimproved parking lot leased to the borough (across from Borough Hall), a segment of the Liberty Bell Trail (LBT) traveling through the trail tunnel, and vacant lands beyond the LBT. The land upon which the Bucks County Vision Development Center is located appears to have been retained by Reading Railroad (now Reading Theater Company).

Other communities such as Quakertown, Souderton, and Telford boroughs have used existing train stations as a catalyst in their downtown revitalization efforts, and Perkasie can do the same. Obtaining additional funding to rehabilitate the train station, freight house, passenger waiting shelter, and immediate grounds can enhance this historic facility's appeal and accessibility to the public. SEPTA representatives have indicated that they will fully support Perkasie's downtown revitalization efforts through public and private lease arrangements as they have done elsewhere.

Both plan alternatives demonstrate the potential for optimizing the use of these SEPTA lands with the addition of buildings and parking lots. Opportunities and limitations for the legal use of SEPTA lands will be finalized with ongoing dialogue. Ultimately, the future use will depend upon approval by the SEPTA board, so the conceptual plan for this area may need to be adjusted.

Currently, the train station and freight house (located north of the train tracks) are being leased to an individual who operates a retail business, but with limited public accessibility on premise. To capitalize on the train station, it is recommended that future tenants should comprise retail use(s) that can act as catalysts for further downtown revitalization. For instance, a restaurant or brew pub with outdoor dining area can generate interest and foot traffic in the vicinity of the site which lies in the heart of the downtown. In both alternative conceptual plans, the train station is rehabbed, the parking lot and immediate area is landscaped and improved, and a downtown-oriented retail tenant occupies the station. Depending on the nature of the retail use that ultimately occupies the train station, the area adjacent to the station could be used as outdoor dining or public space (such as a public plaza or band shell).

CASE STUDY: MARKETPLACE AT TELFORD TRAIN STATION

The Marketplace at Telford Train Station was part of the borough's revitalization efforts that received multiple awards for the successful renovation and adaptive reuse of historic buildings. The Marketplace project is the result of an effort that began in 2003 when Telford and the Souderton-Telford Main Street Program began working towards fulfilling their revitalization goals and building a plan for the area surrounding the Telford train station. Revitalization of this once vibrant area included transforming the original train station and freight buildings into viable retail entities and creating community space for gatherings and events.

The Marketplace was a multi-governmental effort that included federal, county, and municipal funding, substantial private investment, and cooperation between Souderton and Telford boroughs. Telford officials worked closely with SEPTA representatives to achieve the goals for the Marketplace through the renovation and adaptive reuse of the historic 1857 North Pennsylvania Railroad Company buildings.

The project has served as a catalyst for Telford's downtown redevelopment. The project expanded to include a redesign of the parking lot to accommodate additional traffic, designed and constructed pavilion, and added sewer, water, and electric infrastructure that would ensure a permanent place for a farmers market that provided fresh, locally produced foods.

Various tenants of the train station and freight buildings have included: a gourmet sandwich shop, bistro, dress shop boutique, frozen prepared food store, ice cream stand, and restaurant. According to Mark Fournier (Telford Borough manager), since its opening, tenants have come and gone, but there is strong interest for leasing space at the Marketplace, as proof by the extensive tenant waiting list.

As the result of 10 years of planning, The Marketplace at Telford Train Station is a success. As part of the negotiations, SEPTA's train station and freight buildings are rehabilitated and Telford is able to lease these spaces to tenants. The borough is able to use the money obtained from the lease to invest back into their Main Street Program.

Both alternative conceptual plans include a 'pocket park' located southwest of the train station along 7th Street at the terminus of Chestnut Street. Typically, a pocket park is a small urban park that can include elements including lawn area with landscaping, water features, and sculptures or monuments. Pocket parks can serve to augment Perkasie's limited inventory of public spaces downtown.

Southwest of the proposed pocket park is the Bucks County Vision Development Center. The present non-retail office use could continue in the future or a new tenant could possibly take over this lease. A preferred future tenant for this structure should complement the potential retail and specialty shops across 7th Street on the Shelly's Block, such as a cultural use (museum, performing arts studio, art gallery, etc.) as shown in the conceptual plans.

Both alternative conceptual plans show a proposed building cluster of limited square footage consisting of mixed-use with retail (ground floor) and office uses (second floor) in the southwest portion of the SEPTA property. The parking lot adjacent to this proposed mixed-use building would serve not only the mixed-use building, but would provide additional public parking to serve the downtown.

A small pocket park is proposed southwest of the mixed-use cluster, which would provide another downtown public/civic space strategically located at the terminus of the Walnut Street corridor and adjacent to the Liberty Bell Trail (LBT). This proposed park could provide a retreat or resting place for pedestrians and bicyclists near the entrance of the tunnel under the train tracks.

Below the LBT is another proposed parking lot that could supplement downtown public parking needs. Due to the moderate slope change, this parking lot would have to be terraced and a handicapped ramp provided to access the LBT and adjacent sidewalks. The additional parking proposed within the SEPTA property is intended to provide more conveniently located public parking in the heart of Perkasie's Town Center.

Borough Hall

The theme of optimizing underutilized properties in the downtown and capitalizing on their development/redevelopment led to examination of the Borough Hall site. Perkasie leases several spaces within Borough Hall (two fitness/wellness centers and an industrial services company), and a two-tiered public parking lot is located to the rear of Borough Hall.

In order to provide retail uses that are lacking in the vicinity of 7th and Walnut streets, the borough could develop the lower tier of parking at this corner. A mixed-use building cluster consisting of retail uses (Ist floor) and residential and/or office uses (2nd floor) would create a synergy with the retail uses proposed across 7th Street on the SEPTA property.

Parking for uses on the site could be provided onsite and additional parking is available as parallel parking on-street along 7th and Walnut streets. The loss of parking spaces through the development of the lower tier of the Borough Hall site could potentially be offset by the two additional parking lots proposed as part of the development on the SEPTA property.

Collectively, the proposed additional retail and offices uses in this portion of the Town Center may help establish a synergy and a critical threshold of retail uses that is currently missing in this portion of the downtown. As the retail and office presence increases through development of the SEPTA or Borough Hall properties, interest in converting nearby residential properties to commercial uses may rise, similar to what has occurred on the Walnut Street corridor between 5th and 6th streets. Providing more residential units in the downtown will likely expand the local market for downtown businesses.

PHYSICAL IMPROVEMENTS

To facilitate some of the recommendations in the previous Market Analysis and Town Center studies, Perkasie Borough has provided ongoing improvements to the downtown. For instance, various streetscape improvements have been provided along portions of the Market, Chestnut, and Walnut street corridors. These improvements have had a positive impact on the safety, aesthetics, and function along these streets. Building on this momentum, there are additional improvements that will foster Perkasie's economic vision moving forward.

Parking

As revealed in the Transportation and Circulation chapter, there are an adequate number of parking spaces provided in public and private lots and along parallel on-street parking areas based upon an inventory of the downtown. There is public perception, however, that parking is not always convenient to desired destinations. The provision of two potential parking lots on the SEPTA property and parallel parking along 6th Street adjacent to Shelly's Block should help augment the borough's current parking inventory.

There may be a few other potential sites for parking that could be explored as new development occurs and the demand for parking increases. For instance, the possibility of adding parallel parking or 90-degree parking along street segments where it is currently lacking could be explored. Along portions of Penn Alley (between Walnut and Chestnut streets) and 6th Street (between Market and Arch streets), there may be adequate area to provide limited additional parking spaces. The borough would have to secure agreements with respective property owners to permit the expansion of the right-of-way, cartway, and/or parking stalls onto the rear of these properties to accommodate parking spaces.

Currently, there is a borough municipal parking lot at the corner of Walnut and Penn streets that contains eight public-parking spaces. These parking spaces supplement the existing on-street parking spaces along Walnut Street. Located adjacent to and behind this municipal parking lot is a sizable lot (TMP# 33-5-107). This lot contains a karate studio (Tsunami Karate) along its frontage with Walnut Street, but the rear of the lot is predominately vacant with a stream that traverses the rear of the property. At the sharp bend along an unnamed alley between Walnut and Spruce streets, there is a sizeable area (90 x 100 feet) on the karate studio lot that could accommodate additional parking opportunities should the need arise in the future. If the borough can reach an agreement with respective property owner for a parking easement over this portion of the lot, approximately 20 to 30 parking spaces could be provided.

In the future, providing additional parking adjacent or within the redefined Town Center may provide more convenient parking opportunities and possibly increase patronage of its businesses.

Gateway/Wayfinding Signage

Perkasie currently has variety of signage to identify the business district, municipal parking, and Perkasie Olde Towne areas. As shown below, these signs vary in design and layout. Many of these signs are either too small, blend into the background, or are not prominently located and may create confusion or go unnoticed to passing motorists. Providing more prominent and unified signage at strategic locations in the borough and at key road intersections may enhance its aesthetic appeal. Additionally, this signage will help direct motorist to the Town Center and its associated public parking areas. The signage could be coordinated with streetscape improvements that are discussed in the following section.

Figure 21
Existing Borough Signage

7th & Walnut Sts.

Penn & Walnut Sts.

Walnut Street

Ridge Rd. & Market St.

8th & Market Sts.

7th Street

Market Street

Ridge Rd. & Market St.

While the existing sign at the intersection of Ridge Road and Market Street direct motorists to the heart of Perkasie's Town Center, the sign is small and fades into the background with the surrounding vegetation. Figure 22 shows the existing signage at the intersection of Ridge Road and W. Market Street and illustrates a bolder, more eye-catching alternative design set into a low wall that is landscaped for visual appeal. The Hilltop Flowers sign could be relocated to the other side of the driveway behind the borough's sign. Since Ridge Road is a state highway, new signage design would need to be approved with the Pennsylvania Tourism Signing Trust.[21]

[21] The Pennsylvania Tourism Signing Trust was created in 1984 by the Pennsylvania Department of Transportation (PennDOT). The purpose of the Trust is to provide the day-to-day administration of the Logo Signing Program and the Tourist Oriented Directional Signing (TODS) Program in accordance with the applicable statutes and PennDOT Guidelines.

Figure 22
Photo Simulation of Ridge Road and Market Street

BEFORE

AFTER

Directional signage could be located at the corners of S. 5th Street at its intersection with Walnut, Chestnut, Market, and Arch streets as a means of creating a gateway and wayfinding into the Town Center. The signage will serve to funnel motorists and pedestrians into the reconfigured Town Center District boundary. This signage can also direct motorists to the various downtown parking lots. Additional directional signage could be located at other high volume/high visibility areas within the borough, such as at the intersections of: W. Blooming Glen Road and 5th Street, Main Street and Walnut Street (Route 152), and Constitution Avenue and Walnut Street.

Presently, signage does not exist outside Perkasie Borough to direct motorist into the Town Center. To direct area motorists to the Town Center originating from the west, signage could be provided at the exit ramp of Route 309 (both north- and southbound) towards Perkasie (Route 563). Signs could be provided near the intersection of the Route 309 exit ramp and Lawn Avenue, as well as at the intersection of Lawn Avenue and Ridge Road. These signs would direct motorists to the intersection of Ridge Road and Market Street where directional signage to Perkasie's downtown presently exists. Any signage at these locations would require application with the Pennsylvania Tourism Signing Trust and the cooperation of the respective municipality where the signage is physically located, in this case West Rockhill Township.

Signage could also be provided at the corner of Route 313 and 5th Street directing travelers originating from the east to the Town Center. State Route 313 is a high volume roadway and signage along this roadway may attract potential visitors and adventurous travelers to Perkasie's downtown who may not otherwise deviate from their original destination. Figure 23 below shows a potential ground-mounted sign at this location. As previously indicated, constructing signs within the right-of-way of a state roadway would require cooperation of Pennsylvania Tourism Signing Trust and the underlying municipality, East Rockhill Township.

Figure 23
Photo Simulation of Route 313 and 5th Street

BEFORE **AFTER**

Figure 24
Sign Clutter at Route 313 and Ridge Road

The potential of providing signage at the corner of Route 313 and Ridge Road was also evaluated. Due to the present sign clutter (multiple, conflicting signs) at this location (see Figure 24), it was determined that Route 313 and 5th Street is a better site since Perkasie's Town Center sign would not need to compete with other directional signage.

Streetscaping

Following the adoption of the *Perkasie Town Center Plan* (1989), borough officials began a highly effective campaign of implementing the plan's recommendations that included improvements along various street segments. The streetscaping included the provision of period lighting, street trees, decorative walkways, planters, and trash receptacles. These improvements were focused primarily along portions of Walnut Street (between 5th and 7th streets) and Market Street (between 6th and 7th streets) in the Town Center. These streetscaping efforts have made a positive contribution to the borough's downtown revitalization efforts.

Building upon the borough's successful improvements, additional street segments could be improved to provide aesthetic corridor appeal. While Walnut and Market streets are primary northwest-southeast collector streets that traverse the Town Center, 5th Street is a lone northeast-southwest arterial in the vicinity of the Town Center. Providing streetscape improvements similar to those along Walnut and Market streets would provide a formal identity along a portion of the 5th Street corridor (between Walnut and Arch streets) alerting motorists that they are entering a special place while attracting pedestrians from nearby neighborhoods. Providing directional/wayfinding signage at each of the intersecting streets (Walnut, Chestnut, Market, and Arch streets) would direct motorist and pedestrians to the Town Center and available public municipal parking lots. Figure 25 shows potential elements of this streetscape at the corner of 5th and Chestnut streets. The improvements include: the borough's standard period lighting (replacing the cobra lighting) and the borough's promotional banners attached to the posts, street trees, benches, planters, brick-colored crosswalks, and brick edging (along sidewalk on the northwest side of 5th Street only).

Figure 25
Photo Simulation at 5th and Chestnut Streets

BEFORE **AFTER**

Other improvements may include a curb extension or bulb-out with a landscaped curb on the southeast side of 5th Street at the intersecting streets (where feasible). Bulb-outs extend the sidewalk into the parking lane to narrow the roadway and provide additional pedestrian space at key locations; they can be used at corners and at mid-blocks. Curb extensions enhance pedestrian safety by increasing pedestrian visibility, shortening crossing distances, slowing turning vehicles, and visually narrowing the roadway. The bulb-outs can also provide additional area for planting such as street trees and ground covers.

The current streetscape improvements along Walnut and Market streets could be continued to their intersection with 5th Street and along 5th Street between Walnut and Market streets. While 5th Street is outside the reconfigured TC district boundary, providing streetscape improvements along this section of 5th Street would form a large loop (7th, Market, 5th, and Walnut streets) that would be an ideal environment for pedestrians strolling in and around the Town Center.

Improving the visual appeal between Perkasie's park and recreational facilities to the southeast and the Town Center to the northwest builds upon the **Play**Shop**Dine**Unwind vision. Continuation of the streetscape improvements along Walnut Street south of 5th Street would provide a conduit for

connecting these key borough resources. Figure 26 shows a means of providing this connection in order to increase the accessibility and appeal of the Walnut Street corridor.

Figure 26
Lenape Park and Walnut Street

BEFORE **AFTER**

Potential Regulatory Changes

An evaluation of the Town Center Overlay District (hereon referenced as TC district) in Section 186-20.J of the zoning ordinance revealed some regulations that pose potential barriers or unnecessary restrictions. Replacing these impediments with regulations that are purposeful but flexible may lessen the burden upon developers while increasing the likelihood of achieving the intended vision for the Town Center.

Permitted Uses

According to Section 186-20.J(1) and (2) of the zoning ordinance, permitted uses in the TC district include only those permitted uses in the applicable underlying R-2 Residential, C-2 General Commercial, and I-2 Light Industrial districts with a few prohibited uses (i.e., Motor Freight Terminal, Motor Vehicle Repair Garage, Motor Vehicle Gasoline Station, and Motor Vehicle Sales or Rental). If the TC district is resized as discussed previously, only a limited portion of the I-2 district (within the SEPTA right-of-way, between 7th Street and the rail line) overlaps the new TC district boundary, and the R-2 district would be located entirely outside the TC boundary. The C-2 district would remain within the reconstituted TC district boundary.

As emphasized previously, fostering a walkable, retail-oriented downtown marketplace for dining, shopping, and leisure activities is a key component in creating a vibrant downtown. An examination of the permitted uses in the C-2 district reveals that many of these uses may not be consistent with the downtown theme, while other uses that are not currently permitted may warrant consideration.

While certain uses may be appropriate in other C-2 zoned areas within the borough, they may not be suitable for the intended purpose of the TC district. Based upon this notion, inappropriate uses that are currently permitted in the TC district include: A(1) Farming; C(16) School, Trade or Commercial; and E(11) Motor Vehicle Accessory Sales. Other uses currently permitted by special exception that may be

inappropriate in the TC district include: C(6) Golf Course; C(7) Hospital; C(10) Nursing Home; C(15) School, Public or Private; and H(2) Accessory Dormitory.

To promote a walkable downtown rather than one dominated by motor vehicles, Use H(3) Drive-through (permitted by conditional use) could be omitted. Use E(15) Planned Commercial Development (minimum lot area of 2 acres) is a group of retail, service business, office and related establishments that is planned, constructed, and managed as a total entity, and functions similar to a shopping center. As a result, buildings associated with this use may have a tendency to be oriented towards internal access driveways and parking lots rather than toward the adjacent streets, thus Planned Commercial Development use may be better served in only the C-2 district located elsewhere in the borough. Use E(9) Mixed-Use (currently permitted by conditional use), which permits the conversion, construction, or reconstruction of a structure to contain a mixture of uses consisting of commercial, office, retail, and residential units, may be more appropriate in the TC district.

Currently, the residential unit types found within the TC district are limited to single-family detached dwellings and two-family (twin and duplex) dwellings. Since Use B(3) Townhouse is not present and would not be in character within the TC district, it should be deleted from the list of permitted uses.

As borough officials review the list of permitted uses, adding new uses can be considered. For instance, Farmers Market (Non-Borough) may be another appropriate TC district use. This could include a building and/or open space, public or private, equipped with booths, stalls, and tables where there is a gathering of people for the purpose of buying and selling a variety of items related to farm and garden products. This use does not include those activities resembling a farmers market that are sponsored by the Borough. While Use C(9) Library or Museum-Public is currently permitted, borough officials may also wish to add a new Gallery or Museum-Private use as a permitted use in the TC district.

Building Scale and Massing

An important consideration in preserving Perkasie's downtown character is ensuring future buildings are consistent with the present buildings size and scale. This can be accomplished by providing maximum building size limits for certain uses. While it may be unlikely that a developer can assemble enough parcels to accommodate the square footage needed to construct a large retail store, this proactive measure can provide assurances to prevent such an occurrence in the future. The TC district regulations could be amended to restrict any single retail store, office, or service business from exceeding a maximum size (e.g., 10,000 square feet). In order to minimize the creation of existing nonconformities for current buildings that exceed the established maximum building size, the ultimate figure may be based upon an examination of the existing buildings in the TC district.

A dual benefit of establishing a maximum building size may be minimizing the possibility of big box stores locating in the downtown. During the public participation process of this Plan, many people expressed their desire to add more retail stores downtown but limited in size to be consistent with buildings. Additional means to address building mass and provide visual breaks in building façades is discussed in the subsection titled Design Guidelines that follows.

Building Setbacks

For conversions and mixed-use structures, the TC district currently requires a minimum front yard building setback of 0 feet from street line, and side and rear yard setbacks of 0 feet, except as may be required by buffer yard requirements. As discussed previously, a key design principle for successful downtowns is building placement. In a downtown retail setting, locating buildings so that the front façades are oriented toward the adjacent street provides visual continuity and creates a more desirable shopping experience. Subsequently, locating parking lots to the side or rear of buildings will concentrate parking to the interior of the parcel. Controlling the location of a building on a lot can be accomplished through a minimum and maximum building setback provision. To ensure new buildings are oriented toward the adjacent streets, borough officials may wish to add a maximum front yard setback requirement (e.g., 10 feet) to the TC district regulations.

Building Height

The maximum height for buildings in the TC district is 45 feet with a maximum of 4 stories.[22] Section 186-42 of the zoning ordinance provides exceptions from this building height limit, including farm buildings, church spires, belfries, chimneys, or other structures normally built above the roof and not devoted to human occupancy. Based upon a recent development trend of providing a false (uninhabited, or partially inhabited) story on the entire upper level of a building to give an air of visual prominence from the street, borough officials may wish to revise Section 186-42 to explicitly describe a 'false story' so that it cannot be construed as an exemption to the building height requirement.

A standard in the retail industry is providing higher ceilings (e.g., 12 to 14 feet) for the retail located on the ground floor, enhancing the visual appeal and aesthetics, and subsequent floors are slightly lower (e.g., 11 to 12 feet).[23] For mixed-use buildings in the TC district, the borough's building height requirement may be somewhat restrictive. Using these dimensions as an example, the height of 3 stories would range between 34 and 38 feet, and the total height of 4 stories would range between 45 and 50 feet, excluding the roof. With the current 45-foot maximum building height, between 7 and 11 feet of height would remain for the addition of a roof for a 3-story building. The provision of a roof with an appropriate pitch can be accommodated in this arrangement without the roof appearing too squatty or out of proportion to the overall building height. Given the current 45-foot maximum building height requirement. However, given the current 50-foot maximum building height, a 4-story building would be limited to only a flat roof construction utilizing the low range floor dimensions. The high-range floor dimension would exceed the 45-foot maximum building height.

Borough officials may wish to re-examine the building height standards in the TC district in light of the aesthetic architectural vision the borough is targeting. The 45-foot building height seems to be reasonable for a 3-story building containing a pitched or flat roof. If borough officials are in favor of 4-story buildings, consideration could be given to increasing the building height (e.g., 50 to 55 feet), which

[22] Section 186-40 (Measurement of Building Height) of the zoning ordinance states that the height shall be measured from the mean elevation of the proposed finished grade at the front of the building to the highest point of the roof for flat roofs, to the decklines of mansard roofs, and to the mean height between eaves and ridge for gable, hip, and gambrel roofs.

[23] Floor dimensions accommodate floor width, mechanicals, gas and sprinkler lines, etc.

would comfortably accommodate a pitched roof and still be serviceable by the borough's fire trucks and ladders.[24] An alternative is to establish a maximum height for habitable space (excluding the roof) and a separate maximum height for nonhabitable space, which would include a pitched roof and its embellishments (e.g., dormers, spires, towers, cupolas, turrets).

Parking Standards

In the Town Center Overlay District, Section 186-20.J(5) of the zoning ordinance provides parking standards based upon the proposed use(s). When the Town Center Overlay District regulations were crafted, there was a conscious decision to relax the parking standards for certain uses due to the district's higher concentration of public parking. Since the adoption of the Town Center Overlay District, several public parking lots have been constructed (two borough parking lots, one improved, one unimproved, on land leased from SEPTA near the rail line and the municipal parking lot along Walnut Street), adding to the TC district's inventory of public parking. The municipal lot at the corner of 7th and Walnut streets provides a significant amount of parking at the heart of the Town Center.

In the TC district, all residential or mixed-use structures containing 5 dwelling units or more require 1.5 off-street parking spaces per dwelling unit, with no parking required for nonresidential uses. The reduction from 2 to 1.5 parking spaces per dwelling units provides flexibility for developers. In mixed-use structures, parking spaces are required for residential uses, but not the nonresidential uses.[25] This creates the potential for a developer to propose a multi-story, mixed-use structure with 'token' residential dwelling units in order to reduce the required amount of off-street parking spaces. While the proposal of mixed-use structures may not occur often, some larger parcels currently exist in the TC district and other smaller parcels could be assembled. Revising the mixed-use structure requirements by providing a minimum number of residential units in proportion to the nonresidential square footage may help prevent this situation in the future. Another option is to provide a required parking ratio for both residential and nonresidential uses.

The zoning ordinance provides some flexibility and reduction in parking due to the inherent smaller lot sizes in a borough setting.[26] Nevertheless, borough officials may wish to re-examine the parking standards for certain permitted uses in the TC district. For example, if a property owner with a 3,000 square-foot building on a ¼-acre lot (typical in the TC district), wants to convert a building to a museum or gallery, it would likely fall under the Entertainment, Recreational Facility, Indoor, Nongovernmental use. The parking requirement for this use is 1 off-street parking space per 75 square feet of total floor area or 1 space per 6 seats, whichever is greater. A total of 40 off-street parking spaces would be

[24] According to Chief David Worthington of the Perkasie Fire Company, their current fire trucks are equipped with ladders that can extend up to 100 feet in height, which on a diagonal plane from the adjacent street, should be able to accommodate building heights well over 55 feet, if reasonable access is available from the street.

[25] In mixed-use structures, parking requirements are based on the number of dwelling units only and not combined with nonresidential use requirements.

[26] Section 186-62 (General Parking Regulations) of the zoning ordinance states that required off-street parking spaces shall be on the same lot or premise as the principal use, but where this requirement cannot be met, within 300 feet of the principal use within the same district. In order to prevent the establishment of a greater number of parking spaces than is actually required to serve the needs of nonresidential uses, reduction of nonresidential parking is also permitted if certain conditions are met.

required, which is unlikely to be accommodated on this ¼-acre lot. Consequently, the applicant would have to find an off-site location to accommodate the balance of parking that could not be provided onsite or seek a reduction of parking for the proposed use. Borough officials could revise the parking standards for certain uses (e.g., Entertainment, Recreational Facility, Indoor, Nongovernmental use) or create new uses with appropriate parking standards (e.g., arcade, teen recreation center) that entice rather than discourage desirable uses from locating in the TC district.

Provision of Public Space

The lack of borough-owned public spaces is a major limitation for Perkasie's downtown. While the owners of the 7th and Market site have been extremely generous to allow limited public use of their property for various events and activities (e.g., farmers market and holiday activities—Santa Claus meet and greet), ultimately, the borough cannot control the use of this site. Additionally, the proposed development for the 7th and Market site has received final plan approval, so this space may not be available in the future. The absence of public/civic spaces, pocket parks, and plazas for social gatherings, interaction, and relaxation affects the vitality of Perkasie's downtown. Other than voluntary donation or dedication of public space by a property owner, the provision of such public space can be explored from a regulatory standpoint.

Currently, the TC regulations do not require public space or public amenities as part of land developments and redevelopment projects. Most of the existing parcels within the redefined TC district are relatively small in size (less than 1 acre). Therefore, requiring the provision of public space on smaller individual properties would be unreasonable. However, if a developer decides to purchase and assemble multiple lots for redevelopment purposes, requiring the dedication of public space and public amenities on a portion of the site is not only reasonable, but also civic-minded.

The TC district regulations could be amended to require sites of a certain size (e.g., 2 acres or more) to include a minimum area for public space based upon the percentage of the total site area. (e.g., 5 to 10 percent of the total site area). Examples of public spaces may include pocket parks, plazas, and seating areas. To be effective, public spaces should be accessible and visible from adjacent streets.

Design Guidelines

In the Historic and Cultural Resources chapter, the use of design guidelines is discussed as a tool used to encourage retention, authenticity, and appropriateness of scale, style, materials, colors, architectural features, and other elements of visual appearance in historic districts and individual properties as structures are restored or built. Regardless of state or federal historic district designation, design guidelines can be applied to a specific area of a municipality. For instance, design guidelines could be crafted for the Town Center Overlay District to provide guidance so that new development and improvements to existing buildings reflect the borough's traditional historic character. Such guidelines can encourage design creativity that produces aesthetic appeal without forcing a contrived appearance. Many of the elements of Perkasie's Design Principles for Successful Downtowns previously described could be incorporated into design guidelines, complete with illustrations.

Beyond the context of buildings, design guidelines can also address site design standards. The inset below provides examples of design guidelines for buildings and the overall site.

POTENTIAL DESIGN GUIDELINES

Building Design Standards

- Local Architectural Style/Elements—Victorian, Queen Anne, etc.
- Building Façade—provide architectural rhythm using similar alignment of windows, floor spacing, cornices, awnings, etc.
- Horizontal Articulation—horizontal courses with elements such as pent eaves, pediments, sills, and lintels that divide the stories of a building.
- Vertical Articulation/Modulation—architectural details or changes in building plane (recesses/projections) to break up a continuous façade.
- Proportion of Walls to Openings—ratio of walls to openings (windows/doors) for front building façade. Retail buildings require more openings due to display windows.
- Building Materials—reflective of local architectural materials (brick, stone natural to region, wood clapboard for trim and edging, etc.)
- Roof Styles and Embellishments—mirror local architecture (e.g., gable, gambrel, hip, mansard/cross gables, dormers, cupolas, turrets).

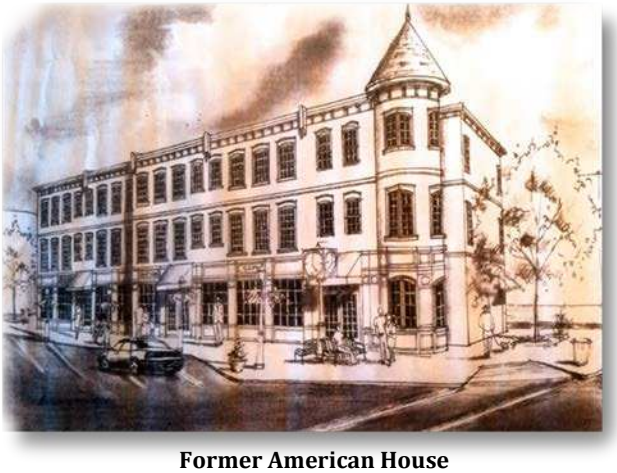
Site Development Standards

- Streetscape/Street Furnishings—street trees, lighting fixtures, benches, planters, trash receptacles, bike racks, etc.
- Circulation and Parking—pedestrian and vehicular circulation design issues.
- Landscaping and public spaces—landscape design, screening (both artificial and natural), plazas, pocket parks, squares, courtyards, etc.
- Signage—general types, style and materials, minimum/maximum size, etc.
- Lighting—building, sidewalk, and parking lot.

Experience has shown that developers are often willing to work with municipalities in shaping their development proposals in line with the community's vision as long as that vision is clear to them upfront. Once a plan is submitted, developers may be less likely to want to revise them later due to potentially high engineering costs.

Preparing design guidelines identifies the specific design preferences of the community that are often conveyed through accompanying photographs and illustrations. Figure 27 is an example that could be used in the development of design guidelines. The photo on the left is an illustration of the original American House (7th and Market streets prior to the Great Perkasie Fire of 1988). The photo on the right is an architect's rendering of a new building that replicates many elements of the original architecture and streetscape, which was submitted as part of the land development planning process.

Figure 27
Example Illustrations of Design Guidelines (Source: LUCE Architects)

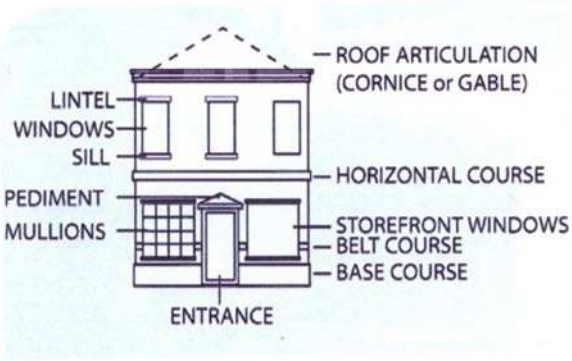


Former American House

Architectural Replication - American House

Buildings in the Town Center should possess not only architectural integrity but also elements that are appealing from a retail perspective. For instance, the ground floor spaces should have high ceilings, transparent storefronts, and adequate sidewalks (e.g., 8 feet in width). Figure 28 below illustrates various architectural and retail elements that may be included in the design guidelines for building design.

Figure 28
Examples of Building Design



Design guidelines can be used to discourage typical franchise architecture (used by national or chain companies), in favor of reusing an existing building or designs that reflect the architecture of the TC district. Building materials, color, lighting, texture, mass, and roof line can be designed to fit into the context of Perkasie's downtown.

COMMERCIAL CENTERS

The Commercial Centers special study area comprises the Perkasie Square Shopping Center and the Glenwood Shopping Center as shown in Figure 15. These shopping centers function as neighborhood shopping centers, which are defined by the Urban Land Institute as providing for the sales of convenience goods (e.g., food, drugs and sundries) and personal services for the day-to-day living needs of the immediate neighborhood and are typically built around a supermarket as the principal anchor.

Perkasie Square Shopping Center is the larger of the two shopping centers, encompassing approximately 100,000 square feet of retail space. At the time of this plan Perkasie Square contained 13 occupied storefronts and 5 vacancies. The Landis Supermarket is the anchor tenant of the shopping center. Other uses include a variety of retail, restaurants, and personal service uses. An expansion of the shopping center was initially proposed in 2006, which consisted of a 20,700-square-foot addition to the Landis supermarket building, a new 13,650-square-foot commercial building, and a new 10,150-square-foot commercial building. The applicant never pursued final plan approval of the development. Nevertheless, the proposal is an indication that further development of Perkasie Square Shopping Center may be viable.

Glenwood Village Shopping Center encompasses approximately 70,000 square feet of retail space with Giant supermarket as the principal anchor. The Glenwood Shopping Center is located at the intersection of Blooming Glen Road and N. 5th Street at the far northwestern end of the borough. Most of the shopping center is located outside the borough within East Rockhill Township. However, the Glenwood Shopping Center is still important because of its location at a gateway to the borough. The shopping center contains a mix of retail, personal services, and restaurant uses that is similar to the Perkasie Square Shopping Center.

Both are mature shopping centers facing the challenge of vacancies and competition from newer shopping centers found within nearby areas, including those in Souderton and Quakertown. While the borough has little control over the management and operation of the shopping centers, there are some actions that can be taken to support their success. Actions to address these issues could include physical improvements (e.g., façade and landscaping improvements, enhanced signage, public access and amenities), evaluation of rental rates, changes to borough ordinances, and marketing strategies.

Physical Improvements

Shopping centers are generally not known for their architectural appeal owing in part to the large expanse of parking covering most sites and lack of varied architectural elements on the façades of the buildings. As shopping centers age, their appearance and architectural themes may become outdated, and over time, a 'facelift' and physical changes may be necessary to match consumer preferences while providing greater retail appeal.

Façade and Landscaping Improvements

To make the Commercial Centers more attractive to both customers and potential businesses, both shopping centers could undertake any necessary improvements. Glenwood Shopping Center appears to be on the decline and certain improvements, such as façade and landscaping, may be warranted. East

Rockhill Township and Perkasie Borough could assist in securing available funding from available sources for this purpose. Façade improvements could be undertaken as part of a façade improvement program that would provide financial incentives for businesses to update the front external appearance of their buildings. In order to establish a façade improvement program, the borough and/or township should first identify funding to be used for the improvements. These funds could come from the municipal budget, grant resources, a revitalization program such as tax increment financing program, or as part of a loan program from a local financial institution. The funds would then be disbursed to eligible businesses until the initial monies are depleted. Once the loans are repaid the funding cycle would begin again.

Signage

Important for any business is advertising their location, and this is true for businesses within the shopping centers as well. Improved signage for the shopping center, including a directory listing of each business, would be important for gaining new customers. There is a large sign identifying Glenwood Shopping Center situated along an access drive that is set back over 200 feet from its intersection with 5th Street. Below the shopping center sign is a lone directory sign for Giant supermarket. Consideration could be given to relocating this sign closer to 5th Street and providing additional business directory signs. This would greatly enhance its visibility and benefit the other businesses in the shopping center since most of the signs are not visible to motorists traveling along 5th Street. Furthermore, new signage along with façade improvements would signify that investment is taking place within the shopping center and that fact may be attractive not only to customers but future businesses.

Perkasie Square Shopping Center has a large sign with a directory of some businesses (Landis Thriftway supermarket, Rite Aid, Univest bank, and Subway). However, one is are familiar with the other businesses within the shopping center, it may be difficult to see the individual signs since they are set back from the road.

Figure 29
Perkasie Square and Glenwood Shopping Centers

Public Access and Amenities

Both shopping centers are situated adjacent to the borough's public park and recreation network. The shopping center should take advantage of these attractions and the potential customers that are using

these facilities. Amenities should be provided that would cater to the park users, such as bike racks, seating areas/benches, trash receptacles, and outdoor dining areas.

Another group of potential customers for the Glenwood Shopping Center because of its location are the students who attend the nearby Upper Bucks Campus of the Bucks County Community College and the Pennridge High School/North Middle School Campus. The shopping center could provide WiFi internet access to customers in addition to amenities similar to those suggested above. There are adequate pedestrian connections between Glenwood Shopping Center and the Pennridge School Campus, but access between the shopping center and the Community College is lacking. Some of these activities will require the coordination between Perkasie Borough and East Rockhill Township for their promotion and implementation.

Rental Rates/Marketing Strategies

As vacancies within the shopping centers can contribute to a negative view of both the shopping center and the respective municipalities, efforts should be made to fill these spaces. An evaluation of the rental rates within these shopping centers may reveal rates that are higher than those in nearby commercial areas. If rates are excessively high, potential business owners may be inclined to relocate elsewhere. The borough may wish to have a continued dialogue with the shopping center owners to assess rates and identify ways to adjust them to be competitive with rates within the region.

The marketing of vacant spaces based upon an analysis of regional leakages and surpluses may be pivotal to the success of a business, as discussed previously. With the presence of the Community College and Pennridge School Campus, marketing businesses or resources that have appeal to the age groups of the students may be appropriate.

Potential Regulatory Changes

Section 186-18 of the zoning ordinance defines Planned Commercial Development, Use E(15) as a group of retail, service business, office and related establishments which is planned, constructed, and managed as a total entity, where parking spaces, stormwater management facilities, access drives and circulation, lighting systems, and other improvements are shared by three or more uses on one lot. Use E(15) essentially functions as a planned shopping center use. Currently, Use E(15) is permitted by-right in both the C-1 district and I-2 districts. However, the notion of a 'shopping center' being constructed within the I-2 zoning district located adjacent to the Town Center area does not appear to be consistent with the existing land uses and context. Consequently, borough officials should consider rezoning the Perkasie Square Shopping Center property from the current I-2 Light Industrial District to the C-1 Business Professional District and amend the I-2 district to remove Use E(15) Planned Commercial Development as a permitted use. Given Perkasie Square's location at the gateway into Perkasie Borough and adjacent to Lenape Park, a shopping center is an appropriate use. While it may be unlikely that the shopping center use would convert to an industrial use in the future, it is a possibility. Also, this zoning change would ensure that the zoning designation of the shopping center is consistent with its current use.

Another action that the borough can take is to ensure that the zoning ordinance is flexible and caters to national trends and customer preferences. For instance, the regulations for Uses E(15) Planned

Commercial Development could be revised to allow flexibility for accommodating outdoor dining space adjacent to restaurants and eateries in the shopping centers. Providing adequate width for pedestrians between the perimeters of designated dining area and the adjacent sidewalk (e.g., 4 feet) may add to the vibrancy and appeal of these commercial areas, which is consistent with the **Play**Shop**Dine**Unwind vision.

Borough-Wide Economic Development

The previous sections have explored how economic development will take place in specific areas of the borough. There is also a need to provide an overview of how the economic development vision will be carried out on a broader scale. The following discussion covers the future use of vacant, underutilized parcels/buildings, and significant non-residential parcels, and potential regulatory changes.

Future Use of Vacant, Underutilized Parcels/Buildings, and Significant Nonresidential Parcels

The borough's business community is relatively strong as most commercial and industrial properties are being used for business purposes. However, there are several sites within the borough where properties are either vacant or underutilized. As these sites are redeveloped they will provide the borough with opportunities for economic development.

Secant Medical Company

Secant Medical Company is a designer and manufacturer of biomedical textiles. Secant leases four properties with three buildings located on West Park Avenue, South 7th Street and South 8th Street. This company is the largest electric user in the borough and also one of the largest employers in the borough. In late 2012, the company informed the borough that they would be seeking to consolidate manufacturing operations and would be moving to a new location.

Borough officials have been discussing options with the company with the goal of keeping the business in Perkasie. Nevertheless, the borough will be challenged with a vacancy of prime industrial real estate within its industrial area and should make efforts to fill these buildings. Potential zoning strategies have been identified in the I-2 Light Industrial District section below.

Former Delbar Products

The Delbar Products site is located on West Spruce Street from South 7th to South 4th Street consisting of two properties totaling about 3.4 acres. The site contains an approximately 100,000-square-foot building located within the I-2 Light Industrial District. Delbar Products was a manufacturer of automotive glass until its closing of operations in the borough in 2008. This site has some environmental cleanup issues that need to be addressed prior to finding a future suitor(s). Filling this vacancy has been a priority with borough officials and identifying potential zoning strategies as part of the overall I-2 district is discussed in the I-2 Light Industrial District section below.

Zoning consolidation may help the site's value. The property owner (Delbar Products Inc. Liquidating Trust) owns the two adjacent parcels (i.e., TMP #s 33-5-125 and 33-5-135) located northeast of Spruce

Street between 4th and 5th streets totaling about 1 acre. These lots contain an unimproved gravel parking lot used to service the former Delbar Products business. The present zoning of these two parcels is C-2 General Commercial District. To ensure these commonly-owned lots are zoned alike, borough officials may wish to rezone TMP #s 33-5-125 and 33-5-135 from C-2 to I-2 district. This should simplify the regulatory process making it easier for a developer to redevelop this site.

Perkasie Industries

Perkasie Industries is a locally-owned manufacturer of commercial, industrial, institutional, and residential fluorescent fixture components. Its operation started in Perkasie in 1954 and has remained in the borough since that time. The Perkasie Industries Corporation site (Tax Map Parcel #s 33-9-4, -5, and -7) comprises nearly 15 acres located at the intersection of Constitution Avenue and East Spruce Street and contains a 167,000-square-foot manufacturing and warehouse facility.

In recent years, Perkasie has experienced the loss of its largest employer, Delbar Products, and is under the threat of losing another of its major employers, Secant Medical. These companies left, or will be leaving, for different reasons but the affect is the same on the borough, loss of jobs, and vacant buildings. Therefore, it would be prudent for the borough to examine its other major manufacturer and be proactive in taking steps to prepare for a scenario where the site may need to be redeveloped. The borough can take several steps to ensure that a desirable replacement for the site is possible.

Current zoning regulations for the site would allow for modest expansion of the facilities (approximately 8,500 square feet). However, consolidation of some of the adjacent parcels could increase this figure. Also, the relaxation of the maximum lot coverage requirement, which is presently at 30 percent, would allow for greater development. Based upon the potential business park near the Pennridge Airport, as discussed in the following section, changes to the I-1 Planned Industrial District may be necessary. Changes to the permitted uses may also be beneficial to this site and should be examined if changes are proposed for the I-1 Planned Industrial District associated with the airport business park.

Pennridge Development Enterprises (Northern I-1 Planned Industrial District)

The northern I-1 Planned Industrial District is a 21-acre parcel (Tax Map Parcel #33-3-21) located along Ridge Road. The parcel is currently vacant and owned by Pennridge Development Enterprises, Inc. which owns the other properties surrounding the Pennridge Airport in East Rockhill Township. As part of Bucks County's Municipal Economic Development Initiative (MEDI), a visioning meeting was conducted in July of 2013, for East Rockhill Township to identify opportunities and issues for the future. A major theme of this meeting was economic development and one of the priorities was to promote and market a business park within industrial areas. The industrial zoning districts in East Rockhill are associated with the Pennridge Airport, a large portion of which is currently vacant. The inclusion of the property within the business park would be appropriate. The borough should coordinate with East Rockhill Township during the development of the property surrounding the airport.

The I-1 Planned Industrial District currently permits various uses that are compatible with a business park such as: G(4) Manufacturing, G(8) Research, and G(10) Warehousing and Distribution. E(10) Motel

or Hotel is also permitted by special exception within the district. Depending upon the proposed uses within the business park the borough may have to amend the zoning ordinance to allow for other uses. Additional uses that the borough may wish to consider allowing in the I-1 Planned Industrial District include D(1) Office, Business, or Professional and D(2) Office or Clinical, Medical. Other changes to the zoning ordinance may be necessary and should be further evaluated during the development process for a proposed business park.

I-2 Light Industrial District

The I-2 Light Industrial District provides a wide variety of nonresidential uses, including industrial uses, office, retail and personal service uses. There are two separate I-2 districts—one associated with Perkasie Square Shopping Center and the other adjacent to the Town Center Overlay District. If Perkasie Square Shopping Center site is to be rezoned from I-2 to C-1 district as discussed in the Commercial Centers section above, the I-2 district adjacent to the Town Center Overlay district would be the lone I-2 district. According to Section 186-20.I of the zoning ordinance, the purpose and intent of this district is to provide for a greater variety of industrial development, including office, retail, and personal services. Reasonable, but less restrictive development standards provide a means for industries requiring smaller lots and smaller setbacks to locate in this district, thereby broadening Perkasie's industrial base.

Given the diverse composition of land uses (e.g., commercial, industrial, residential, multifamily, government and institutional) and its proximity to the Town Center area, borough officials may wish to re-examine the I-2 district's purpose and permitted uses. Promoting the I-2 district as a small business incubator may address the needs for small or start up businesses seeking reasonably priced and sized leasable space. Providing opportunities to use abandoned or underutilized buildings through renovation and adaptive reuse in the I-2 district may not only aid in filling the vacancies associated with Secant Medical and Delbar Products but provide flexibility in how this district develops in the future.

Borough officials may wish to consider additional uses that may be appropriate within the I-2 district. For instance, standards could be established for a flex space use. Flex space is a multipurpose, nonresidential building under single ownership, generally containing office, light industrial/assembly and/or shipping and distribution uses, constructed so that interior space is readily adaptable to the particular needs of the occupant. Requirements for each flex space building could include a maximum percentage of the building area used for office space (e.g., 30 percent of building area) versus other uses such as warehousing, assembly or light manufacturing (70 percent of the building area).

Another possible use is a live/work unit, often defined as a single unit (e.g., studio, loft, or one bedroom) consisting of both a commercial/office and a residential component that is occupied by the same resident. The live/work unit shall be the primary dwelling of the occupant. Typically, the business is on ground level and faces the street. The most traditional arrangement places the living quarters above the business, but living space may also be alongside the commercial space or behind it. An artist's loft might simply be a bedroom over his studio. At the other end of the spectrum, a live-work unit might be a three- or four-story townhouse, with commercial space on the first floor and the family residing in a spacious home on the remaining floors. Local municipal codes often control the types and arrangement of live-work units available.

Currently Use E(9) Mixed-Use (permitted by conditional use in the C-2 district and TC overlay district) allows the conversion, construction, or reconstruction of a structure to contain a mixture of uses consisting of commercial, office, retail, and residential units. Given the varied nature of land uses within the I-2 district, the strong presence of single-family residential and multifamily uses, and the district's proximity to the Town Center, borough officials may wish to allow Use E(9) within the I-2 district. This would introduce more flexibility not only for the Secant Medical and Delbar sites, but throughout the I-2 district. An alternative would be to separate the I-2 into more than one district (e.g., above and below the rail lines), allowing Use E(9) within the area deemed most appropriate. By allowing an existing or new building to be mixed-use in nature may provide limited retail space on the ground floor and residential units above. It is unlikely that the limited retail square footage and number of residential units would compete with higher concentration of retail and residential uses in the nearby Town Center, but would possibly complement each other.

Other Commercial Districts

The borough's commercial zoning districts include the C-1 Business Professional District and the C-2 General Commercial District. The C-1 Business Professional District encompasses the Glenwood Shopping Center and is discussed in the Commercial Centers special study area section of this chapter. There are four separate C-2 districts in the borough. The largest C-2 Commercial District is part of the Town Center and is discussed in that section of the special study area. The three remaining areas zoned C-2 district are located at major intersections which serve as gateways to the borough and the Town Center. These areas function as commercial nodes at the intersections of Ridge Road and West Market Street, Constitution Avenue and East Walnut Street, and South Main Street and East Walnut Street.

The northernmost C-2 General Commercial District is located at the intersection of West Market Street and Ridge Road. There are commercial uses located at each of the corners of the intersection including a restaurant, gift shop, tattoo parlor, and a vacant retail store (formerly a flower shop). Another C-2 district is located at the intersection of Constitution Avenue and East Walnut Street and contains a restaurant and a financial institution. The final C-2 General Commercial District area, located at the intersection of South Main Street and East Walnut Street, contains a restaurant and a feed dealer.

These intersections function as gateways to the borough and have been identified in the Gateway/Wayfinding Signage subsection as locations for signage that would direct motorists to the Town Center. As part of the installation of the suggested signage at these locations, additional streetscape improvements (e.g., period lighting, banners, and sidewalk improvements with brick edging) could be added to these areas to signify that they are also part of the borough.

The borough should consider whether the boundaries for the C-2 General Commercial districts should be expanded or contracted to be more in line with the location of existing commercial uses and to better serve the economic development potential of these areas. Consideration could be given to contracting the C-2 district centered on Ridge Avenue and West Market Street and expanding the C-2 district centered on South Main Street and East Walnut Street. The third area located at Constitution Avenue and East Walnut Street appears to be adequately sized.

The northernmost district centered on the intersection of Ridge Road and West Market Street contains commercial uses at the four corners of the intersection. The district continues along Ridge Road and West Market Street and encompasses properties that contain residential and parks, recreation, protected open space uses, along with some vacant parcels. Contraction of this district would ensure that commercial uses would occur at the intersection of the two major roads which would lessen the impact to the surrounding residential use.

The southernmost district, centered on the intersection of South Main Street and East Walnut Street, includes two nonresidential uses. Adjacent to the district is the Perkasie Industrial Center which is located on 4.4 acres and presently includes a diverse group of businesses including a fitness center, brewery, medical textiles manufacturer, and a health care administration company. This site is located in the R-3 Residential District; therefore, many of the uses are nonconforming uses. These nonconforming uses can continue to operate, but expansion and change of use cannot occur without permission of the zoning hearing board. The borough may wish to consider the expansion of the C-2 district to encompass this property.

As discussed in the Commercial Centers special study area section above, the borough could accommodate outdoor dining space in the C-2 General Commercial district to ensure greater flexibility of the zoning ordinance and to cater to national trends and customer preferences. The regulations E(3), Eating Place (without Drive-through Service) could be revised to accommodate outdoor dining space adjacent to restaurants and eateries. By providing adequate width for pedestrians between the perimeters of designated dining area and the adjacent sidewalk (e.g., 4 feet), may add to the vibrancy and appeal of these commercial areas, complementing the **Play**Shop**Dine**Unwind vision.

New Uses and New Applications to Existing Uses

There are several uses that the borough could include in the borough's zoning ordinance that would add flexibility and complement the borough's vision. Revisions made to the existing Uses H(4) Home Occupation and E(2) Bed and Breakfast could make them more easily applied within the borough.

Use E(2) Bed and Breakfast is permitted in the R-3 Residential District and C-2 General Commercial District as a special exception. However, there are no such types of businesses located within the borough boundaries. In fact the nearest lodging of any kind is located nearly six miles away in Quakertown. The nearest bed and breakfast is located approximately seven miles away outside of Dublin Borough. The dearth of nearby lodging facilities signifies a missed opportunity for the borough. Overnight accommodations are important not only for tourism but for out-of-town business people who are visiting local businesses. The borough is an ideal location for bed and breakfast facilities, as there are many large Victorian style homes that lend themselves to this type of use. The borough should consider allowing this use in other zoning districts that abut and are in close proximity to the Town Center (e.g., I-2, R-2 and R-3 districts).

The Use H(4) Home Occupation is permitted as a special exception in the R-1A, R-1B, R-2, and R-3 Residential Districts, the A Apartment District, and as a permitted use in the C-1 Business Professional District, C-2 General Commercial District, I-1 Planned Industrial District, and I-2 Light Industrial District.

The borough should further examine the use regulations for the H(4) Home Occupation especially the requirement for special exception and the maximum floor area for the devoted to the home occupation use. These changes will help make the establishment of home occupations more attractive to residents.

In previous sections, especially discussions of the I-2 Light Industrial District, there has been an introduction to the concept of live/work unit. With certain provisions regulating the location and type of use within the zoning ordinance the live/work unit concept would be appropriate in additional areas of the borough.

PROMOTING THE VISION

The **Play**Shop**Dine**Unwind vision capitalizes on one of Perkasie's greatest assets—its park and recreational facilities that attract residents and visitors from around the region. Creating a more dynamic shopping, dining, cultural, and entertainment experience, not only in Town Center but other commercial areas, is instrumental to this vision. Efforts toward downtown revitalization are intended to create a more vibrant, walkable, mixed-use environment while maintaining Perkasie's small town character. Reducing the size of the Town Center District can provide optimum utilization and walkability within the district. Promoting an appropriate mix of retail, residential, entertainment, and cultural uses with assorted public spaces are consistent with this vision.

Key elements of this vision are identified in Figure 30. Continuing the borough's streetscape improvements in and around the redefined Town Center District will provide aesthetic appeal and continuity along major street corridors. These improved street corridors may function as conduits, drawing visitors and residents from adjacent neighborhoods and the borough's park and recreation network to the downtown. Providing strategically located Town Center and wayfinding signage can bolster the identity of Perkasie's downtown retail district while guiding motorist to public parking lots (and potential future parking lots).

The Commercial Centers (Perkasie Square Shopping Center and a portion of the Glenwood Shopping Center) provide a variety of goods and services serving the region. Undertaking various improvements (e.g., façade, landscaping, signage, outdoor dining) may infuse new life into these Centers and make them more appealing. Public and private investments in the borough's other commercial districts may improve the appearance and function of these areas.

The Industrial areas are extremely valuable to the community and businesses in these areas provide taxes and electric fees that help the borough sustain its financial well-being. Fostering an environment ripe for start up or incubator businesses to flourish through flexible regulations (mixed-use buildings, flex spaces, live-work units) may prove beneficial to Perkasie by creating a regional niche while filling vacancies in these districts.

Perkasie's trail and sidewalk network is part of a larger network (including the Liberty Bell Trail) that connects points of interest throughout the region, including Sellersville, East Rockhill, West Rockhill, and beyond. Improving and expanding this trail network may have a positive impact on the local economy by

increasing access and improving the user experience for pedestrians and bicyclists patronizing the borough's retail shops, restaurants, and entertainment uses.

MARKETING AND BRANDING

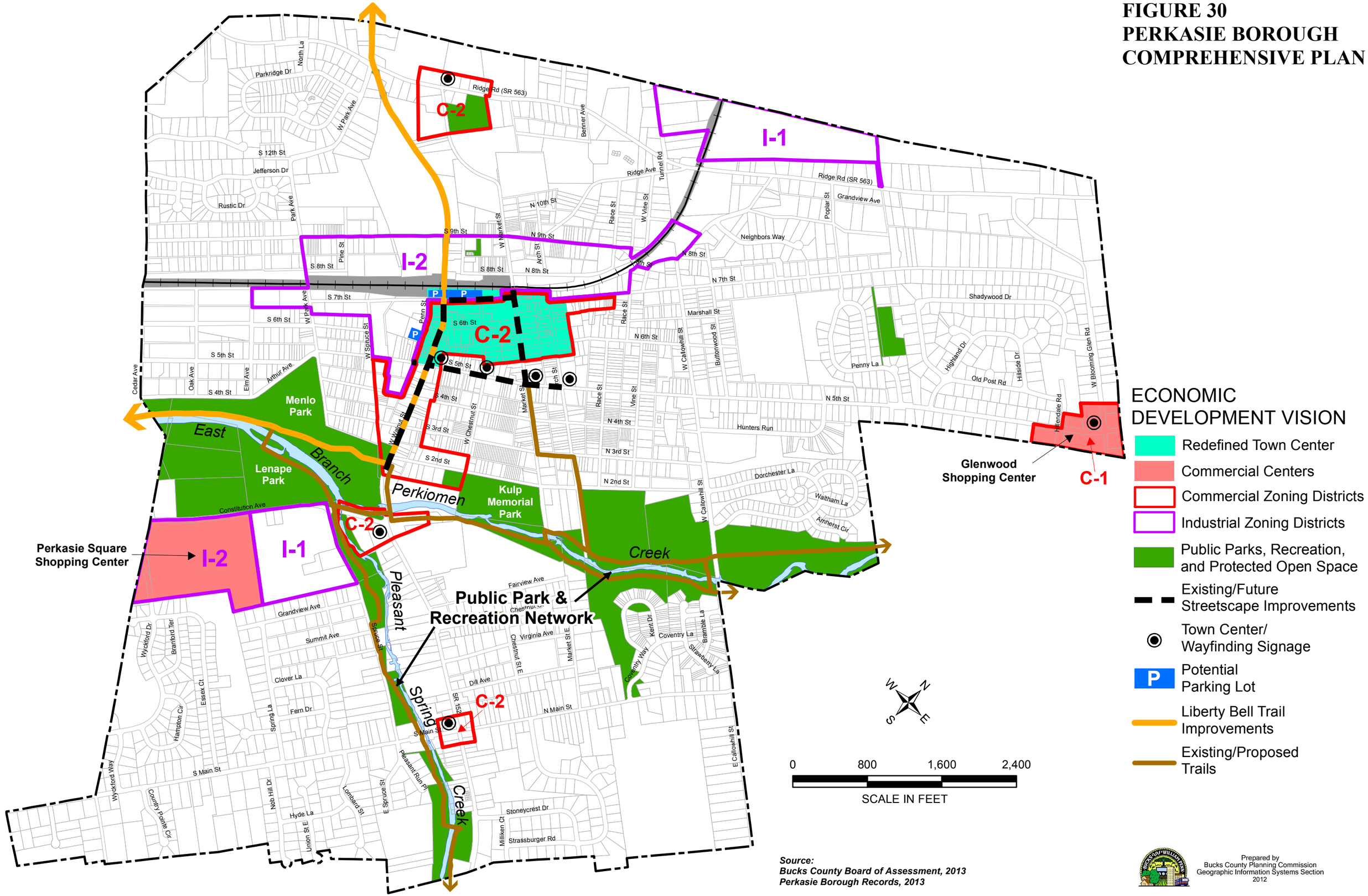
The successful implementation of Perkasie's vision may be dependent upon the effectiveness of the borough's marketing and branding efforts moving forward. Branding a community helps a target audience understand what the community represents. Establishing a strong brand name will differentiate Perkasie from other competing areas, putting the borough in a better position to attract and retain businesses. Resulting benefits may include more jobs, higher property values, and improved overall quality of life. Effective marketing begins with a clever branding identity that considers the 'needs' of the target audience. Marketing can have dual benefits—making consumers aware of the community and changing consumers' perceptions of that community.

Prior to the completion of this Comprehensive Plan, Perkasie Borough and its Economic Development Director, Stephen Barth, have had success in 'marketing' Perkasie's vision to the business community. Moving forward, borough officials may wish to market Perkasie's vision in a more formalized manner such as a *Marketing and Branding Strategy* and *Marketing Plan*. Generally, a *Marketing and Branding Strategy* is a study that identifies participants, key marketing goals, strategies, and desirable outcomes. The *Marketing Plan* is used as a public relations marketing tool that can be distributed to interested developers and investors.

As part of the *Marketing and Branding Strategy,* potential partners should be identified. Currently, the borough, the Economic Development Director, Perkasie Olde Towne Association, and Pennridge Chamber of Commerce closely work together for the promotion of businesses in and around the borough. Building upon this strong union, other partners could be brought into the fold to broaden the marketing scope. Additional partners may include: Bucks County agencies (e.g., Bucks County Planning Commission, Bucks County Economic Development Corporation, Bucks County Redevelopment Authority); private land management companies (e.g., managers of industrial, office, and business parks); nonprofit business and civic organizations (e.g., Bucks County Housing Development Corporation, Kiwanis and Lions Clubs), local colleges and school districts (e.g., Pennridge School District, Bucks County Community College), major employers (e.g., Secant Medical, Perkasie Industries, Landis Supermarket, PSG Controls, Inc.), and young adult and senior citizen organizations. Assigning lead and supporting entities and clearly defining everyone's roles should be determined upfront. Certain partners may have active roles while others may function as more of a supportive role in this process.

When addressing potential goals, a branding strategy could expand upon the **Play**Shop**Dine**Unwind branding vision. Based upon an evaluation of local businesses, various yoga and palates studios, gym and fitness centers, salons and spas are present in the borough. This concentration of health and fitness-related businesses may represent a specialized local (niche) market that could be promoted. Similar or related-businesses like a natural food store or smoothies/low-fat yogurt shop may be drawn into the borough to capitalize on an 'active/healthy lifestyles' niche. The borough could fuel this niche by augmenting the range of recreational resources to include bike and boat rentals (either borough-operated or privately-operated) into their park system.

FIGURE 30
PERKASIE BOROUGH COMPREHENSIVE PLAN



Perkasie is fortunate to have various large-scale community events, drawing thousands of visitors to the borough each year including: the car show; Spring Fest; First Friday; tree lighting ceremony; and weekly farmers market. Perkasie Borough and Perkasie Olde Towne could expand their events to develop a year-around, monthly venue to attract visitors. Along with community events comes public exposure, which Perkasie can use to its advantage for marketing and branding its vision.

Figure 31
Example of 'Shop Local' Campaign

C&C Café Banner

Another movement that has gained traction across the county and nation is the 'shop local' campaign. Reacting to competition from large corporations and big box retailers, smaller 'mom and pop' businesses have banned together to promote supporting local businesses. Figure 31 is an example by C&C Café located in the TC district along Market Street. As part of the market and promotion plan, the borough could stress the importance of support for Perkasie's economy not only by visitors to the borough but also by residents who shop and dine locally.

Marketing strategies should identify various avenues and means for publicizing Perkasie's vision. The inset below identifies potential promotional strategies, some of which Perkasie is currently utilizing. Perkasie should continue using local advertising and media for marketing purposes. Recently, the local newspaper, the *Perkasie News Herald* has contributed to the borough's marketing in their 5-part series named, 'Perkasie: Open for Business,' which has been effective in getting the word out. While Perkasie Borough, Perkasie Olde Towne Association, and Pennridge Chamber of Commerce have their own websites, promoting the vision and providing cross links between websites may be useful. The use of social media (Twitter and Facebook) has been successfully used by municipalities to connect and share information. Perkasie Olde Towne Association has a Facebook page that has been highly effective in getting the reaction of local residents and business owners on various ideas and concepts. Social media can be used as a marketing tool for Perkasie's Town Center district as well.

POTENTIAL PROMOTIONAL STRATEGIES

- Develop a brochure or an introductory letter to advertise the program
- Distribute brochures through the mail and at public buildings (libraries, borough hall)
- Use the economic development partnership to spread the word
- Advertise in local papers and newsletters
- Work with property managers in the community to sign on to the process
- Hold a press conference with public officials at local events
- Conduct presentations at local meetings
- Submit articles to local newspapers
- Develop spots for public access cable and radio shows or volunteer to be a guest on a local program.
- Offer incentives
- Acknowledge participating businesses / industries in newspapers and through word of mouth

Applying mobile technology to promote Perkasie's vision could be a powerful marketing tool that can take advantage of resources in and near the community. Regional cooperation with the Bucks County Community College (BCCC) has resulted in a symbiotic relationship benefiting both the college and the community. Taking advantage of smart phone technology, BCCC students are creating a mobile application (app) called Perkistory, which is an electronic tour guide that takes users on a virtual walking tour through some of Perkasie's most historic locations. App users will be able to choose sites on an interactive map, see a current and historical photos of the site, and either read or listen to the site's history. The recipient of this service—the Perkasie Historical Society—will have a state-of-the-art tool for visitors to learn more about the rich and interesting history of Perkasie. This tool could help the historical society introduce Perkasie's history to even more visitors.

Continued cooperation with the BCCC could result in other apps for promoting local businesses in Perkasie's Town Center and its other commercial centers. Another possibility is the development of a Quick Response (QR) Code. For instance, information kiosks could be established within strategic areas of the Town Center (like within the 'village square' on the conceptual plan alternatives) or within the borough's park system. QR Codes posted on kiosks or other strategic locations, could provide users with a variety of information about local retail shops and restaurants, such as the location, description of the business, menu listings, and sales/promotions.

Additionally, the Community College could provide consultation and host educational programs for businesses to flourish in the borough.

As part of the regional economy, Perkasie should continue to expand regional cooperation opportunities with surrounding municipalities. Annually, Perkasie hosts Pennridge Community Day at Lenape Park, which includes various entertainment, rides, activities, and events sponsored by local businesses and organizations. There are also various privately sponsored events that focus around Perkasie's and Sellersville's park and trail network. Perkasie and surrounding municipalities should capitalize on additional opportunities for joint recreation, entertainment, and retail events to benefit the local and regional economy. Current regional cooperation efforts could be parlayed into a grander marketing

approach that combines the assets and resources of both boroughs. For instance, promoting Perkasie and Sellersville as the 'Twin Boroughs' and incorporating the active/healthy lifestyles vision may be worth consideration.

Marketing Plan

In addition to the current informal marketing efforts, an effective way of highlighting a community's resources and assets is to develop a *Marketing Plan.* The plan can provide insight into Perkasie's regional context, an overview of the regional economy, specific businesses the borough may be targeting, a summary of the current business climate, key competitive assets unique to the borough, potential business niches, quality of life resources, and business resources. It can be an invaluable tool to attract customers, developers, and investors into Perkasie's business arena.

Sample Marketing Plan for Perkasie Borough

Regional Context

- Central Location
- Demographic and Economic Profile
- Vision for the Future— **Play**Shop**Dine**Unwind

Regional Economy

- Inventory of Businesses and Industries
- Local, Regional, and Internet Sales

Target Businesses

- Potential Retail Opportunities
- Principles of Successful Downtowns
- Active / Healthy Lifestyles Niche

Business Climate Factors

- Business-Friendly
- Business Incubator Environment
- Small Biotech Firms
- High-Tech / High Quality

Key Competitive Assets

- Life-Long Community (Full Spectrum of Residents)
- Younger Households without Children
- Downtown Revitalization Efforts

Quality of Life

- Park and Recreation System
- Historic and Cultural Resources
- Proximity to High School and Community College
- Civic-Minded / Community Events

Business Resources

- Commitment of Local / Regional Economic Groups

With assistance from the active partners, a consultant may be hired to prepare a *Marketing Plan*, or the borough could seek cooperation, for instance, with the Bucks County Community College as a potential class project.

Part II

Planning for the Future

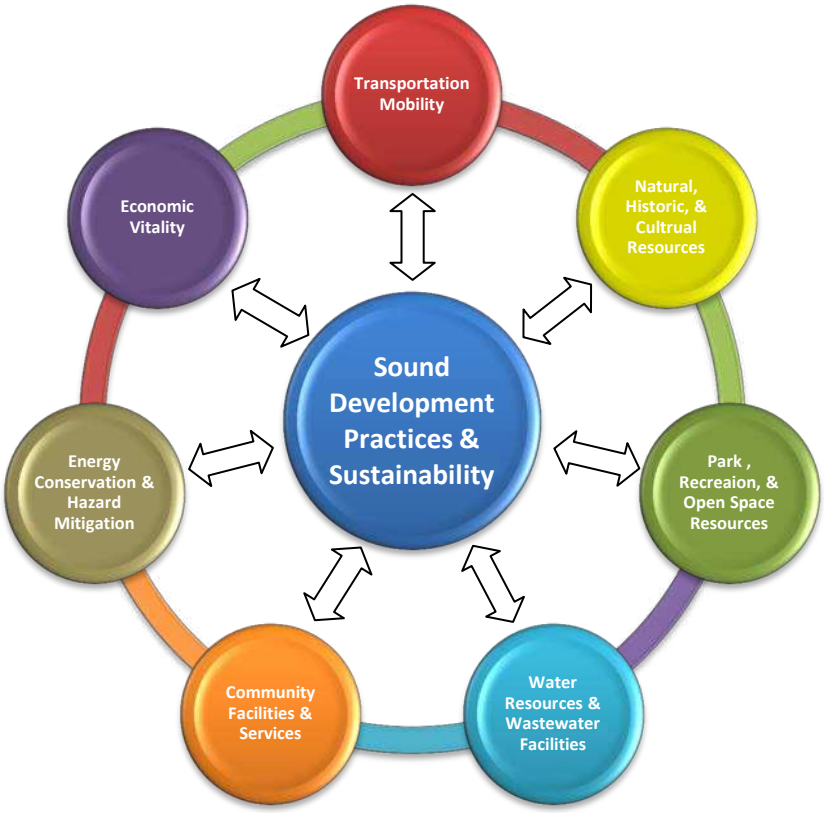
Chapter 12

THE LAND USE PLAN

Part 2, Chapter 12 of this Comprehensive Plan—The Land Use Plan is the central element of this comprehensive plan and includes Guiding Principles and Community Vision for the future. The Future Land Use Plan and Map provide a blueprint for planning and development in Perkasie through 2023 and beyond. The chapter provides a summary of all 14 Plan Elements and their respective implementation strategies and recommendations. An integral part of this plan is consideration of the interrelationships among various plan components as well as an analysis of the relationship between existing land uses, zoning, and planning for future development in the neighboring municipalities and region.

GUIDING PRINCIPLES

Based upon extensive public participation and discussion during the production of this Comprehensive plan, eight Guiding Principles were established for Perkasie. As shown in the diagram below, all principles plays an important role in the community but each has an interrelationship with the central overarching principle of this plan, which is to promote Sound Development Practices and Sustainability for future development and activities.



The following is a summary of Perkasie's Guiding Principles:

Natural, Historic, and Cultural Resources

Protect and enhance the natural, historical, architectural, and cultural resources within Perkasie and deepen public awareness and appreciation of these resources.

Park, Recreation, and Open Space Resources

Preserve and expand the borough's park and recreational resources along the East Branch of the Perkiomen Creek and Pleasant Spring Creek corridors. Continue to be proactive in the planning and land acquisition of open space resources to satisfy the future needs of borough residents.

Water Resources and Wastewater Facilities

Protect the borough's water supply sources by ensuring local regulations (i.e., zoning regulations, floodplain standards, and stormwater management regulations) continue to protect water quality and quantity.

Ensure that adequate conveyance, treatment, and disposal facilities are provided for wastewater to satisfy current and future growth and to protect the quality and health of the natural environment.

Community Facilities and Services

Provide high-quality community facilities and services that are consistent with the borough's land use planning in order to maintain a high-quality of life for residents.

Energy Conservation and Hazard Mitigation

Promote the conservation of energy and the movement toward alternative sources of energy, thereby reducing dependence on non-renewable resources and contributing to a comprehensive approach to a sustainable energy future.

Support proactive mitigation efforts to prevent or reduce the impacts of natural and man-made disasters.

Economic Vitality

Promote Perkasie's Economic Development Vision that focuses on creating a more dynamic shopping, dining, cultural, and entertainment experience throughout the borough's commercial areas. Foster a vibrant, walkable, mixed-use downtown while maintaining Perkasie's small town character.

Transportation Mobility

Enhance the borough's transportation system to accommodate vehicular and pedestrian traffic in a safe and efficient manner that is consistent with the needs of the general public and individual property owners, respects the historic character of the borough, and supports the borough's economic development efforts. Support for the reactivation of passenger rail service to Perkasie Borough may provide various benefits to the community.

Sound Development Practices and Sustainability

Sound Development Practices are coordinated, holistic policies of Sustainability, which in the context of comprehensive planning, includes thoughtful development that respects its surroundings. Sound Development Practices promote a concentration of development and diversity of uses while preserving the inherent resources (e.g., natural, hydrological, historical) that give a community its identity and sense of place. By focusing on the provision of new residential and nonresidential development within areas already built up, public investment expenses for new roads, utilities, and amenities are greatly reduced, which provide significant cost-savings to businesses and residents. Sustainability is a pattern of resource use intended to meet human needs including economic vitality and healthy communities while preserving the natural environment, not only for the present population, but for generations to come. Due to their urbanized, compact nature, most boroughs have been practicing Sound Growth Practices and Sustainability since their inception.

Characteristics of Sound Development Practices

- Compact, efficient development
- Development focused on existing communities
- A mix of uses
- Transportation options
- Walkable communities
- A range of housing opportunities
- Distinctive communities with a strong sense of place
- Protection of resources
- Community collaboration / public participation process
- Transparent, predictable, cost-effective rules for development

Community Vision

Community visioning is the process of developing consensus on the future of a community and then deciding what is necessary to achieve it. A community vision statement captures what residents and businesses most value about their community and the shared 'ideal' image of what they want their community to become.

A community vision statement creates a forward-looking strategic framework that gives municipal officials, community members, and stakeholders a comprehensive long-term perspective on what is necessary to make rational, tactical, and incremental decisions on community issues as they arise. Community vision statements are typically crafted through a collaborative process that involves a wide variety of community residents, stakeholders, and elected officials. During the production of this Comprehensive Plan, various comments and suggestions were identified during this public participation process. However, it was apparent that certain recurring ideals and themes for Perkasie's future resonated with the majority of the participants, which led to the community vision statement presented on the next page.

PERKASIE'S COMMUNITY VISION STATEMENT

Perkasie Borough is a special place in the hearts of many residents, business owners, and visitors alike. Rich in history, Perkasie has served as a transportation, manufacturing, and cultural center. The borough's historic charm provides a special identity that will be preserved and enhanced. The abundance of Victorian and Queen Anne architecture provides a well-preserved glimpse of Perkasie's past, and these architectural elements will be incorporated within future development, adaptive reuse, and expansion projects.

Perkasie's unique setting along a prominent ridgeline sloping dramatically to the East Branch Perkiomen and Pleasant Spring creek corridors below provides scenic views and vistas. These stream corridors contain a wealth of wetlands, riparian corridors, and natural habitat that will be preserved and enhanced for future generations.

The borough will continue to provide high-quality community facilities and services to residents and businesses. One of Perkasie's greatest assets is its extensive park, recreational, and open space resources that are centered along the stream corridors, providing park patrons recreational opportunities in a natural setting. Perkasie's three parks—Lenape, Menlo, Kulp Memorial parks — and the East Spruce Street Playground provide a wide-range of active and passive recreational opportunities. The borough's extensive sidewalk, trail, and path network provides connections from most residential neighborhoods to points-of-interest within the borough and throughout the region.

Perkasie appeals to residents of all ages by providing a full spectrum of housing opportunities, making it a life-long community. The borough contains a mix of housing units that allow people to move through all stages of their lives, including singles and young couples, small and larger families, empty nesters, and seniors.

Perkasie will continue to function and thrive in the regional economy, attracting patrons from inside and outside the borough boundaries. Expanding economic development opportunities with neighboring Sellersville Borough and East Rockhill Township will be mutually beneficial. Perkasie's Economic Development Vision, **Play**Shop**Dine**Unwind (active/healthy lifestyles) capitalizes on the borough's extensive park and recreational facilities and will foster a thriving business climate that creates a dynamic shopping, dining, cultural, and entertainment experience not only within the Town Center, but also in all commercial areas within the borough. A vibrant, walkable, mixed-use downtown will be respectful of Perkasie's small-town character, and new businesses throughout the borough will be context-design sensitive—mirroring, not overshadowing—the borough's scale and character. Public parking and public spaces will be strategically located to be accessible and convenient to patrons. General improvements will be made as public and private funds become available.

Perkasie's civic-minded nature will continue through the various large-scale community events and activities that attract thousands of visitors from around the region. Perseverance and due diligence from stakeholders, regional partnerships, and strong local officials will result in the realization of Perkasie's Community Vision for the benefit of existing and future generations.

Future Land Use Plan

The Future Land Use Plan provides a framework for Perkasie's Guiding Principles and Community Vision and establishes a foundation for Perkasie's land use and planning policies through 2024 and beyond. It should be used as a means of coordinating and implementing local planning, preservation, and development initiatives, and for evaluating future subdivision and land development proposals.

Figure 32 (Future Land Use) is meant to assist in the coordination and implementation of local and regional planning efforts. Borough officials will use the map as a guide to land use planning decisions such as rezoning. Each future land use category attempts to create an overall land use pattern that is both balanced and diverse with minimal negative impacts upon surrounding areas. Descriptions of each future land use category and its recommended policies are presented below.

In general, the denser, more intensive land uses in Perkasie are located near the center of the borough and less intensive land uses are found toward the borough's periphery. Typically, the older development near the borough's interior is denser and more compact, with small lots and shallow yard setbacks. Newer suburban-style residential development on larger lots is located outside Perkasie's downtown.

In light of these conditions, Perkasie has been divided into eight future land use categories: Low Density Residential, Medium/High Density Residential, Town Center, Commercial Center, General Commercial, Light Industrial, Planned Industrial, and Riparian Buffer as shown in Figure 32.

Low Density Residential

This Low Density Residential future land use category comprises traditional, single-family detached dwellings and surrounds the borough's central core. The borough's more recent residential development has occurred within these areas. The street pattern generally follows a curvilinear pattern with the areas of older development following a grid pattern. These residential areas are generally separate from incompatible land uses but still contain some institutional land uses (i.e., schools, places of worship, government offices). The R-1A and R-1B Residential zoning districts comprise the single-family residential future land use category.

The purpose of this future land use category is to retain the lower density residential character as it now exists, while providing for the protection of natural resources and the preservation of permanent open space and minimizing the amount of impervious surface. The zoning ordinance allows for the development of either single-family residential areas or single-family clusters subject to performance standards within the R-1A zoning district. Development of single-family detached dwellings, single-family clusters, and the full range of residential dwelling types within a performance standard subdivision is permitted within the R-1B zoning district.

No changes are recommended to the zoning district boundaries or zoning district purpose for the R-1A and R-1B zoning districts, but one area may require a boundary adjustment to create a more consistent policy treatment of the borough's land use. Tax Map Parcel #33-10-145 is split-zoned with the street frontage along East Walnut Street designated as R-2 Residential and the rear portion designated as R-1B Residential. This portion of east Walnut Street does not necessarily reflect the types of development

found in other areas of the borough zoned R-2 Residential, which have a downtown or residential feel. Consideration should be given to extending the R-1B zoning district to encompass the entirety of Tax Map Parcel #33-10-145.

Medium/High Density Residential

The Medium/High Density Residential future land use category comprises a variety of housing types including single-family detached dwellings, and attached dwellings such as twin, duplex, townhouses, and multifamily units. These different housing types are located in proximity to each other, often on the same block. Commercial uses and institutional uses, both public and private, contribute to the mixed-use nature of these neighborhoods. The development pattern is compact and walkable, with streets organized in a grid pattern and smaller lots and shorter setbacks than those within the low density residential areas. The majority of the high density residential area is adjacent to the Town Center and the historic center of the borough. There is one area of high density residential located along East Walnut Street in the southern portion of the borough that, while separate from the primary high density residential areas, has many of the same characteristics. The R-2 and R-3 Residential and A Apartment zoning districts comprise the medium/high density residential future land use category.

The purpose of this future land use category is to retain and maintain the character and density of existing residential areas where a variety of housing types are permitted. The zoning ordinance allows for the development of single-family detached dwellings, twin dwellings, duplex dwellings, housing for the elderly, residential conversion, and rooming housing in the R-2 and R-3 Residential zoning districts. The R-3 Residential district also permits townhouse and multiplex uses. The A Apartment zoning district provides appropriate areas for multifamily development in order to broaden the borough's housing needs. Standards within the zoning ordinance are provided to prevent overcrowding of land, to regulate the density of population, to avoid congestion in the streets, and to allow for the harmonious development of apartments and other uses that are compatible with higher density residential development. Residential uses permitted within the A Apartment district include multifamily dwellings, housing for the elderly, and residential conversion.

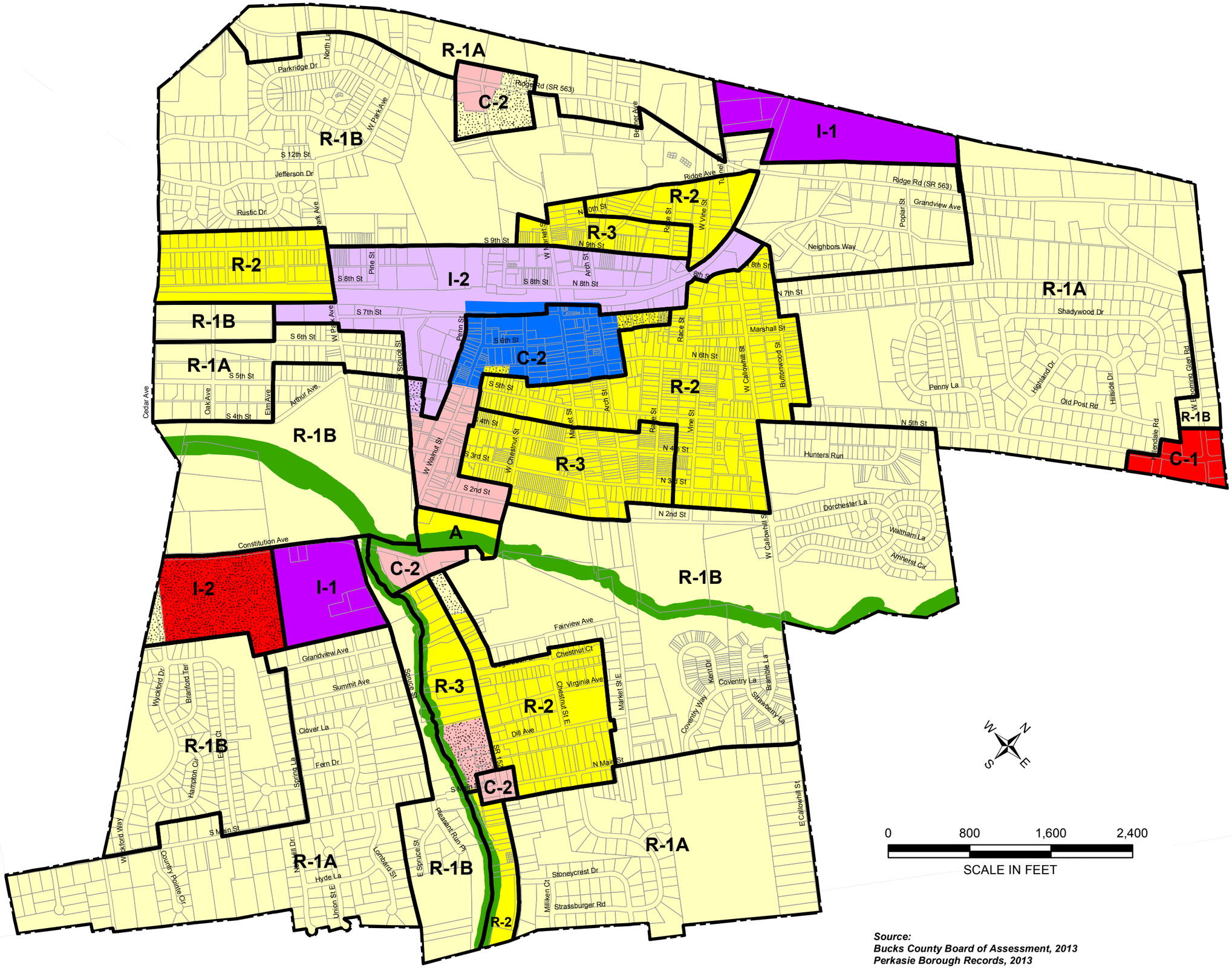
No policy changes are recommended in zoning district boundaries or zoning district purposes for the R-3 Residential and A Apartment zoning districts. A minor zoning district boundary change is recommended in the R-2 Residential District. The borough should continue to encourage development that provides for a variety of housing types within the areas of this future land use category.

Town Center

Historically, Perkasie's Town Center has functioned as the hub of commercial and social activity of the borough, and this is the future intention as well. The Town Center future land use category is located southeast of the rail lines and generally comprises a three to four block area as shown in Figure 32. The Perkasie Train Station is located near the northwestern boundary of the Town Center.

The Town Center corresponds to a portion of the current TC—Town Center Overlay District. The current TC district is quite large and includes a significant number of residential and non-retail uses. The Town

FIGURE 32
PERKASIE BOROUGH COMPREHENSIVE PLAN



FUTURE LAND USE

- Low Density Residential
- Medium/High Density Residential
- Town Center
- Commercial Center
- General Commercial
- Light Industrial
- Planned Industrial
- Riparian Buffer
- Potential Change of Zoning

EXISTING ZONING

R-1A	Single Family Residential
R-1B	Single Family Residential
R-2	Two Family Residential
R-3	Multifamily Residential
A	Apartment
C-1	Business Professional
C-2	General Commercial
I-1	Planned Industrial
I-2	Light Industrial

Source:
Bucks County Board of Assessment, 2013
Perkasie Borough Records, 2013

Center future land use category is a more refined, compact downtown as discussed in the Economic Development chapter. While this reconstituted boundary reduces the area of the Town Center Overlay District, it encompasses the existing concentrations of retail uses and additional areas for redevelopment of underutilized properties.

The Town Center is intended to facilitate the growth of commerce and economic development while preserving the historic character and integrity downtown. The Town Center Overlay District permits various uses that are compatible with a downtown retail setting, including residential, commercial (retail and office), mixed-use (commercial, office, retail, and consumer) and entertainment and recreational. The overarching policy of the Town Center is to provide a vibrant, mixed-use, walkable community with an appropriate mix of uses (e.g., retail, office, residential, dining, cultural, and entertainment) that are in scale with Perkasie's small town character.

The future development, redevelopment, and adaptive reuse of buildings should adhere to Perkasie's Downtown Retail Guidelines and Design Principles for Successful Downtowns that are highlighted in the Economic Development Chapter 11. When possible, the design and layout of buildings should reflect the local architecture (Victorian and Queen Anne) and provide for a mixed-use (residential/office over retail) arrangement. Future site plans and improvements within the Town Center area should optimize the provision of public parking, pedestrian access and safety, and public (civic) spaces.

Planning for higher intensity development near transit stations is a proven planning technique that has many benefits. If and when passenger train service is restored to Perkasie, the train station will be a short walk from anywhere within the Town Center, providing convenient access for residents wishing to utilize commuter train service throughout the region. If the lack of adequate funding prevents future passenger train service from occurring, the planning for the Town Center will not be wasted if Perkasie's vision for its downtown revitalization is successful.

Commercial Centers

The Commercial Centers future land use category encompasses the two shopping centers within Perkasie—Perkasie Square and Glenwood Shopping Centers. These shopping centers function as neighborhood shopping areas providing for the sale of convenience goods (e.g., food, drugs and sundries) and personal services for the day-to-day needs of residents in the surrounding region; these centers are typically built around a supermarket as the principal anchor.

The purpose of this future land use category is to provide areas for office, retail, personal services, and related uses. The zoning ordinance provides a comprehensive set of design standards to promote the grouping of retail and services uses in the form of a shopping center development within the C-1 Business Professional zoning district.

The Economic Development chapter presents several recommendations for the commercial centers which are consistent with the above stated purpose of the commercial center future land use category and should be considered for implementation. Also included is the recommendation that the zoning designation of the Perkasie Square Shopping Center site (Tax Map Parcel #33-9-1) be changed from the

I-2 Light Industrial zoning district to the C-1 Business Professional zoning district. Consideration should also be given to changing the zoning designation of the adjacent parcels (Tax Map Parcels #39-9-9 and 39-9-25), which are associated with residential uses within Sellersville Borough, from I-2 to the adjacent R-1B zoning district.

General Commercial

The General Commercial future land use category comprises four commercial areas within the borough. The largest of these areas makes up the borough's central core, extending south along West Walnut Street and then continuing east for one block along South 2nd Street. The land use composition of this area includes a wide variety of commercial uses, mixed-use buildings (residential and commercial uses), and a variety of residential dwelling types. The other three general commercial areas are commercial nodes located at the intersections of Ridge Road and West Market Street, Constitution Avenue and East Walnut Street, and South Main Street and East Walnut Street. More detailed discussions on the composition of these areas are found in the discussion of borough-wide economic development within the Economic Development chapter and in the previous Town Center future land use category discussion.

The purpose of this future land use category is to provide for a wide variety of retail and personal service business uses, serving residents of adjacent neighborhoods and beyond while complementing, not competing with, businesses in the Town Center.

No changes are recommended to the zoning district purpose but, consistent with the recommendations found in the Economic Development chapter, changes to the zoning district boundaries of the C-2 General Commercial district should be considered, including shrinking the C-2 district centered on Ridge Avenue and West Market Street and expanding the C-2 district centered on South Main Street and East Walnut Street.

In conjunction with the recommended changes to the Town Center Overlay District discussed in the Economic Development chapter, there are two areas of C-2 General Commercial zoning that should be considered for rezoning. The proposed reconfiguration of the Town Center District brings to attention several split-zoned residential parcels (TMPs #33-5-171, -172, -173, -174, and -175) that have frontage on 5th Street and that continue to Penn Alley. The front portion of these properties is zoned R-2 Residential while the rear portions are zoned C-2 General Commercial. The principal residential uses of these properties are along 5th Street and it is unlikely that the rear portion of these properties would be developed for commercial uses along Penn Alley. Therefore, consideration should be given to expanding the R-2 Residential zoning designation to the remainder of these properties.

The other area that should be considered for a rezoning to the R-2 Residential zoning district is the area of the C-2 General Commercial zoning district that extends along N. 7th Street. The land uses within this area are residential with the exception of the industrial land use located on TMP #33-5-498. This parcel is split-zoned between C-2 General Commercial and R-2 Residential zoning districts. The industrial land use is a non-conforming use within both zoning districts and a change in zoning to the R-2 Residential zoning district would not affect the use of the property with respect to zoning regulations.

LIGHT INDUSTRIAL

The Light Industrial future land use category has a diverse composition of land uses (e.g., commercial, industrial, single-family and multifamily residential, government and institutional). The Light Industrial category is intended to provide for greater variety of industrial development, including office, retail, and personal service uses while including reasonable and flexible development standards. The Light Industrial future land use category corresponds to the portion of the I-2 Light Industrial zoning district that abuts the Town Center to the north and west.

Given the diverse mixture of land uses in this zoning district and its proximity to the Town Center area, borough officials may wish to promote the Light Industrial area as a 'small business incubator' that may address the needs for small or start up businesses seeking reasonably priced and sized leasable space. Providing opportunities to use abandoned or underutilized buildings through renovation and adaptive reuse in the Light Industrial area may not only aid in filling current and future vacancies but also provide flexibility in how this area develops in the future.

An overarching policy of the Light Industrial area is to provide an appropriate mix of residential and nonresidential uses that will continue to function together harmoniously with minimal land use impacts and will complement and not compete with the adjacent Town Center. Future development, redevelopment, and adaptive reuse of buildings could capitalize on the Light Industrial area's proximity to the Town Center. Providing a limited number of additional residential units (possibly as part of a mixed-use structure) in the Light Industrial area will likely complement the Town Center by increasing patronage of the restaurants and retail businesses located only a short walk away. Limiting the extent of retail businesses in the Light Industrial area may minimize the risk of competing with, or overshadowing, present and future concentration of retail businesses that is envisioned within the Town Center.

PLANNED INDUSTRIAL

The Planned Industrial future land use category is located in two separate areas within the borough. One large vacant parcel is north of Ridge Road (Perkasie Development Enterprises, Inc.) adjacent to Pennridge Airport along the municipal boundary with East Rockhill Township, and the other parcel is located at the corner of Constitution Avenue and Spruce Street (Perkasie Industries). The Planned Industrial future land use category corresponds to the I-1 Planned Industrial zoning district.

The current purpose statement of the I-1 Planned Industrial District is to provide for the requirements of modern industrial development that are appropriate in select areas. This area is intended to provide desirable locations for those types of industry that are harmonious with and do not constitute a hazard or nuisance to surrounding areas. The Planned Industrial area permits various uses including contractor offices and shops, manufacturing, research, and warehousing and distribution. Future development and/or redevelopment of the Planned Industrial area should consist of a high-quality, well-planned, well-landscaped industrial/business park campus character while minimizing land use impacts on surrounding areas. Future development and/or redevelopment of the Planned Industrial area should strive to satisfy regional market preferences. To better reflect the nature and appearance of future

development/redevelopment in the Planned Industrial area, the I-1 district purpose statement will be revised.

Perkasie Development Enterprises owns the 21-acre site within Perkasie as well as the adjacent Pennridge Airport in East Rockhill Township. Extensive portions of the Pennridge Airport site, which is zoned Industrial-2 District, are vacant. Collectively, these vacant lands within Perkasie and East Rockhill could be assembled to provide a sizeable development tract. As part of their future visioning, East Rockhill has identified the potential for promoting and marketing a business park within their industrial area. The cooperation of Perkasie and East Rockhill for the development of a well-planned business park within this area may be mutually beneficial.

Perkasie Industries started its business in 1954 and has remained in the borough since that time. It is one of the largest employers in the borough. The Perkasie Industries site comprises nearly 15 acres located at the intersection of Constitution Avenue and East Spruce Street and contains a 167,000-square-foot manufacturing and warehouse facility. In light of the recent loss and/or vacancies associated with Delbar Products and Secant Medical, it is prudent for the borough to assess the long-term viability of its other major employer, Perkasie Industries, given its significant role in the community. Proactive measures should be taken to ensure flexibility for Perkasie Industries' expansion or entice a desirable business replacement should this site be redeveloped in the future.

Riparian Buffer

This future land use category corresponds to areas in the vicinity of the East Branch of the Perkiomen and Pleasant Spring creeks as shown in Figure 32. Both creeks have various wetlands, steep slopes, and significant natural habitat in proximity to their banks. Both creeks are located primarily within Perkasie's public park, recreation, and open space network; however, the creeks also contain segments that abut lands owned by private property owners.

Providing stream corridor protection in the form of riparian buffers, will stabilize the banks and reduce erosion, helping to control flooding, filter sediments, and prevent pollutants from entering adjacent streams. Preserving existing vegetation and planting new vegetated areas (trees and other plant materials) within the designated riparian buffer areas of the East Branch of the Perkiomen and Pleasant Spring creeks will also improve wildlife habitat and provide shade that cools the water and improves aquatic systems.

While Perkasie Borough does not have riparian buffer requirements, the value of conducting an assessment of existing riparian areas to identify the protection needs has been discussed. Consideration should be given to adopting riparian buffer requirements in the form of an overlay district with protection standards that prohibit the removal of vegetation or encroachment into the riparian buffer areas. The width of the riparian buffer may be variable depending upon the surrounding context of the stream segment (e.g., abutting lot size and depth).

Summary of Recommendations

Low Density Residential

- Rezone Tax Map Parcel #33-10-145 from R-2 Two-Family Residential to R-1B Single-Family Residential District.

Medium/High Density Residential

- Continue to encourage development that provides for a variety of housing types within the areas of this future land use category.

Town Center

- Implement appropriate recommendations from the Economic Development chapter related to the Town Center Overlay District.

Commercial Centers

- Implement appropriate recommendations from the Economic Development chapter related to Commercial Centers.
- Rezone Tax Map Parcels #39-9-9 and 39-9-25 from the I-2 Light Industrial zoning district to the R-1B zoning district.

General Commercial

- Implement appropriate recommendations from Economic Development chapter related to General Commercial areas.
- Rezone the area of the C-2 General Commercial zoning district along North 7th Street to the R-2 Residential zoning district.
- Rezone Tax Map Parcels #33-5-171, -172, -173, -174, and -175 from the C-2 General Commercial zoning district to the R-2 Residential zoning district.

Planned Industrial

- Revise the purpose statement for the I-1 Planned Industrial District to be more reflective of the desired nature and appearance of future development and redevelopment.
- Implement appropriate recommendations from the Economic Development chapter related to the I-1 Planned Industrial District.

Light Industrial

- Implement appropriate recommendations from the Economic Development chapter related to the I-2 Light Industrial District.

Riparian Buffer

- Evaluate the feasibility and implement appropriate riparian buffer standards along Perkasie's streams.

Plan Elements and Recommendations

In addition to the land use planning area and overlay district policies and recommendations to help guide future development, there are certain key planning topics that warrant discussion. These plan topics, or elements, are presented in Part I of the Comprehensive Plan. Recommendations and implementation strategies are provided below for each plan element.

Housing Plan

A key aim of the housing component of the comprehensive plan is to encourage construction and retention of quality housing and neighborhoods for people of all income levels, household types, and stages of life. Housing stock should accommodate the local workforce, traditional families with children, singles, older residents, and people with disabilities.

Access to transportation, commuting patterns, access to services and education, and consumption of energy and other natural resources are all important factors in determining the value and desirability of housing. By creating a range of housing choices, communities can mitigate the environmental costs of auto-dependent development, use infrastructure more efficiently, ensure an adequate jobs-housing balance, and generate a strong foundation of support for transit, commercial centers, and other services.

Perkasie's housing stock in 2010 totaled 3,383 units, a nearly fourfold increase since 1940. Housing growth over the past 50 years has occurred on vacant land through adaptive reuse of buildings and by infill development. But since 2000, housing growth has slowed greatly, mainly because of limited land for construction, but also due to the effect of the national recession.

Mixed residential and nonresidential use is characteristic of several Perkasie neighborhoods. The borough has a diverse housing stock, with detached single-family housing the predominant housing type, and a near-zero vacancy rate for rental housing. Listed below are strategies and recommendations geared toward maintaining the diversity, soundness, and value of Perkasie's housing stock and its residential neighborhoods.

Housing Implementation Strategies and Recommendations:

- Continue to encourage a variety of housing types at appropriate densities and scale through land use and adaptive re-use provisions.
- Periodically review land use ordinances to ensure that housing choices continue to be provided for all types of living units and arrangements.
- Monitor zoning to ensure that it continues to support mixed-uses in commercial and higher-density areas while protecting the quality of residential life and neighborhood character.
- Support nonprofit agencies and other developers and managers of special-needs, supportive, and general-purpose affordable housing opportunities.

- Support public and private efforts to rehabilitate and maintain housing stock, including, but not limited to, disability-adaptive improvements, rehabilitation of owner-occupied and rental properties, and historic preservation.
- Continue certificate of occupancy inspections and other building, health, and safety code enforcement.

Historic and Cultural Resources Plan

Perkasie's historic and cultural resources are a significant part of the community's fabric and character, contributing to its charm, visual appeal, and neighborhood cohesion. There are many potentially historic properties in the borough, although they have not been comprehensively identified and evaluated. If these resources were to be demolished, inappropriately modified, or neglected, the borough's heritage would be diminished. Such resources also carry economic development potential by providing visual appeal, unique properties for homes, shops, and galleries, and areas that invite heritage tourism.

Perkasie has an active Historical Society, which has taken a lead role in preserving and maintaining several resources important to borough history. The society was instrumental in saving the South Perkasie Bridge and getting it listed on the National Register of Historic Places. The society has restored the West Walnut Street trolley station as its headquarters and now maintains the Stout Cemetery and the carousel in Lenape Park. Community-wide efforts are underway to preserve the 7th Street rail station and to suitably repurpose it.

The borough code sets forth a basic process for recording historic properties. Additional measures may be warranted to build on this foundation to enhance future historic preservation efforts to prevent key resources from being lost to development or falling into disrepair.

Preparing a historic survey to inventory the community's historic resources is a good starting point. The list of historic properties should be monitored on a periodic basis to determine changes over time. For example, the condition, alteration, or demolition of a historic property should be noted. The survey would also serve as a baseline for future preservation activities, if desired, and leads off the full set of recommendations for historic resource identification and preservation, as detailed below.

Historic and Cultural Resources Implementation Strategies and Recommendations:

- Undertake a historic survey to identify potential additions, deletions, or modifications to the borough's historic resources.
- Continue to support preservation efforts by the Perkasie Historical Society and other local groups and individuals to identify, maintain, and protect sites significant to the borough's past.
- Continue efforts toward restoration and adaptive reuse of the train station.
- Enhance historic preservation through zoning provisions that allow additional use opportunities (e.g., overlay district, preservation incentives, use modifications, buffer requirements, delay of demolition, design guidelines).
- Document the Branch Creek Bridge before it is replaced.

- Consider identifying key resources with historic or cultural markers.
- Continue seeking funding sources for historic and cultural resources in need of preservation and rehabilitation.

NATURAL RESOURCES PLAN

Natural resources play an important role in the ecology of a community and region. These resources include waterways, floodplains, gently rolling open space, wetlands, riparian vegetation, steep slopes, and woodlands. The natural areas present in Perkasie Borough support a rich diversity of native vegetation and wildlife, indicating a healthy living environment for people, plants, and animals. Natural resources also have economic, recreational, aesthetic, and educational benefits which can be depleted if resources are not protected. These resources contribute to the character of the borough and enhance the community's quality of life.

Understanding the importance of these resources is crucial in order to guide land use planning and future development and redevelopment responsibly. The importance of protecting natural resources has been recognized by the Pennsylvania Constitution, which guarantees the rights of all citizens to clean air and pure water. While Federal and Commonwealth regulations provide some broad-brush protection for certain natural resources such as wetlands, municipal regulations are necessary to preserve and protect the majority of a community's natural heritage. The following strategies and recommendations are intended to preserve and enhance the protection of Perkasie's natural resources.

A plan for the conservation of energy and moving toward the future of alternative sources of energy to reduce dependence on non-renewable resources is a part of this Comprehensive Plan. Such a plan for energy conservation includes various actions that will contribute to a comprehensive approach to a sustainable energy future.

Natural Resources Implementation Strategies and Recommendations:

SURFACE WATER

- Continue to protect surface water and groundwater from nonpoint source pollution through land use regulation, soil conservation practices and enforcement of erosion and sedimentation control on construction sites.
- Encourage appropriate implementation of *Schuylkill Watershed Conservation Plan* recommendations for the East Branch Perkiomen Creek.
- Continue to conduct restoration efforts along the East Branch Perkiomen Creek and determine if similar efforts are needed along Pleasant Spring Creek.

STEEP SLOPES

- Continue to promote site development practices that are sensitive to the natural topography and minimize the disturbance to slopes.

Soils

- Continue to require applicants to prepare an existing resource and site analysis map showing environmentally sensitive areas that prevent increases in stormwater management and impacts to water quality.

Floodplains and Floodplain Soils

- Review Floodplain District (FP) boundaries and revise as needed to comply with the newly updated FEMA Bucks County Flood Maps.

Riparian Buffers

- Conduct an assessment of existing riparian areas and establish appropriate standards to protect water quality and habitat of Perkasie Borough's streams.

Woodlands and Trees

- Undertake an inventory of shade and street trees to assess their current condition and establish a long-range schedule prioritizing replacement and management techniques.
- Consider the preparation of a management plan for the removal and insecticide treatment of *Fraxinus* (ash) trees to address health and safety issues related to the emerald ash borer.
- Establish a municipal tree commission to promote and enhance protection standards for the management of trees in the borough.
- Review the borough's plant list on a periodic basis in order to add plants that are suitable or remove plants that are found to be invasive or disease-prone.

Air Resources

- Consider the adoption of regulations for outdoor wood-fire boilers that is consistent with Pennsylvania Department of Environmental Protection's requirements.
- Continue efforts to reduce energy usage and become more energy-efficient.

Natural Resource Protection and Development

- Continue to provide enforcement of existing regulations providing natural resources protection.
- Encourage conservation design standards which offer flexible and innovative approaches to site development, which enhance environmental features of the site and minimize impacts on natural resources.
- Consider Low Impact Development (LID) tools and techniques that can enhance resource protection on an individual development site basis.
- Promote the use of Low Impact Development design and Best Management Practices (BMPs) to infiltrate, evapotranspirate, or capture and reuse as much stormwater runoff on-site as reasonably possible.
- Continue to encourage flexible and innovative approaches to site development such as reductions of unnecessary impervious coverage and replacement with open space, landscaping, or pervious materials.

- Revise the natural resource protection and buffering sections of the subdivision ordinance to be consistent with like sections of the zoning ordinance update.

Energy Conservation

- Promote, through educational material and social media, energy conservation and efficiency practices to residents and businesses.
- Implement practices that reduce energy consumption, increase efficiency, and increase use of alternative and renewable energy sources.
- Provide local incentives, such as density bonuses and permit fee waivers/reductions, to encourage remediation and redevelopment of brownfield and greyfield sites and adaptive reuse of existing buildings.
- Promote utilization of renewable energy resources by modifying ordinance language to enable innovative on-site energy sources, individual property solar access provisions, and energy-conserving site design.
- Promote green building technologies and energy efficient standards such as Leadership in Energy and Environmental Design (LEED) and Energy Star certification by offering incentives such as permit fee waivers/reductions and/or expediting the plan approval process.
- Consider conducting a comprehensive energy audit of all borough facilities.
- Incorporate green practices in borough facilities, including energy conservation and recycling initiatives.
- Encourage residents and businesses to research EPA's GreenScapes landscaping program and seize opportunities to implement cost-efficient and environmentally friendly solutions for landscaping.
- Consider the purchase of hybrid and/or compressed-natural-gas-fueled borough vehicles and bicycles for use by the Police Department.

Transportation Plan

The function of the 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 on 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 as multiple–use facilities that provide for pedestrians, bicycles, public transit, and motor vehicles. 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 should also be considered as improvements are made to the road network.

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.

Transportation Implementation Strategies and Recommendations:

Vehicular System

- 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;
- Amend the borough zoning ordinance and subdivision and land development ordinance to be consistent with the street classifications found in this plan (See Appendix B and Figure 9.);
- Coordinate with DVRPC and Bucks County to ensure that the Walnut Street Bridge over Perkiomen Creek Rehabilitation Project is completed as scheduled;
- Develop policies regarding traffic calming, including the participation of any neighborhood that could be affected by the addition of traffic calming measures;

Public Transportation

- Work with SEPTA to ensure that the public transportation needs of residents are being met;
- Actively participate in the development of the Locally Preferred Alternative (LPA) for the Lansdale-Quakertown Railroad Corridor Project;

Air Transport

- Continue to enforce the borough's airport overlay zone to ensure that any proposed structures and/or natural features do not impact operations at the Pennridge Airport; and
- Continue to support the Pennridge Airport, as well as any potential access improvements to the airport.

Pedestrians and Bicyclists

- Implement the recommendations of the *Liberty Bell Trail Feasibility Study (2005)* and recommendations found in Appendix C;
- Investigate the installation of proper signage so that pedestrians are aware of the Liberty Bell Trail and trail users are aware of the businesses in the Town Center District;
- Improve the pedestrian circulation system through improvements to the sidewalk system and pedestrian crossings at street intersections;
- Develop a bicycle plan for the borough;
- Identify gaps in the bicycling network and recommend specific improvements needed to fill these gaps in the system;
- Provide bike trail connections to schools, parks, and community facilities; and
- Identify potential connections to existing and proposed bike paths in Sellersville Borough, Hilltown, East Rockhill, and West Rockhill townships.

Parking Facilities

- Educate businesses about the benefits of reserving nearby parking spaces for customers rather than employees;
- Discuss potential shared parking arrangements with local businesses;
- Improve wayfinding to public parking lots through improved directional signage, including those areas outside of the Town Center District;
- Analyze parking time limits on all streets within the downtown commercial area to ensure consistency and avoid driver confusion;
- Enforce parking regulations using measures which do not alienate drivers (e.g., warnings, graduated ticketing (warning first and increased fines for repeat offenses); and
- Investigate the feasibility of enhancing signage to provide a clearer description of the parking restrictions imposed on certain streets.

Park, Recreation, and Open Space Plan

Perkasie Borough's philosophy is to concentrate its park and recreational resources, making them centrally located and accessible to all residents. This has been accomplished through the provision of its three parks (Lenape, Menlo, and Kulp Memorial), the East Spruce Street Playground, and various borough-owned greenway lands located along the East Branch of the Perkiomen Creek and Pleasant Spring Creek corridors. Each park contains its own active and passive park and recreational facilities to help satisfy a range of resident needs.

Other public and private open space lands located throughout the borough assist in softening the built environment and/or providing potential passive recreational opportunities for nearby residents. Proactive planning and land acquisition can satisfy the future needs of borough residents as recreational demand increases and needs change over time.

Park, Recreation, Open Space Implementation Strategies and Recommendations:

Implement the pertinent recommendations from the borough's 2010 *Open Space Plan* including the following:

- Continue implementing the borough's greenway and trail network while ensuring these facilities are designed to provide safe measures for its users.
- Coordinate with property owners to provide strategic access and conservation easements (when feasible) in order to facilitate the borough's greenway and trail network.
- Collaborate with East Rockhill Township and Pennridge School District officials in the planning and construction of the regional connector trail between Blooming Glen Road and Markey Park.
- Pursue acquisition of open space parcels utilizing the Borough's Parcel Scoring System.
- Acquire land using various strategies other than fee simple acquisition, including donation and easements.

- Identify potential improvement projects (e.g., trail construction, Liberty Bell Trail signage/crosswalks/trail markers, and information kiosks) and potential funding sources for their implementation.
- Amend the mandatory dedication provisions of the Subdivision and Land Development Ordinance to align with the fair market value of property in the borough and to further define the criteria for land that the municipality will accept as recreation land.
- Continue to work with other organizations in the development of facilities to maximize the use of public and quasi-public buildings or recreation space.
- Continue to analyze the costs related to the staffing and maintenance of any planned or proposed park and recreation facility that may be reasonably acquired or developed within the budget year.

Community Facilities and Services Plan

Community facilities and services are necessary for public health, safety, and welfare. These facilities include police, fire protection, emergency services, medical and healthcare facilities, schools, libraries, other municipal services provided by the borough (e.g., public works, and solid waste and recycling) and utilities. Community facilities and services help determine the quality of life experienced in Perkasie Borough and involve such matters as staffing, funding, on-going maintenance, and capital project needs to ensure that adequate services are provided well into the future.

While Perkasie Borough has been affected by natural and man-made disasters in the past, borough staff and emergency management personnel are more prepared than ever to protect life and property from these hazards. Borough officials also recognize the potential impacts of disasters and the need to support proactive mitigation efforts to prevent or reduce the impacts of hazards. Investing in mitigation planning and practices now will significantly reduce the need for future recovery efforts and costs associated with recovery, repair, and reconstruction.

Borough finances and budgeting are an important part of the comprehensive planning process. To carry out the goals and objectives of this Comprehensive Plan, the borough must be in good financial shape. Moreover, decisions about how funds are spent reflect the borough's priorities, making it essential to link what the borough wishes to do with the available funds.

Community Facilities and Services Implementation Strategies and Recommendations:

Police Services

- Upgrade the department's radio system in accordance with a recent federal mandate.

Fire Protection Services

- Recruit volunteers and maintain the volunteer force with emphasis on daytime responders.
- Renovate the existing fire company building to meet current needs.
- Consider the development of a joint fiscal plan between the borough and fire company to meet building maintenance and equipment needs.

Emergency Medical Services

- Maintain communications with Grandview Hospital and ambulance squad and monitor emergency services needs.

Emergency Communications

- Use the borough website and newsletter to encourage residents to sign up for ReadyNotifyPA to receive emergency alert information.

Hazard Mitigation

- Using FEMA and other grant money, conduct a cost-benefit analysis of adding additional protection to repetitive-loss assets, and collect detailed information on all properties.
- Evaluate and implement the most effective mitigation projects (e.g., acquisition, elevation, and buy-out of flood-prone properties) when the financial assistance becomes available.
- Continue hazard mitigation education outreach efforts (e.g., presentations, courses, and fact sheets) to increase public awareness of actions to be taken during an emergency and opportunities for mitigation.
- Identify residents with the highest relative vulnerability to the effects of severe weather (assisted living or others with special needs) and prepare an implementation plan to enhance response capabilities and foster mitigation measures.
- Investigate if additional storm shelters and warning systems near vulnerable communities should be implemented, including:
  - Identify structures that can be used as tornado-safe rooms (some may require structure modifications); and/or
  - NOAA weather radios for vulnerable populace.
- Ensure the assigned responsibilities in the borough's Emergency Operations Plan continue to be facilitated and the plan is updated every 2 years as prescribed by Borough Ordinance #922.
- Ensure ongoing consistency between the zoning ordinance, subdivision and land development ordinance, and comprehensive plan; and update the borough's Emergency Operations Plan to reflect any changes (e.g., minimum elevations or setbacks within 100-year floodplain).

Medical and Health Care Facilities

- Monitor changing demographics and the need for elderly services.
- Consider amendments to the zoning ordinance to permit personal care facilities.

Educational Facilities

- Discuss congestion around Guth Elementary school at drop-off and pickup times with the school district and determine ways to minimize problems.
- Monitor school facilities and the factors affecting them to anticipate changes in facility needs.
- Establish a liaison with the school district to maintain close communications.

- Provide notification to the school district of residential development approvals on a timely basis to satisfy Act 97, including possibly amending the subdivision and land development ordinance.

Library Facilities

- Continue to assist the library with identifying sources of funding to retain and expand existing library resources tailored to resident demand.

Borough Administration

- Continue to monitor resident needs to evaluate demand for service and facilities expansion that may arise.

Public Works Department

- Improve public works property, including enlarging the salt storage shed.
- Construct a secure storage site for Police Department.
- Provide sufficient funding and manpower to meet increased federal and state mandates.
- Evaluate staff needs and consider hiring additional workers when necessary.

Public Utilities

- Continue to seek best electric power prices for borough customers in accordance with the 2012 *Power Supply Plan*.
- Continue to maintain and update substation and transmission facilities.
- Replace circuits and additional equipment in accordance with 2012 *Long-Range Facilities Plan* recommendations.
- Coordinate utility line installation and repair with UGI when necessary.
- Work with telecommunication providers to maximize services for residents.
- Coordinate work with telecommunication providers to minimize street disruptions and prevent line damage from excavations.
- Review the telecommunication standards in the zoning ordinance to consider additional options while respecting adjacent residential neighborhoods.

Solid Waste and Recycling

- Educate residents and businesses biannually about the recycling program and requirements using dedicated web pages, newsletters, and targeted outreach to local schools, churches, and community groups to improve the quality and quantity of materials recycled.
- Implement activities that are fun, inexpensive, and bring attention to the recycling program through public outreach.
- Incorporate better recycling containers into public events (fairs, festivals, football games) to build awareness and participation in the recycling program.
- Continue to foster business waste reduction programs targeting businesses by the type of waste generated (e.g., providing educational notices with tax or utility bills based on Standard Industrial Classification (SIC) Code-based classification system).
- Consider methods to reduce the amount of organics (e.g., grass clippings, food waste) in the waste stream.

- Consider the following to eliminate any future illegal dumping:
  - Strengthen ordinances and enforcement activities;
  - Work with surrounding communities to ensure borough waste is not being dumped outside of borough boundaries;
  - Maintain programs that provide residents access to bulk waste collection and sufficient options for leaf and yard waste.
- Establish partnering between PADEP, the borough EAC, and the Bucks County Recycling Coordinator to review, and improve as necessary, ordinance revisions.
- Develop a 5-year plan for expanding the recycling program to accommodate additional materials and hard-to-recycle items within existing constraints.

FINANCE AND MANAGEMENT

- Amend the borough zoning ordinance to require a fiscal impact study for zoning changes or subdivision and land development proposals with a potential of generating 250 or more trips per day.
- Maintain the Capital Plan and capital reserve fund for financing projects that will enhance the quality of life in the borough.
- Present the Capital Plan and capital reserve budget to the planning commission and receive their input to ensure that it is consistent with, and serves to implement the comprehensive plan.

WATER-RELATED INFRASTRUCTURE AND FACILITIES PLAN

Water-related infrastructure and facilities for purposes of this Comprehensive Plan are divided into three main categories: water supply, wastewater facilities, and stormwater management. The coordination of these three items with land use planning is an important component to the comprehensive plan and each is a part of the borough's interrelated water system. Water and wastewater facilities are key factors in determining the location, nature, and density of future development, and redevelopment. Periodic assessment of water resources, wastewater disposal methods, and service areas is necessary to ensure that adequate facilities can be provided to satisfy future needs. Effective stormwater management practices can ensure that water quality is protected, peak stormwater flows are controlled, and groundwater recharge is enhanced.

Water-Related Infrastructure and Facilities Implementation Strategies and Recommendations:

WATER SUPPLY

- Use the *Pennridge Water Resources Plan - Implementation Component Model Water Resources Protection Ordinance* as a guide for updating language in the borough ordinances.
- Continue to assist the Pennridge Regional Authority (PRA) in implementing recommendations of the PRA Comprehensive Plan.
- Meet with Pennridge Area Source Water Protection Steering Committee members annually to discuss implementation of the *Pennridge Area Source Water Protection Plan* (Volumes I and II) recommendations.
- Continue to implement recommendations contained in the *Pennridge Area Source Water Protection Plan* (Volumes I and II) to prevent groundwater contamination by prohibiting

incompatible uses near surface water and to preserve and manage groundwater recharge areas.

- Reduce water consumption through the use of conservation devices and practices for domestic, industrial, and institutional users.

Wastewater Facilities

- Update the borough's Act 537 Sewage Facilities Plan (1999) to be consistent with the borough's other planning documents.
- Coordinate with Perkasie Regional Authority (PRA) and Pennridge Wastewater Treatment Authority (PWTA) to identify any future capacity needs.
- Conduct a comprehensive evaluation of the collection and conveyance systems to determine if improvements are needed to adequately serve existing and projected future development.

Stormwater Management

- Continue to fulfill the borough's NPDES II (MS4) permit requirements (e.g., continuous implementation of operation and maintenance plans for municipal-owned-or-operated stormwater facilities, evaluation of alternative BMPs for maintaining and retrofitting substandard stormwater management facilities, detection, and evaluation of illicit discharges).
- Develop and adopt ordinance provision consistent with one of the two county stormwater management plans prepared after 2005, one of the two PADEP-approved model ordinances, or a new ordinance meeting the MS4 permit ordinance checklist.
- Review, monitor, and enforce the performance of stormwater management facilities following completion of construction.
- Ensure that reuse and redevelopment proposals incorporate stormwater management BMPs even where there would be no net change in runoff characteristics from the development (when determined feasible by the borough's engineer).
- Continue to promote the use of Low Impact Development (LID) design and Best Management Practices (BMPs) to infiltrate, evapotranspirate, or capture and reuse stormwater runoff on-site through MS4 permitting requirements. Require redevelopment properties to address previously unaddressed stormwater control issues.
- Continue to evaluate opportunities for the borough to implement BMPs in public areas (e.g., streambank stabilization along East Branch Perkiomen).
- Adjust requirements as needed that would allow for additional measures that minimize the extent of impervious surface coverage (e.g., establishing maximum impervious surface ratios, porous paving provisions).
- Educate residents and business owners about stormwater impacts and BMPs and how to properly operate and maintain stormwater facilities via fact sheets, newsletters, and workshops.

- Prioritize recommended solutions to stormwater runoff problems and incorporate priority solutions in the annual municipal capital and/or maintenance budget.

Economic Development Plan

Economic development is the manifestation of a community's fiscal, social, and physical resources as part of a long-term planning process aimed at preserving and improving its overall quality of life. Economic development focuses on important aspects of a community that are provided by the private sector—employment opportunities, businesses serving residents, a stable and growing tax base, and business involvement as corporate citizens in a community's activities and decision-making. Understanding the demographics of those who live and work in Perkasie as well as local and regional retail markets helps to identify potential economic development opportunities.

This plan's public participation process, which included residents and business owners, has resulted in a community and economic development vision that will provide direction for borough officials, the business community and prospective developers for the next 10 years and beyond. The **Play**Shop**Dine**Unwind (active/healthy lifestyles) vision capitalizes on one of Perkasie's greatest assets—its park and recreational facilities that attract residents and visitors from around the region. Creating a more dynamic shopping, dining, cultural, and entertainment experience, not only in the Town Center but also in other commercial areas, is instrumental to this vision. Efforts towards downtown revitalization are intended to create a more vibrant, walkable, mixed-use environment while maintaining Perkasie's small town character.

A multipronged approach fostered by a multilateral partnership is required in order to see this vision through to fruition.

Economic Development Implementation Strategies and Recommendations:

Special Study Areas—Town Center

- Amend the zoning ordinance map to reduce the size of the current TC-Town Center Overlay District boundary, as deemed appropriate.
- Promote appropriate mix of retail and residential uses to locate within the TC district.
- Promote Perkasie's Design Principles for Successful Downtowns and Downtown Retail Guidelines (Economic Development Chapter 11).
- Evaluate the feasibility of implementing physical improvements (i.e., parking, gateway/wayfinding signage, and streetscaping) and develop a timeline for their implementation based upon the borough's resources.
- Identify funding options to supplement the borough's resources in implementing these physical improvements.
- Assess the need for potential revisions to the TC district regulations as discussed in the *Potential Regulatory Changes* section (e.g., permitted uses, building scale and massing, building setbacks and height, parking standards, provision of public spaces, design guidelines) and amend the zoning ordinance accordingly.

- Develop design guidelines for the Town Center Overlay District.

Special Study Areas—Commercial Centers

- Evaluate the feasibility of implementing physical improvements (i.e., façade improvements, landscaping, signage) and improving access within the Commercial Centers.
- Provide public amenities within the Commercial Centers that cater to the users of borough and regional parks and recreation facilities.
- Continue dialogue with the shopping center owners to assess lease rates and identify ways to adjust them to be competitive with those rates within the region.
- Market vacant spaces within the Commercial Centers for appropriate retail uses.
- Assess the need to rezone the Perkasie Square Shopping Center property from the current I-2 Light Industrial District to the C-1 Business Professional District and amend the I-2 district to remove Use E(15) Planned Commercial Development as a permitted use.
- Provide special regulations for outdoor dining for Use E(15) Planned Commercial Development and Use E(3) Eating Place.

Borough-Wide Economic Development

- Continue actively marketing the redevelopment/reuse of the former Delbar Products and Secant Medical sites.
- Coordinate with East Rockhill Township during the development of the Pennridge Development Enterprises property surrounding the Pennridge Airport.
- Consider allowing Uses D(1) Office, Business, or Professional, D(2) Office or Clinical, Medical within the I-1 Planned Industrial District and other changes that may be necessary to facilitate the development of a proposed business park at the Pennridge Development Enterprises property.
- Assess the need for additional changes to the I-1 district requirements (e.g., permitted uses and maximum lot coverage) that may be conducive for the potential development/redevelopment of the Perkasie Industries property.
- Evaluate the I-2 Light Industrial District purpose, regulations, and additional uses (e.g., flex space, live/work, Use E(9)Mixed-Use) to provide flexible standards and provide the potential for small business incubators.
- Implement gateway improvements, streetscape elements, and signage in the C-2 General Commercial District areas located outside of the Town Center.
- Evaluate and rezone the boundaries (expansion or contraction) of the C-2 General Commercial District areas located outside of the Town Center district as deemed appropriate.
- Evaluate the feasibility of allowing E(2) Bed and Breakfast in zoning districts that abut or are close to the Town Center.
- Assess Use H(4) Home Occupation in order to make it more attractive to residents.
- Consider providing regulations for outdoor dining for Use E(3) Eating Place use.

Marketing and Promotion

- Prepare a Marketing and Branding Strategy and Marketing Plan.
- Foster regional cooperation and partnerships for the implementation of Perkasie's community and economic development vision.
- Promote joint regional activities (e.g., recreation, entertainment, and retail events) to benefit the local and regional economy.
- Consider a joint marketing strategy for Perkasie and Sellersville boroughs.

Plan Compatibility

In accordance with Section 301(a) of the PA Municipalities Planning Code (MPC), a comprehensive plan is to provide a statement of the interrelationships among the various plan components. The MPC also requires a statement indicating consistency between existing and proposed development and plans in contiguous portions of neighboring municipalities as well as with objectives and plans of the county comprehensive plan. This chapter provides a discussion regarding the interrelationships among various plan components as well as an analysis of the relationship between existing land uses, zoning, and planning for future development in the neighboring municipalities and region.

Relationship among Plan Components

Throughout the preparation of this comprehensive plan update, continual efforts were made to ensure coordination among the various plan components and to achieve a general consistency among the findings and recommendations provided in each chapter. Individual plan elements were produced with the recognition that they are interdependent and interlocking. The components are intended to fit together harmoniously to promote the general welfare of Perkasie Borough. Specific land use decisions made in the future should involve careful consideration of how such decisions will impact the various planning goals and objectives for the components that make up this plan.

COMPATIBILITY WITH SURROUNDING AREA AND REGION

Although this *Comprehensive Plan* only applies to land in Perkasie, the Borough recognizes that development impacts do not stop at municipal boundary lines, but rather transcend the region. The *Comprehensive Plan* encourages a cooperative approach to address regional issues such as economic development and the provision of park, recreation, and open space resources. The following assesses consistency and compatibility between the policies developed for Perkasie and the adjoining lands in Sellersville Borough and East Rockhill, West Rockhill, and Hilltown townships and the goals and objectives of the county comprehensive plan.

HILLTOWN TOWNSHIP

The *Hilltown Township Comprehensive Plan* (2003) depicts the adjacent areas as Country Residential I (CR-1), which is considered part of the development area of the township. The Country Residential I area is designed to meet the current and future needs of the township through the variety of permitted housing types that include single-family detached, single-family attached, mobile home, multi-family, group homes and affordable housing. The development of conservation design subdivisions (cluster development) and the preservation of open areas for natural resource protection and recreation are encouraged within this planning area.

The Future Land Use Map designates the majority of the area along the Hilltown Township border as Single-Family Residential with a small portion of High-Density Residential found along East Walnut Street. Both future land use categories are compatible with the corresponding area within Hilltown Township.

Hilltown Township's Country Residential I zoning district is found adjacent to Perkasie. This district is intended to accommodate a variety of residential housing types and is generally compatible with Perkasie's R-1A, R-1B, and R-2 Residential zoning districts that are found along the shared boundary.

East Rockhill Township

The *East Rockhill Township Comprehensive Plan Update (2005)* depicts the area adjacent to Perkasie Borough as Development Area with a limited area of Rural Holding located along Ridge Road. The Development Area is intended to accommodate the majority of future residential and nonresidential uses in East Rockhill. The corresponding future land use categories for Perkasie include Single-Family Residential, Planned Industrial, and Commercial Center. The Single-Family Residential designation encompasses a majority of the shared border area while the other future land use designations, Planned Industrial and Commercial Center, are part of existing land uses that are bisected by the municipal border. The Planned Industrial area corresponds to the Pennridge Airport and the Commercial Center area is associated with the Glenwood Shopping Center. These future land use categories are compatible with the corresponding areas within East Rockhill Township.

The East Rockhill Township zoning map designates the adjacent areas with zoning districts consisting of Residential-1, Industrial-1, Industrial-2, Cultural-Education, Commercial-Office, Suburban, Suburban-1 and a limited area of Rural Residential. These districts are compatible with the corresponding adjacent zoning districts of the borough that include the R-1A and R-1B Residential, I-1 Planned Industrial, and C-1 Business Professional zoning districts.

West Rockhill Township

The *West Rockhill Township Comprehensive Plan (2005)* depicts the area adjacent to Perkasie Borough as Development Area. The Development Area is intended to accommodate the bulk of future development and infrastructure expansion within the township. The corresponding future land use category for Perkasie is Single-Family Residential, which is compatible with the adjacent area within West Rockhill Township.

The West Rockhill Township zoning map designates the adjacent area as being within the SR Suburban Residential zoning district. This district is compatible with the Perkasie's R-1A Residential zoning district.

Sellersville Borough

The *Sellersville Borough Comprehensive Plan Update (1995)* designates the areas bordering Perkasie Borough as Low Density Residential, Medium Density Residential, High Density Residential, and Open Space and Recreation. The principal recommendation that applies to all of these areas within Sellersville is that they retain their existing character and that new development fit in with the character of existing adjacent neighborhoods. The corresponding future land use categories for Perkasie include the Single-Family Residential, High Density Residential, and Commercial Centers. The only potential land use conflict is between the Commercial Center area which encompasses the Perkasie Square Shopping Center and a portion of High Density Residential area in Sellersville which encompasses a multi-family housing development. At present there is a substantial buffer between the two land uses because of

existing vegetation and more significantly, a portion of the Perkasie Square Shopping Center site has not yet been developed. The borough zoning ordinance contains provisions for buffering that should mitigate the potential land use conflict if the remaining portion of the shopping center site is developed.

The Sellersville Borough zoning map designates the adjacent areas as being in the Low Density Residential, Medium Density Residential, and Planned Residential zoning districts. These districts are compatible with the R-1A, R-1B, and R-2 Residential zoning districts. The only incompatibility is the area of the I-2 Light Industrial zoning district within Perkasie that is adjacent to the Planned Residential zoning district in Sellersville. The circumstances related to the Perkasie Square Shopping Center and the multi-family housing developments within Sellersville were discussed previously within the Commercial Centers future land use category section above.

In general, the land use policy and existing development of Sellersville are compatible with the policies and land use of Perkasie.

Local, County, and State Planning

Coordinated efforts with neighboring municipalities are essential to address issues that extend beyond the municipal boundary lines. These issues include, but are not limited to, traffic-related problems, watershed-based resource protection, creation of regional trails and open space networks, and facilities such as schools, library, emergency services, and utilities. Perkasie is making a concerted effort to work with surrounding communities and other applicable agencies on land use issues that transcend the borough's boundaries.

Bucks County Comprehensive Plan

The *Bucks County Comprehensive Plan* (2011) sets forth land use and planning policy for Bucks County. The Future Land Use Plan identifies Perkasie as a Town Center. Town Centers are vital areas for development and redevelopment and will figure prominently in the implementation of the smart growth principles set forth in the Bucks County Comprehensive Plan. The smart growth principles relevant to Town Center development and redevelopment include compact and efficient development, a mixture of uses, a variety of transportation options, walkable neighborhoods, distinctive communities with a strong sense of place, and a range of housing opportunities. The *Perkasie Borough Comprehensive Plan* seeks to implement each of these strategies, where appropriate, and is consistent with the county's plan.

DVRPC: Connections 2040: Plan for Greater Philadelphia

In 2013, the Delaware Valley Regional Planning Commission (DVRPC) developed *Connections 2040: Plan for Greater Philadelphia* (adopted July 2013) as an update to *Connections 2035: The Regional Plan for a Sustainable Future*. The purpose of the plan is to carry out DVRPC's defined mission, which is to plan for the orderly growth and development of the region. The four integrated core principles of the Plan are to: Manage Growth and Protect the Environment, Create Livable Communities, Build the Economy, and Establish a Modern, Multimodal Transportation System. The Plan's Land Use Vision identifies Perkasie Borough as a Town Center and within an area of infill and redevelopment. Town Centers have the following characteristics: a mixture of high-density residential and commercial land use; an integrated

mix of land uses; a unique history, character, and sense of place; a relatively higher density than their surrounding land uses; and a distinct downtown/main street area surrounded by relatively dense residential development. Town Centers are also pedestrian-friendly and often transit-oriented and are surrounded by suburban land uses.

The Plan directs development and investment to the already established centers in the region, which are consistent with the borough's existing conditions and strategy of revitalization.

COMMONWEALTH OF PENNSYLVANIA KEYSTONE PRINCIPLES AND CRITERIA

The Commonwealth's Economic Development Cabinet adopted the *Keystone Principles and Criteria for Growth, Investment and Resource Conservation* on May 31, 2005. The Keystone Principles and Criteria represent a coordinated interagency approach to foster sustainable economic development and conservation of resources through the state's investments in Pennsylvania's diverse communities.

The Keystone Principles and Criteria lay out general goals and objectives for economic development and resource conservation, and are designed to encourage multifaceted project development that will integrate programs and funding sources from a variety of state agencies into a comprehensive strategy to address issues affecting whole communities. The ten principles outlined by the state's Keystone Principles and Criteria listed below were considered in the development of Perkasie's *Comprehensive Plan* and are concepts that the land use plan strives to implement.

1. *Redevelop First*—Support revitalization of Pennsylvania's many cities and towns. Give funding preference to reuse and redevelopment of "brownfield" and previously developed sites in urban, suburban, and rural communities for economic activity that creates jobs, housing, mixed-use development, and recreational assets. Conserve Pennsylvania's exceptional heritage resources. Support rehabilitation of historic buildings and neighborhoods for compatible contemporary uses.
2. *Provide Efficient Infrastructure*—Fix it first: Use and improve existing infrastructure. Make highway and public transportation investments that use context-sensitive design to improve existing developed areas and attract residents and visitors to these places. Provide transportation choice and intermodal connections for air travel, driving, public transit, bicycling, and walking. Increase rail freight. Provide public water and sewer service for dense development in designated growth areas. Use on-lot and community systems in rural areas. Require private and public expansions of service to be consistent with approved comprehensive plans and consistent implementing ordinances.
3. *Concentrate Development*—Support infill and "greenfield" development that is compact, conserves land, and is integrated with existing or planned transportation, water and sewer services, and schools. Foster creation of well-designed developments and walkable, bikeable neighborhoods that offer healthy lifestyle opportunities for Pennsylvania residents. Recognize the importance of projects that can document measurable impacts and are deemed 'most ready' to move to successful completion.

4. *Increase Job Opportunities*—Retain and attract a diverse, educated workforce through the quality of economic opportunity and quality of life offered in Pennsylvania's varied communities. Integrate educational and job training opportunities for workers of all ages with the workforce needs of businesses. Invest in businesses that offer good paying, high quality jobs, and that are located near existing or planned water and sewer infrastructure, housing, existing workforce, and transportation access (highway or transit).

5. *Foster Sustainable Businesses*—Strengthen natural resource-based businesses that use sustainable practices in energy production and use, agriculture, forestry, fisheries, recreation, and tourism. Increase our supply of renewable energy. Reduce consumption of water, energy and materials to reduce foreign energy dependence and address climate change. Lead by example: support conservation strategies, clean power, and innovative industries. Construct and promote green buildings and infrastructure that use land, energy, water, and materials efficiently. Support economic development that increases or replenishes knowledge-based employment or builds on existing industry clusters.

6. *Restore and Enhance the Environment*—Maintain and expand our land, air, and water protection and conservation programs. Conserve and restore environmentally-sensitive lands and natural areas for ecological health, biodiversity and wildlife habitat. Promote development that respects and enhances the state's natural lands and resources.

7. *Enhance Recreational and Heritage Resources*—Maintain and improve recreational and heritage assets and infrastructure throughout the Commonwealth, including parks and forests, greenways and trails, heritage parks, historic sites and resources, fishing and boating areas, and game lands offering recreational and cultural opportunities to Pennsylvanians and visitors.

8. *Expand Housing Opportunities*—Support the construction and rehabilitation of housing of all types to meet the needs of people of all incomes and abilities. Support local projects that are based on a comprehensive vision or plan, have significant potential impact (e.g., increased tax base, private investment), and demonstrate local capacity, technical ability, and leadership to implement the project. Coordinate the provision of housing with the location of jobs, public transit, services, schools, and other existing infrastructure. Foster the development of housing, home partnerships, and rental housing opportunities that are compatible with county and local plans and community character.

9. *Plan Regionally; Implement Locally*—Support multi-municipal, county, and local government planning and implementation that have broad public input and support and are consistent with these principles. Provide education, training, technical assistance, and funding for such planning and for transportation, infrastructure, economic development, housing, mixed-use, and conservation projects that implement such plans.

10. *Be Fair*—Support equitable sharing of the benefits and burdens of development. Provide technical and strategic support for inclusive community planning to ensure that social, economic, and environmental goals are met. Ensure that in applying the principles and criteria, fair consideration is given to rural projects that may have less existing infrastructure, workforce, and jobs than urban and suburban areas, but that offer sustainable development benefits to a defined rural community.

Chapter 13

PLAN RECOMMENDATIONS AND IMPLEMENTATION

Perkasie Borough has identified eight principles that will be used to guide the future actions and decisions. The following summarizes this Plan's recommendations in Chapter 12, The Land Use Plan, by primary topics or chapters and its corresponding principle or principles. The entity or entities responsible for completing each recommended action is identified along with the estimated timeframe for completing the task. Timeframes are broken into S—short term (0-2 year), M—mid-term (3-5 years), L—long term (6-10 years), and O—ongoing actions.

Township officials can maintain a digital spreadsheet of these recommendations and can sort this table based upon the priority placed upon the individual tasks at any given time. A column has been provided to record the progress of each action and to provide notations if necessary. In order to assist borough officials with potential funding and technical assistance sources, a program summary is provided in Appendix I.

Two overall priorities emerged during the course of developing this Comprehensive Plan—focusing downtown revitalization efforts in the Town Center and implementing the Future Land Use Plan. Therefore, these two planning topics have been designated a short-term timeframe for implementation (0 to 2 years) and the borough resources will be focused on these recommended actions. However, short-term recommendations have been assigned to other topics as well.

The following recommended actions are organized by primary planning topics and the page numbers referenced correspond to the detailed background discussions in Part I of this Plan.

HOUSING TRENDS (PAGES 19 – 24)

Recommended Actions	Entity Responsible	Timeframe				Record of Action
		S	M	L	O	
1. Continue to encourage a variety of housing types at appropriate densities and scale through land use and adaptive re-use provisions.	BC, PC				X	
2. Periodically review land use ordinances to ensure that housing choices continue to be provided for all types of living units and arrangements.	BC, PC. BA		X		X	
3. Monitor zoning to ensure that it continues to support mixed-uses in commercial and higher-density areas, while protecting the quality of residential life and neighborhood character.	BC, PC				X	
4. Support nonprofit agencies and other developers and managers of special-needs, supportive, and general-purpose affordable housing opportunities.	BC				X	
5. Support public and private efforts to rehabilitate and maintain housing stock, including, but not limited to, disability-adaptive improvements, rehabilitation of owner-occupied and rental properties, and historic preservation.	BC				X	
6. Continue certificate of occupancy inspections and other building, health, and safety code enforcement.	BC, BA				X	

Key			
BC	Perkasie Borough Council	S	Short Term
PC	Perkasie Planning Commission	M	Medium Term
BA	Borough Administration	L	Long Term
		O	Ongoing

Historic and Cultural Resources (Pages 25 – 30)

Recommended Actions	Entity Responsible	Timeframe				Record of Action
		S	M	L	O	
1. Undertake a historic survey to identify potential additions, deletions, or modifications to the borough's historic resources.	BC, PC	X				
2. Continue to support preservation efforts by the Perkasie Historical Society and other local groups and individuals to identify, maintain, and protect sites significant to the borough's past.	BC, PC				X	
3. Continue efforts toward restoration and adaptive reuse of the train station.	BC, PC, BA				X	
4. Enhance historic preservation through zoning provisions that allow additional use opportunities (e.g., overlay district, preservation incentives, use modifications, buffer requirements, delay of demolition, design guidelines).	BC, PC	X				
5. Document the Branch Creek Bridge before it is replaced.	BC, BA	X				
6. Consider identifying key resources with historic or cultural markers.	BC, BA		X			
7. Continue seeking funding sources for historic and cultural resources in need of preservation and rehabilitation.	BC, BA				X	

Key			
BC	Perkasie Borough Council	S	Short Term
PC	Perkasie Planning Commission	M	Medium Term
BA	Borough Administration	L	Long Term
		O	Ongoing

ENVIRONMENTAL AND NATURAL RESOURCES (PAGES 31 – 46)

Recommended Actions	Entity Responsible	Timeframe				Record of Action
		S	M	L	O	
Surface Water						
1. Continue to protect surface water and groundwater from nonpoint source pollution through land use regulation, soil conservation practices and enforcement of erosion and sedimentation control on construction sites.	BC, BA, BE				X	
2. Encourage appropriate implementation of *Schuylkill Watershed Conservation Plan* recommendations for the East Branch Perkiomen Creek.	BC, BA, BE			X		
3. Continue to conduct restoration efforts along East Branch Perkiomen Creek and determine if similar efforts are needed along Pleasant Spring Creek.	BC, BA, BE, PW				X	
Steep Slopes						
4. Continue to promote site development practices that are sensitive to the natural topography and minimize the disturbance to slopes.	BC, PC				X	
Soils						
5. Continue to require applicants to prepare an existing resource and site analysis map showing environmentally sensitive areas that prevent increases in stormwater management and impacts to water quality.	BC, PC				X	
Floodplains and Floodplain Soils						
6. Review Floodplain District (FP) boundaries and revise as needed to comply with the newly updated FEMA Bucks County Flood Maps.	BC, PC, BA, BE	X				
Riparian Buffers						
7. Conduct an assessment of existing riparian areas and establish appropriate standards to protect water quality and habitat of Perkasie Borough's streams.	BC, PC, BA, BE		X			

ENVIRONMENTAL AND NATURAL RESOURCES (CONTINUED) (PAGES 31 – 46)

Recommended Actions	Entity Responsible	Timeframe				Record of Action
		S	M	L	O	
Woodlands and Trees						
8. Undertake an inventory of shade and street trees to assess their current condition and establish a long-range schedule prioritizing replacement and management techniques.	BC, BA		X			
9. Consider the preparation of a management plan for the removal and insecticide treatment of *Fraxinus* (ash) trees to address health and safety issues related to the emerald ash borer.	BC, BA	X				
10. Establish a municipal tree commission to promote and enhance protection standards for the management of trees in the borough.	BC	X				
11. Review the borough's plant list on a periodic basis in order to add plants that are suitable or remove plants that are found to be invasive or disease-prone.	BC, PC, BA, BE		X			
Air Resources						
12. Consider the adoption of regulations for outdoor wood-fire boilers that is consistent with Pennsylvania Department of Environmental Protection's requirements.	BC, PC, BA, BE		X			
13. Continue efforts to reduce energy usage and become more energy-efficient.	BC, BA				X	
Natural Resource Protection and Development						
14. Continue to provide enforcement of existing regulations providing natural resources protection.	BC, BA				X	
15. Encourage conservation design standards which offer flexible and innovative approaches to site development, which enhance environmental features of the site and minimize impacts on natural resources.	BC, PC				X	
16. Consider Low Impact Development (LID) tools and techniques that can enhance resource protection on an individual development site basis.	BC, PC, BA, BE		X			
17. Promote the use of Low Impact Development design and Best Management Practices (BMPs) to infiltrate, evapotranspirate, or capture and reuse as much stormwater runoff on-site as reasonably possible.	BC, PC				X	

ENVIRONMENTAL AND NATURAL RESOURCES (CONTINUED) (PAGES 31 – 46)

Recommended Actions	Entity Responsible	Timeframe				Record of Action
		S	M	L	O	
Natural Resource Protection and Development (continued)						
18. Continue to encourage flexible and innovative approaches to site development such as reductions of unnecessary impervious coverage and replacement with open space, landscaping, or pervious materials.	BC, PC				X	
19. Revise the natural resource protection and buffering sections of the subdivision ordinance to be consistent with like sections of the zoning ordinance update.	BC, PC, BA, BE	X				
Energy Conservation						
20. Promote, through educational material and social media, energy conservation and efficiency practices to residents and businesses.	BC, BA				X	
21. Implement practices that reduce energy consumption, increase efficiency, and increase use of alternative and renewable energy sources.	BC, BA				X	
22. Provide local incentives, such as density bonuses and permit fee waivers/reductions, to encourage remediation and redevelopment of brownfield and greyfield sites and adaptive reuse of existing buildings.	BC, PC, BA, BE		X		X	
23. Promote utilization of renewable energy resources by modifying ordinance language to enable innovative on-site energy sources, individual property solar access provisions, and energy-conserving site design.	BC, PC, BA, BE			X		
24. Promote green building technologies and energy efficient standards such as Leadership in Energy and Environmental Design (LEED) and Energy Star certification by offering incentives such as permit fee waivers/reductions and/or expediting the plan approval process.	BC, PC, BA			X		
25. Consider conducting a comprehensive energy audit of all borough facilities.	BC, BA				X	
26. Incorporate green practices in borough facilities, including energy conservation and recycling initiatives.	BC, BA				X	
27. Encourage residents and businesses to research EPA's GreenScapes landscaping program and seize opportunities to implement cost-efficient and environmentally friendly solutions for landscaping.	BC, BA	X				
28. Consider the purchase of hybrid and/or compressed natural gas fueled borough vehicles and bicycles for use by the Police Department.	BC, BA, PD			X		

ENVIRONMENTAL AND NATURAL RESOURCES (CONTINUED) (PAGES 31 – 46)

Key			
BC	Perkasie Borough Council	S	Short Term
PC	Perkasie Planning Commission	M	Medium Term
BA	Borough Administration (may include staff, manager, or zoning officer, etc.)	L	Long Term
		O	Ongoing
BE	Borough Engineer		
PD	Police Department		
PW	Public Works		

TRANSPORTATION AND CIRCULATION (PAGES 47 – 58)

Recommended Actions	Entity Responsible	Timeframe				Record of Action
		S	M	L	O	
Vehicular System						
1. 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.	BC, PC, BA, PW				X	
2. Amend the borough zoning ordinance and subdivision and land development ordinance to be consistent with the street classifications found in this plan (See Appendix B and Figure 9.).	BC, PC, BA, BE	X				
3. Coordinate with DVRPC and Bucks County to ensure that the Walnut Street Bridge over Perkiomen Creek Rehabilitation Project is completed as scheduled.	BC, PC, BA, BE, BCPC		X			
4. Develop policies regarding traffic calming, including the participation of any neighborhood that could be affected by the addition of traffic calming measures.	BC, PC, BA		X			
Public Transportation						
5. Work with SEPTA to ensure that the public transportation needs of residents are being met.	BC, PC				X	
6. Actively participate in the development of the Locally Preferred Alternative (LPA) for the Lansdale-Quakertown Railroad Corridor Project.	BC, BA				X	
Air Transport						
7. Continue to enforce the borough's airport overlay zone to ensure that any proposed structures and/or natural features do not impact operations at the Pennridge Airport.	BC, PC				X	
8. Continue to support the Pennridge Airport, as well as any potential access improvements to the airport.	BC, PC				X	
Pedestrians and Bicyclists						
9. Implement the recommendations of the *Liberty Bell Trail Feasibility Study (2005)* and recommendations found in Appendix C.	BC, PC	X				
10. Investigate the installation of proper signage so that pedestrians are aware of the Liberty Bell Trail and trail users are aware of the businesses in the Town Center District.	BC, PC	X				
11. Improve the pedestrian circulation system through improvements to the sidewalk system and pedestrian crossings at street intersections.	BC, PC, BA, PW				X	

TRANSPORTATION AND CIRCULATION (CONTINUED) (PAGES 47 – 58)

Recommended Actions	Entity Responsible	Timeframe				Record of Action
		S	M	L	O	
Pedestrians and Bicyclists (continued)						
12. Develop a bicycle plan for the borough.	BC, PC		X			
13. Identify gaps in the bicycling network and recommend specific improvements needed to fill these gaps in the system.	BC, PC		X			
14. Provide bike trail connections to schools, parks, and community facilities.	BC, BA, PW				X	
15. Identify potential connections to existing and proposed bike paths in Sellersville Borough, Hilltown, East Rockhill, and West Rockhill townships.	BC, PC		X			
Parking Facilities						
16. Educate businesses of the benefits of reserving nearby parking spaces for customers rather than employees.	BC, BA	X				
17. Discuss potential shared parking arrangements with local businesses.	BC, BA	X				
18. Improve wayfinding to public parking lots through improved directional signage, including those areas outside of the Town Center District.	BC, BA, PW	X				
19. Analyze parking time limits on all streets within the downtown commercial area to ensure consistency and avoid driver confusion.	BC, BA	X				
20. Enforce parking regulations using measures which do not alienate drivers (e.g., warnings, graduated ticketing (warning first and increased fines for repeat offenses)).	BA, PD				X	
21. Investigate the feasibility of enhancing signage to provide a clearer description of the parking restrictions imposed on certain streets.	BC, BA, PW	X				

TRANSPORTATION AND CIRCULATION (CONTINUED) (PAGES 47 – 58)

Key			
BC	Perkasie Borough Council	S	Short Term
PC	Perkasie Planning Commission	M	Medium Term
BE	Borough Engineer	L	Long Term
PW	Public Works	O	Ongoing
BA	Borough Administration (may include staff, manager, or zoning officer, etc.)		
BCPC	Bucks County Planning Commission		
PD	Police Department		

Park, Recreation and Open Space Resources (Pages 59 – 66)

Recommended Actions	Entity Responsible	Timeframe				Record of Action
		S	M	L	O	
1. Continue implementing the borough's greenway and trail network while ensuring these facilities are designed to provide safe measures for its users.	BC, PC				X	
2. Coordinate with property owners to provide strategic access and conservation easements (when feasible) in order to facilitate the borough's greenway and trail network.	BC, BA				X	
3. Collaborate with East Rockhill Township and Pennridge School District officials in the planning and construction of the regional connector trail between Blooming Glen Road and Markey Park.	BC, BA				X	
4. Pursue acquisition of open space parcels utilizing the Borough's Parcel Scoring System.	BC, BA				X	
5. Acquire land using various strategies other than fee simple acquisition, including donation and easements.	BC, BA				X	
6. Identify potential improvement projects (e.g., trail construction, Liberty Bell Trail signage/crosswalks/trail markers, information kiosks) and potential funding sources for their implementation.	BC, BA				X	
7. Amend the mandatory dedication provisions of the Subdivision and Land Development Ordinance to align with the fair market value of property in the borough and to further define the criteria for land that the municipality will accept as recreation land.	BC, PC, BA, BE	X				
8. Continue to work with other organizations in the development of facilities to maximize the use of public and quasi-public buildings or recreation space.	BC, BA				X	
9. Continue to analyze the costs related to the staffing and maintenance of any planned or proposed park and recreation facility that may be reasonably acquired or developed within the budget year.	BC, BA				X	

Key			
BC	Perkasie Borough Council	S	Short Term
PC	Perkasie Planning Commission	M	Medium Term
BE	Borough Engineer	L	Long Term
BA	Borough Administration (may include staff, manager, or zoning officer, etc.)	O	Ongoing

Community Facilities and Services (Pages 67 – 94)

Recommended Actions	Entity Responsible	Timeframe				Record of Action
		S	M	L	O	
Police Services						
1. Upgrade the department's radio system in accordance with a recent federal mandate.	BC, BA, PD	X				
Fire Protection Services						
2. Recruit volunteers and maintain the volunteer force with emphasis on daytime responders.	FD				X	
3. Renovate the existing fire company building to meet current needs.	FD			X		
4. Consider the development of a joint fiscal plan between the borough and fire company to meet building maintenance and equipment needs.	BC, FD	X				
Emergency Medical Services						
5. Maintain communications with Grandview Hospital and ambulance squad and monitor emergency services needs.	BC, BA				X	
Emergency Communications						
6. Use the borough website and newsletter to encourage residents to sign up for ReadyNotifyPA to receive emergency alert information.	BC, BA				X	
Hazard Mitigation						
7. Using FEMA and other grant money, conduct a cost-benefit analysis of adding additional protection to repetitive-loss assets, and collect detailed information on all properties.	BC, BA	X				
8. Evaluate and implement the most effective mitigation projects (e.g., acquisition, elevation, and buy-out of flood-prone properties) when the financial assistance becomes available.	BC, BA				X	
9. Continue hazard mitigation education outreach efforts (e.g., presentations, courses, and fact sheets) to increase public awareness of actions to be taken during an emergency and opportunities for mitigation.	BC, BA				X	
10. Identify residents with the highest relative vulnerability to the effects of severe weather (assisted living or others with special needs) and prepare an implementation plan to enhance response capabilities and foster mitigation measures.	BC, BA	X				

COMMUNITY FACILITIES AND SERVICES (CONTINUED) (PAGES 67 – 94)

Recommended Actions	Entity Responsible	Timeframe				Record of Action
		S	M	L	O	
Hazard Mitigation (continued)						
11. Investigate if additional storm shelters and warning systems near vulnerable communities should be implemented, including: • Identify structures that can be used as tornado-safe rooms (some may require structure modifications); and/or • NOAA weather radios for vulnerable populace.	BC, BA	X				
12. Ensure the assigned responsibilities in the borough's *Emergency Operations Plan* continue to be facilitated and the plan is updated every 2 years as prescribed by Borough Ordinance #922.	BC, BA				X	
13. Ensure ongoing consistency between the zoning ordinance, subdivision and land development ordinance, and comprehensive plan; and update the borough's responsibilities in the borough's *Emergency Operations Plan* to reflect any changes (e.g., minimum elevations or setbacks within 100-year floodplain).	BC, BA				X	
Medical and Health Care Facilities						
14. Monitor changing demographics and the need for elderly services.	BC, BA				X	
15. Consider amendments to the zoning ordinance to permit personal care facilities	BC, PC	X				
Educational Facilities						
16. Discuss congestion around Guth Elementary school at drop-off and pickup times with the school district and determine ways to minimize problems.	BC, BA	X				
17. Monitor school facilities and the factors affecting them to anticipate changes in facility needs.	BC, BA				X	
18. Establish a liaison with the school district to maintain close communications.	BC, BA	X				
19. Provide notification to the school district of residential development approvals on a timely basis to satisfy Act 97, including possibly amending the subdivision and land development ordinance.	BC, BA				X	
Library Facilities						
20. Continue to assist the library with identifying sources of funding to retain and expand existing library resources tailored to resident demand.	BC, BA				X	
Borough Administration						
21. Continue to monitor resident needs to evaluate demand for service and facilities expansion that may arise.	BC, BA				X	

COMMUNITY FACILITIES AND SERVICES (CONTINUED) (PAGES 67 – 94)

Recommended Actions	Entity Responsible	Timeframe				Record of Action
		S	M	L	O	
Public Works Department						
22. Improve public works property, including enlarging the salt storage shed.	BC, BA, PW		X			
23. Construct a secure storage site for Police Department.	BC, BA, PW		X			
24. Provide sufficient funding and manpower to meet increased federal and state mandates.	BC, BA, PW				X	
25. Evaluate staff needs and consider hiring additional workers when necessary.	BC, BA, PW				X	
Public Utilities						
26. Continue to seek best electric power prices for borough customers in accordance with the 2012 *Power Supply Plan*.	BC, BA, ED				X	
27. Continue to maintain and update substation and transmission facilities.	BC, BA, ED				X	
28. Replace circuits and additional equipment in accordance with 2012 *Long-Range Facilities Plan* recommendations.	BC, BA, ED				X	
29. Coordinate utility line installation and repair with UGI when necessary.	BC, BA, ED				X	
30. Work with telecommunication providers to maximize services for residents.	BC, BA				X	
31. Coordinate work with telecommunication providers to minimize street disruptions and prevent line damage from excavations.	BC, BA, PW				X	
32. Review the telecommunication standards in the zoning ordinance to consider additional options while respecting adjacent residential neighborhoods.	BC, PC, BA, BE			X		
Solid Waste and Recycling						
33. Educate residents and businesses biannually about the recycling program and requirements using dedicated web pages, newsletters, and targeted outreach to local schools, churches, and community groups to improve the quality and quantity of materials recycled.	BC, BA	X				

COMMUNITY FACILITIES AND SERVICES (CONTINUED) (PAGES 67 – 94)

Recommended Actions	Entity Responsible	Timeframe				Record of Action
		S	M	L	O	
Solid Waste and Recycling (continued)						
34. Implement activities that are fun, inexpensive, and bring attention to the recycling program through public outreach.	BC, BA	X				
35. Incorporate better recycling containers into public events (fairs, festivals, football games) to build awareness and participation in the recycling program.	BC, BA	X				
36. Continue to foster business waste reduction programs targeting businesses by the type of waste generated (e.g., providing educational notices with tax or utility bills based on Standard Industrial Classification (SIC) Code-based classification system).	BC, BA				X	
37. Consider methods to reduce the amount of organics (e.g., grass clippings, food waste) in the waste stream.	BC, BA	X				
38. Consider the following to eliminate any future illegal dumping: • Strengthen ordinances and enforcement activities; • Work with surrounding communities to ensure borough waste is not being dumped outside of borough boundaries; • Maintain programs that provide residents access to bulk waste collection; and sufficient options for leaf and yard waste.	BC, BA, BE	X				
39. Establish partnering between DEP and the Bucks County Recycling Coordinator to review, and improve as necessary, ordinance revisions.	BC, BA, BCPC				X	
40. Develop a 5-year plan for expanding the recycling program to accommodate additional materials and hard-to-recycle items within existing constraints.	BC, BA		X			
Finance and Management						
41. Amend the borough zoning ordinance to require a fiscal impact study for zoning changes or subdivision and land development proposals with a potential of generating 250 or more trips per day.	BC, PC, BA, BE	X				
42. Maintain the Capital Plan and capital reserve fund for financing projects that will enhance the quality of life in the borough.	BC, BA				X	
43. Present the Capital Plan and capital reserve budget to the planning commission and receive their input to ensure that it is consistent with, and serves to implement the comprehensive plan.	BC, PC				X	

Community Facilities and Services (Continued) (Pages 67 – 94)

Key			
BC	Perkasie Borough Council	S	Short Term
PC	Perkasie Planning Commission	M	Medium Term
BE	Borough Engineer	L	Long Term
BA	Borough Administration (may include staff, manager, or zoning officer, etc.)	O	Ongoing
PW	Public Works		
FD	Fire Department		
PD	Police Department		
ED	Perkasie Borough Electric Department		
BCPC	Bucks County Planning Commission		

WATER-RELATED INFRASTRUCTURE AND FACILITIES (PAGES 95 – 108)

Recommended Actions	Entity Responsible	Timeframe				Record of Action
		S	M	L	O	
Water Supply						
1. Use the *Pennridge Water Resources Plan - Implementation Component Model Water Resources Protection Ordinance* as a guide for updating language in the borough ordinances.	BC, PC, BA, BE	X				
2. Continue to assist the Pennridge Regional Authority (PRA) in implementing recommendations of the PRA Comprehensive Plan.	BC, PC, BA, BE				X	
3. Meet with Pennridge Area Source Water Protection Steering Committee members annually to discuss implementation of the *Pennridge Area Source Water Protection Plan* (Volumes I and II) recommendations.	BC, BA, BE				X	
4. Continue to implement recommendations contained in the *Pennridge Area Source Water Protection Plan* (Volumes I and II) to prevent groundwater contamination by prohibiting incompatible uses near surface water and to preserve and manage groundwater recharge areas.	BC, PC, BA, BE				X	
5. Reduce water consumption through the use of conservation devices and practices for domestic, industrial, and institutional users.	BC, BA				X	
Wastewater Facilities						
6. Update the borough's Act 537 Sewage Facilities Plan (1999) to be consistent with the borough's other planning documents.	BC, PC, BA	X				
7. Coordinate with Perkasie Regional Authority (PRA) and Pennridge Wastewater Treatment Authority (PWTA) to identify any future capacity needs.	BC, BA, BE				X	
8. Conduct a comprehensive evaluation of the collection and conveyance systems to determine if improvements are needed to adequately serve existing and projected future development.	BC, BA, BE	X				

WATER-RELATED INFRASTRUCTURE AND FACILITIES (CONTINUED) (PAGES 95 – 108)

Recommended Actions	Entity Responsible	Timeframe				Record of Action
		S	M	L	O	
Stormwater Management						
9. Continue to fulfill the borough's NPDES II (MS4) permit requirements (e.g., continuous implementation of operation and maintenance plans for municipal-owned-or-operated stormwater facilities, evaluation of alternative BMPs for maintaining and retrofitting substandard stormwater management facilities, detection, and evaluation of illicit discharges).	BC, BA, BE				X	
10. Develop and adopt ordinance provision consistent with one of the two county stormwater management plans prepared after 2005, one of the two DEP-approved model ordinances, or a new ordinance meeting the MS4 permit ordinance checklist.	BC, BA, BE	X				
11. Review, monitor, and enforce the performance of stormwater management facilities following completion of construction.	BC, BA, BE				X	
12. Ensure that reuse and redevelopment proposals incorporate stormwater management BMPs even where there would be no net change in runoff characteristics from the development (when determined feasible by the borough's engineer).	BC, PC, BA, BE				X	
13. Continue to promote the use of Low Impact Development (LID) design and Best Management Practices (BMPs) to infiltrate, evapotranspirate, or capture and reuse stormwater runoff on-site through MS4 permitting requirements. Require redevelopment properties to address previously unaddressed stormwater control issues.	BC, PC, BA, BE				X	
14. Continue to evaluate opportunities for the borough to implement BMPs in public areas (e.g., streambank stabilization along East Branch Perkiomen).	BC, BA, PW, BE				X	
15. Adjust requirements as needed that would allow for additional measures that minimize the extent of impervious surface coverage (e.g., establishing maximum impervious surface ratios, porous paving provisions).	BC, PC, BA, BE			X		
16. Educate residents and business owners about stormwater impacts and BMPs and how to properly operate and maintain stormwater facilities via fact sheets, newsletters, and workshops.	BC, BA				X	
17. Prioritize recommended solutions to stormwater runoff problems and incorporate priority solutions in the annual municipal capital and/or maintenance budget.	BC, BA, BE				X	

WATER-RELATED INFRASTRUCTURE AND FACILITIES (CONTINUED) (PAGES 95 – 108)

Key			
BC	Perkasie Borough Council	S	Short Term
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PW	Public Works		

ECONOMIC DEVELOPMENT (PAGES 109 – 164)

Recommended Actions	Entity Responsible	Timeframe				Record of Action
		S	M	L	O	
Special Study Areas—Town Center						
1. Amend the zoning ordinance map to reduce the size of the current TC-Town Center Overlay District boundary, as deemed appropriate.	BC, PC, BA, BE	X				
2. Promote appropriate mix of retail and residential uses to locate within the TC district.	BC, PC				X	
3. Promote Perkasie's Design Principles for Successful Downtowns and Downtown Retail Guidelines (Pages 126 and 130).	BC, PC				X	
4. Evaluate the feasibility of implementing physical improvements (i.e., parking, gateway/wayfinding signage, and streetscaping) and develop a timeline for their implementation based upon the borough's resources.	BC, BA	X				
5. Identify funding options to supplement the borough's resources in implementing these physical improvements.	BC, BA	X				
6. Assess the need for potential revisions to the TC district regulations as discussed in the *Potential Regulatory Changes* section (e.g., permitted uses, building scale and massing, building setbacks and height, parking standards, provision of public spaces, design guidelines) and amend the zoning ordinance accordingly.	BC, PC, BA, BE	X				
7. Develop design guidelines for the Town Center Overlay District.	BC, PC	X				
Special Study Areas—Commercial Centers						
8. Evaluate the feasibility of implementing physical improvements (i.e., façade improvements, landscaping, signage) and improving access within the Commercial Centers.	BC, PC	X				
9. Provide public amenities that cater to the users of borough and regional parks and recreation facilities within the Commercial Centers.	BC, PC		X			
10. Continue dialogue with the shopping center owners to assess rates and identify ways to adjust them to be competitive with those rates within the region.	BC/ECON, BA				X	
11. Market vacant spaces within the Commercial Centers for appropriate retail uses.	BC/ECON, BA				X	

ECONOMIC DEVELOPMENT (CONTINUED) (PAGES 109 – 164)

Recommended Actions	Entity Responsible	Timeframe				Record of Action
		S	M	L	O	
Commercial Centers (continued)						
12. Assess the need to rezone the Perkasie Square Shopping Center property from the current I-2 Light Industrial District to the C-1 Business Professional District and amend the I-2 district to remove Use E(15) Planned Commercial Development as a permitted use.	BC, PC, BA, BE	X				
13. Provide special regulations for outdoor dining for Use E(15) Planned Commercial Development and Use E(3) Eating Place.	BC, PC, BA, BE	X				
Borough-Wide Economic Development						
14. Continue actively marketing the redevelopment/reuse of the former Delbar Products and Secant Medical sites.	BC/ECON, BA				X	
15. Coordinate with East Rockhill Township during the development of the Pennridge Development Enterprises property surrounding the Pennridge Airport.	BC/ECON, BA				X	
16. Consider allowing Uses D(1) Office, Business, or Professional, D(2) Office or Clinical, Medical within the I-1 Planned Industrial District and other changes that may be necessary to facilitate the development of a proposed business park at the Pennridge Development Enterprises property.	BC, PC, BA, BE		X			
17. Assess the need for additional changes to the I-1 district requirements (e.g., permitted uses and maximum lot coverage) that may be conducive for the potential development/redevelopment of the Perkasie Industries property.	BC, PC, BA, BE		X			
18. Evaluate the I-2 Light Industrial District purpose, regulations, and additional uses (e.g., flex space, live/work, Use E(9)Mixed-Use) to provide flexible standards and provide the potential for small business incubator.	BC, PC, BA, BE		X			

ECONOMIC DEVELOPMENT (CONTINUED) (PAGES 109 – 164)

Recommended Actions	Entity Responsible	Timeframe				Record of Action
		S	M	L	O	
Borough-Wide Economic Development (continued)						
19. Implement gateway improvements, streetscape elements, and signage in the C-2 General Commercial District areas located outside of the Town Center.	BC, BA	X				
20. Evaluate and rezone the boundaries (expansion or contraction) of the C-2 General Commercial District areas located outside of the Town Center district as deemed appropriate.	BC, PC, BA, BE		X			
21. Evaluate the feasibility of allowing E(2) Bed and Breakfast in zoning districts that abut or are close proximity to the Town Center.	BC, PC, BA, BE	X				
22. Assess Use H(4) Home Occupation in order to make it more attractive to residents.	BC, PC, BA, BE		X			
23. Consider providing regulations for outdoor dining for Use E(3) Eating Place use.	BC, PC, BA, BE	X				
Marketing and Promotion						
24. Prepare a *Marketing and Branding Strategy* and *Marketing Plan*.	BC/ECON	X				
25. Foster regional cooperation and partnerships for the implementation of Perkasie's community and economic development vision.	BC/ECON, BA				X	
26. Promote joint regional activities (e.g., recreation, entertainment, and retail events) to benefit the local and regional economy.	BC/ECON, BA				X	
27. Consider a joint marketing strategy for Perkasie and Sellersville boroughs.	BC/ECON, BA	X				

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ECON	Economic Development Director		

FUTURE LAND USE PLAN (PAGES 165 – 196)[27]

Recommended Actions	Entity Responsible	Timeframe				Record of Action
		S	M	L	O	
Low Density Residential						
1. Rezone Tax Map Parcel #33-10-145 from R-2 Two-Family Residential to R-1B Single-Family Residential District.	BC, PC, BA, BE	X				
Medium/High Density Residential						
2. Continue to encourage development that provides for a variety of housing types within the areas of this future land use category.	BC, PC				X	
Town Center						
3. Implement appropriate recommendations from the Economic Development chapter related to the Town Center Overlay District.	BC, PC	X				
Commercial Centers						
4. Implement appropriate recommendations from the Economic Development chapter related to Commercial Centers.	BC, PC	X				
5. Rezone Tax Map Parcels #39-9-9 and 39-9-25 from the I-2 Light Industrial zoning district to the R-1B zoning district.	BC, PC, BA, BE	X				
General Commercial						
6. Implement appropriate recommendations from the Economic Development chapter related to General Commercial areas.	BC, PC	X				
7. Rezone the area of the C-2 General Commercial zoning district along North 7th Street to the R-2 Residential zoning district.	BC, PC, BA, BE	X				
8. Rezone Tax Map Parcels #33-5-171, -172, -173, -174, and -175 from the C-2 General Commercial zoning district to the R-2 Residential zoning district.	BC, PC, BA, BE	X				
Planned Industrial						
9. Revise the purpose statement for the I-1 Planned Industrial District to be more reflective of the desired nature and appearance of future development and redevelopment.	BC, PC, BA, BE	X				

[27] Future Land Use Plan discussion is contained in Part II, Chapter 12, The Land Use Plan.

FUTURE LAND USE PLAN (CONTINUED) (PAGES 165 – 196)

Recommended Actions	Entity Responsible	Timeframe				Record of Action
		S	M	L	O	
Planned Industrial (continued)						
10. Implement appropriate recommendations from the Economic Development chapter related to the I-1 Planned Industrial District.	BC, PC	X				
Light Industrial						
11. Implement appropriate recommendations from the Economic Development chapter related to the I-2 Light Industrial District.	BC, PC	X				
Riparian Buffer						
12. Evaluate the feasibility and implement appropriate riparian buffer standards along Perkasie's streams.	BC, PC, BA, BE	X				

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Appendices

Appendix A: Land Use Definitions
Appendix B: Street Classification
Appendix C: Liberty Bell Trail
Appendix D: Town Center District Parking Study
Appendix E: Comprehensive Plan for the Water System
Appendix F: Consumer Spending (Based Upon 10 Minute Drive Time)
Appendix G: Resident Survey Summary
Appendix H: Business Survey Summary
Appendix I: Funding and Technical Assistance Summary

Appendix A

LAND USE DEFINITIONS

Single-Family Residential—Consists of properties with single-family detached, or attached, one- or two-unit dwellings on lots less than 5 acres. This category also includes mobile home parks.

Multifamily Residential—Includes properties with 3 or more attached dwelling units. This category includes independent living units.

Commercial—Includes (but not limited to), wholesale and retail trade establishments, finance and insurance real estate, and service businesses.

Mixed Use—Consists of a residential unit(s) located above a commercial use (retail, office) within the same structure.

Public Government and Institutional—Includes properties owned by government or quasi-public entities (Perkasie Borough and Perkasie Regional Authority). It does not include Borough park and recreation lands. All private, parochial and public schools are also included. This category includes medium- to long-term housing accommodations, such as retirement complexes, assisted living facilities, continuing-care retirement communities, and nursing homes.

Private Institutional—Includes churches, cemeteries, and fraternal organizations.

Industrial—Includes (but not limited to) manufacturing industries, warehousing and distribution, contracting offices and shops, painting and publishing operations, and lumber yards.

Public Parks, Recreation, and Protected Open Space—Consists of government-owned (state, county, municipal) park, recreation, and open space lands.

Private Parks, Recreation, and Protected Open Space—Includes deed-restricted land or common open space areas associated with residential developments (homeowner's association lands). Includes land preserved by conservation organizations.

Transportation and Utilities—Primarily consists of utility installations and rights-of-way, terminal facilities, automobile parking, and stormwater management basins. Calculations for roadway acreage are also included.

Agricultural—Based upon an analysis of 2010 orthographic aerial photos, consists of land that is 20 acres or greater where at least one-third of the parcel exhibits agricultural or farm-related characteristics such as stables, orchards, and active or fallow fields. This category may also include residential dwelling units and farm related structures on the same lot.

Vacant—Includes parcels without dwelling units or buildings containing nonresidential uses but may include structures such as barns, stables, sheds, etc.

Appendix B

STREET CLASSIFICATION

Road Name	Start Point	End Point
Minor Arterials		
Ridge Road (Route 563)	Entire Length	
East Walnut Street (Route 152)	Borough Line	Constitution Avenue (Route 152)
Constitution Avenue (Route 152)	Borough Line	East Walnut Street (Route 152)
Collector		
Blooming Glen Road	Borough Line	Ridge Road (Route 563)
South 5th Street	Borough Line	West Market Street
North 5th Street	West Market Street	Borough Line
West Park Avenue	Borough Line	South 3rd Street
East Walnut Street	Constitution Avenue (Route 152)	South 5th Street
West Callowhill Street	North 2nd Street	Ridge Road (Route 563)
East Callowhill Street	Borough Line	North 2nd Street
West Market Street	North 5th Street	Ridge Road (Route 563)
South Main Street	Borough Line	East Walnut Street
Main Street	East Walnut Street	Callowhill Road
Primary		
Arthur Avenue	South 5th Street	Elm Street
East Spruce Street	Constitution Avenue (Route 152)	South Main Street
South 4th Street	Borough Line	Elm Street
South 7th Street	West Park Avenue	West Market Street
North 7th Street	West Market Street	Blooming Glen Road
South 9th Street	Cedar Avenue	West Market Street
North 9th Street	West Market Street	Race Street
Ridge Avenue	North 9th Street	Ridge Road (Route 563)
Tunnel Road	Borough Line	Ridge Avenue
West Market Street	South 2nd Street	South 5th Street
West Walnut Street	South 5th Street	South 7th Street
Secondary		
South 2nd Street	West Walnut Street	West Market Street
South 3rd Street	West Park Avenue	West Market Street
North 3rd Street	West Market Street	West Callowhill Street
South 4th Street	West Park Avenue	West Market Street
North 4th Street	West Market Street	Vine Street
South 6th Street	Elm Street	West Spruce Street

Road Name	Start Point	End Point
Secondary (continued)		
South 6th Street	Elm Street	West Spruce Street
South 6th Street	West Walnut Street	West Market Street
North 6th Street	West Market Street	Buttonwood Street
South 8th Street	West Chestnut Street	West Market Street
North 8th Street	West Market Street	Race Street
North 8th Street	Race Street	Vine Street
North 9th Street	Race Street	West Vine Street
12th Street	Borough Line	Cul-de-sac end
Amherst Circle	Entire Length	
Arch Street	North 3rd Street	North 7th Street
Bramble Lane	Entire Length	
Branford Terrace	Entire Length	
Buttonwood Street	North 5th Street	North 7th Street
Cedar Street	South 4th Street	South 5th Street
Chelsea Court	Entire Length	
Chestnut Court	Entire Length	
Clover Lane	Entire Length	
Concord Place	Entire Length	
Conventry Lane	Entire Length	
Conventry Way	Entire Length	
Country Pointe Circle	Entire Length	
Creekview Drive	Entire Length	
Dill Avenue	Entire Length	
Dorchester Lane	Entire Length	
East Chestnut Street	Entire Length	
East Market Street	North Main Street	Fairview Avenue
East Spruce Street	Roadway south of South Main Street	
Elm Avenue	South 4th Street	South 6th Street
Essex Court	Entire Length	
Fairview Avenue	Entire Length	
Fern Drive	Entire Length	
Grandview Avenue	Entire Length	
Hampton Circle	Entire Length	
Highland Court	Entire Length	
Highland Drive	Entire Length	
Highwood Court	Entire Length	
Hillcrest Road	Entire Length	
Hillendale Road	Entire Length	
Hillside Drive	Entire Length	

Road Name	Start Point	End Point
Secondary (continued)		
Hunters Run	Entire Length	
Hyde Lane	Entire Length	
Jefferson Drive	Entire Length	
Kent Lane	Entire Length	
Lexington Way	Entire Length	
Lombard Street	Entire Length	
Marshall Street	Race Street	Buttonwood Street
Meadow Lane	Ridge Road (Route 563)	Borough Line
Mews Drive	Entire Length	
Milliken Court	Entire Length	
Neighbor's Way	Entire Length	
Nob Hill Drive	Entire Length	
North Lane	Entire Length	
North Union Street	Entire Length	
Oak Avenue	South 4th Street	South 5th Street
Old Post Court	Entire Length	
Old Post Road	Entire Length	
Parkridge Court	Entire Length	
Parkridge Drive	Entire Length	
Penny Lane	Entire Length	
Pine Street	Entire Length	
Pleasant Run Place	Entire Length	
Race Street	North 3rd Street	North 6th Street
Race Street	North 6th Street	North 7th Street
Race Street	Ridge Avenue	North 8th Street
Revere Way	Entire Length	
Rustic Drive	Entire Length	
Shadywood Drive	Entire Length	
Shadywood Place	Entire Length	
Souder Lane	Entire Length	
South Union Street	Entire Length	
Spring Court	Entire Length	
Spring Lane	Entire Length	
Stonycrest Court	Entire Length	
Stonycrest Drive	Entire Length	
Strassburger Road	Entire Length	
Strawberry Lane	Entire Length	
Summit Avenue	Entire Length	
Sugarbush Drive	Entire Length	

Road Name	Start Point	End Point
Secondary (continued)		
Vine Street	North 3rd Street	North 6th Street
Vine Street	North 7th Street	North 8th Street
Virginia Avenue	Entire Length	
Walker Way	Entire Length	
Waltham Lane	Entire Length	
West Chestnut Street	South 2nd Street	South 7th Street
West Spruce Street	South 3rd Street	South 7th Street
West Vine Street	Ridge Avenue	North 9th Street
Wyckford Drive	Entire Length	
Wyckford Way	Entire Length	
Marginal Access Streets		
North 2nd Street	Market Street	460 feet east of Market Street
North 4th Street	Vine Street	260 feet east of Vine Street
North 8th Street	Race Street	Buttonwood Street
North 10th Street	Arch Street	End
North 10th Street	Race Street	West Vine Street
South 12th Street	West Park Avenue	300 feet south of Park Avenue
Arch Street	North 8th Street	180 feet west of North 10th Street
Buttonwood Street	North 8th Street	North 7th Street
Market Street	South 2nd Street	Perkiomen Creek
Popular Street	Ridge Road (Route 563)	Grandview Avenue
Penn Alley	West Walnut Street	West Chestnut Street
Private		
Benner Avenue	Entire Length	
Penn Street	West Walnut Street	Borough Parking Lot
Grandview Avenue	Entire Length	
Haven Court	Entire Length	
Popular Street	Entire Length	
Race Street	North 3rd Street	170 feet east of 3rd Street
Vine Street	North 3rd Street	290 feet east of 3rd Street

Appendix C

Liberty Bell Trail

Background

The Liberty Bell Route was an interurban trolley, or electric streetcar, that ran from Philadelphia to Allentown from around 1900 to 1951. The Lehigh Valley Transit Company that operated the trolley named it the Liberty Bell Route because a branch of the trolley tracks followed Bethlehem Pike, which was the route used to transport the Liberty Bell to a safe place in Allentown in 1777 during the British occupation of Philadelphia.

Due to its historical significance, the corridor of the former Liberty Bell Route was identified by Bucks and Montgomery counties as a regionally important bike/pedestrian corridor in the early 2000's. The Liberty Bell Trail follows the historic route of the Liberty Bell Trolley which ran from Norristown in Montgomery County to Quakertown in Bucks County linking several municipalities along the way. The *Liberty Bell Trail Feasibility Study (2005)* identified a total of 17 municipalities that would be linked by this 25-mile trail. The municipalities in Bucks County include Telford, Sellersville, Perkasie, and Quakertown boroughs, and Hilltown, West Rockhill, East Rockhill, and Richland townships.

According to the study, each municipality would be responsible for developing and maintaining the section that falls within their municipal boundaries. Portions of the trail have already been developed in Montgomery County, as well as in Sellersville and Perkasie boroughs. The trail was identified as a potential County path in the *Bucks County Bicycle Plan (2011)*, and as a potential greenway in the *Pennridge Area Greenway Plan (2000)*.

In Perkasie, the trail will pass through a variety of land uses, including parkland, single-family and multifamily residential, commercial, and industrial. The proposed trail follows portions of the historic trolley route through the borough and several area features. Among these important features include Menlo Park, former trolley and railroad bridge abutments, former trolley station (now home to the Perkasie Historical Society), Borough Hall and the borough police station.

The trail would have connections to two greenways including Unami-Beaver-Tohickon-Kimples-Cooks Greenway and East Branch Perkiomen-Three Mile Run-Tohickon-Deer Run Greenway as identified in the Bucks County Greenways Plan. This trail also would provide an important pedestrian linkage to the Town Center District. These connections can be made through the existing sidewalk system found throughout the Town Center District.

TRAIL ROUTING

The Liberty Bell Trail will enter the borough from an existing trail through Lake Lenape Park in Sellersville Borough. The trail will use the existing trail in Lenape Park until it reaches Walnut Street. The proposed trail will turn north onto Walnut Street and proceed to South Seventh Street, through the existing tunnel under the Quakertown Rail Line and to the intersection of Park Avenue and Ridge Road. It will join with Bethlehem Pike and enter East Rockhill Township at this point.

For the section of the trail on Walnut Street, pedestrians will use the sidewalk and bicyclists will use the roadway. Motorists will be alerted of the potential conflict with bicyclists through the use of "sharrows". A sharrow, (Figure 1) is a shared-lane marking on the street. This marking is placed in the center of a travel lane to indicate that a bicyclist may use the full lane.

Figure 1
Sharrow

In the section of Walnut Street that is currently restricted to one-way vehicle traffic (5th Street to 7th Street), northbound bicyclists will share Walnut Street with vehicles. However, for those bicyclists who wish to travel south towards Lenape Park, an alternative route along South 7th Street, West Spruce Street and South 3rd Street will be required (Figure 2). This alternative route will then reconnect with Walnut Street at its intersection with South 3rd Street. This alternative route will also be marked with sharrows (Figure 3). Proper signage must be installed to ensure that bicyclists are aware of this alternative route (Figure 4). It should be noted that all pedestrians, both northbound and southbound, will utilize the sidewalks along Walnut Street and will not be required to use the alternative route.

Figure 2
Liberty Bell Trail Alternative

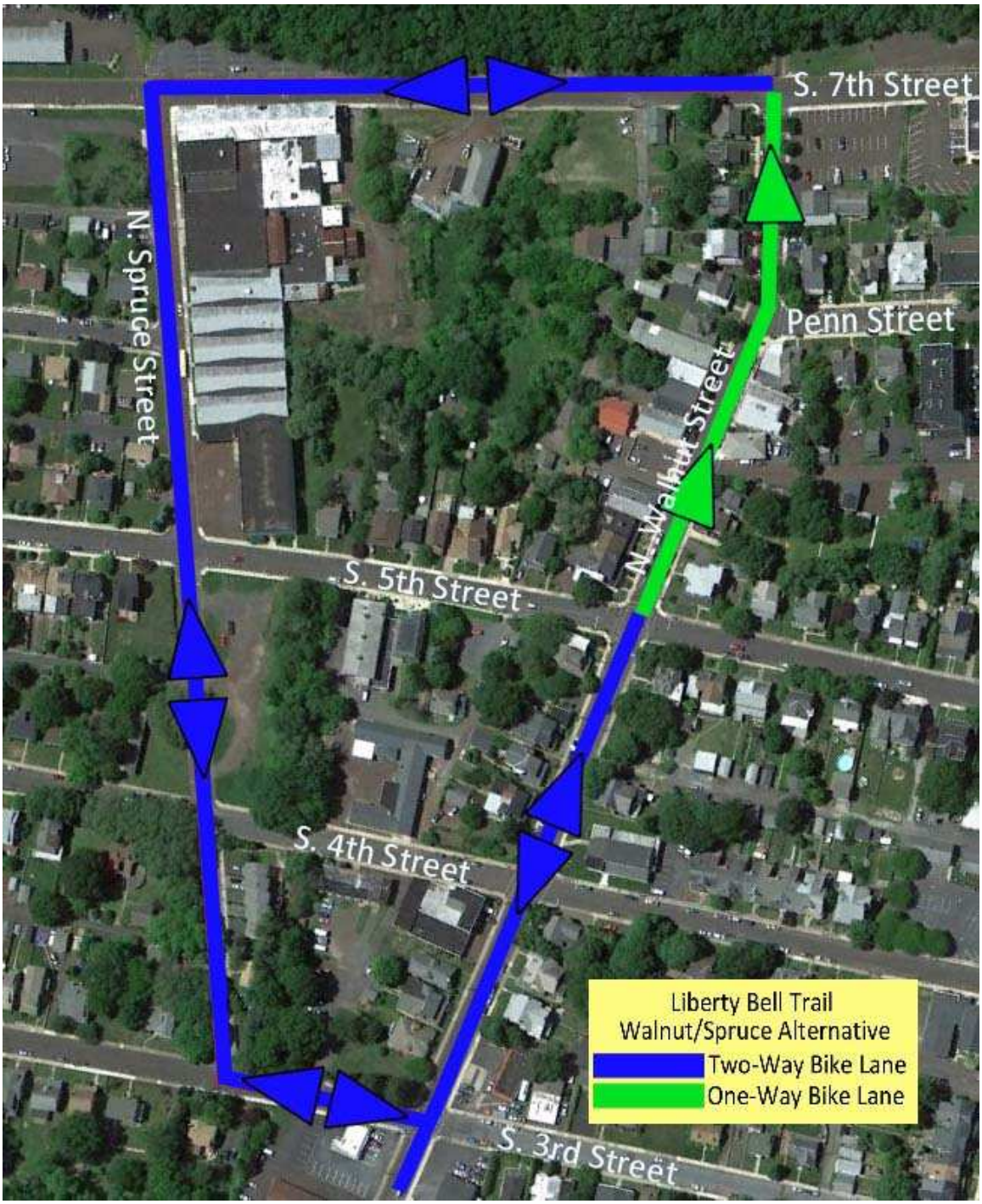


Figure 3
Photo Simulation of Sharrow and Trail Marker on Walnut Street

Figure 4
Photo Simulation of Liberty Bell Trail Sign on Walnut Street

The trail can provide an important pedestrian link to the Town Center District. However, improvements to the proposed trail are necessary to assist in this endeavor. Proper signage should be installed along the trail so that pedestrians are aware of the businesses in the Town Center District. Additionally, signage should be installed in the Town Center area so that downtown visitors are aware of the Liberty Bell Trail (Figure 5). The borough could also investigate the possibility of enhancements to the concrete sidewalks (e.g., painted markings on sidewalks and pavement) that would alert users of the presence of the trail.

Figure 5
Photo Simulation of Liberty Bell Trail Sign at 7th & Market Streets

In addition, an enhanced crosswalk should be constructed across South 7th Street where the trail crosses from Walnut Street to the tunnel which goes beneath the rail line. This enhanced crosswalk should include signage, striping, and curb bump-outs to alert drivers of pedestrian users in this area. Not only will the enhanced crosswalk ensure a safer crossing of South 7th Street, it will also provide a greater visibility of the trail itself (Figure 6).

Figure 6
Photo Simulation of Enhanced Crosswalk at 7th & Walnut Streets

Most of the proposed trail route is located on borough-owned lands and street right-of-ways. However, the proposed section north of the SEPTA rail line may involve the purchasing of lands or easements. Perkasie Park, located on the northern side of South 9th Street, is a large private institutional use which mainly contains summer cottages. This area was initially identified as a potential route for the trail during the feasibility study.

It was learned during the development of the 2010 Borough Open Space Plan that the proximity of the trail to several of the cottages could be an issue. Since using this property is the most cost-effective option to connect with the tunnel under the SEPTA rail line and Park Avenue, it is recommended that the trail continue to use the Perkasie Park property, but be designed in such a fashion as to minimize its impacts on the cottages. The location of the trail could be moved from the historic route, but stay on the property. In addition, the trail could be screened from the cottages by using buffering, such as trees and landscaped berms as shown in Figure 7.

Figure 7
Photo Simulation of Landscaped Berm

According to the borough's 2010 Open Space Plan, the implementation of the Liberty Bell Trail is a primary focus of the borough. Once constructed, the trail will provide valuable localized trail access between the northwestern portion of the borough and the centrally located park system to the southwest. It will also provide access to the regional trail network outside of the borough.

In order to implement the Liberty Bell Trail, the borough should:

- Designate the existing trail through Lenape Park as the "Liberty Bell Trail";
- Improve crosswalks for those areas where the trail will traverse roads;
- Erect signage along the entire trail, including signage imprinted on sidewalks along Walnut Street;
- Provide sharrows within the roadway for Walnut Street to alert drivers of the potential presence of bicyclists;
- Coordinate with Perkasie Park to determine a trail route which is acceptable to those residents, while at the same time considering the regional impact of the trail; and
- Provide signage within the Town Center District alerting visitors of the location of the Liberty Bell Trail.

Appendix D

TOWN CENTER DISTRICT PARKING STUDY

Perkasie Borough has taken great steps to ensure that adequate parking is available in the Town Center District. Parking in the Town Center District consists of on-street parking, as well as various public and privately-owned lots. The borough provides public spaces through municipal ownership, as well as leasing arrangements with private owners, such as SEPTA. The borough does not currently charge for parking in any of the parking lots and does not have any parking meters. The borough does regulate parking in terms of which sides of the street may be parked on, time limitations, and undesirable parking conditions, such as in front of fire hydrants. The enforcement of these parking regulations is conducted by the borough police.

PUBLICLY MANAGED OFF-STREET PARKING

Currently, there are six public parking lots within the Town Center Overlay District. Perkasie Borough owns four of these lots and leases the other two from SEPTA. Perkasie also leases one of these lots to Quakertown National Bank (QNB). The lease with QNB allows the bank to utilize 4 spaces for customers, 5 for employees and 8 spaces are available for general parking. There are 107 parking spaces available in these lots for use by the general public. Public parking is also available along sections of Walnut Street, Chestnut Street, Market Street, 5th Street, 6th Street and 7th Street. There are over 350 on-street parking spaces within the Town Center District. Many of these on-street spaces serve mainly the residences that front along these streets. Table 1 provides an inventory of public managed parking lots.

Table 1
Publicly-Managed Off-Street Parking Lots within Town Center District

Location	Total Spaces	ADA	Surface	Ownership
Walnut Street & Penn Street	8	0	Paved	Borough
7th Street across from Borough Hall	9	2	Gravel	Borough Leased from SEPTA
8th Street & Market Street	44	2	Paved	Borough Leased from SEPTA
7th Street & Walnut Street	34	0	Paved	Borough
7th Street & Walnut Street at Borough Hall	8 General Public 8 Staff Only 4 Visitor Only	0	Paved	Borough
6th Street & Chestnut Street at QNB	8 General Public 4 QNB Customer Only 5 QNB Employees Only	0	Paved	Borough Leased to QNB

PARKING RESTRICTIONS

While the borough does not charge for parking in the Town Center District, it does manage parking by restricting the allowable hours of parking (see Table 2 and Figure 1). Some of these restrictions are for safety related reasons, while other restrictions are enforced to encourage turnover of vehicles using these spaces. Encouraging turnover of vehicles is a form of reserving the most appropriate spaces for customers rather than for employees. These restrictions are only for certain street segments and are not used in the off-street lots.

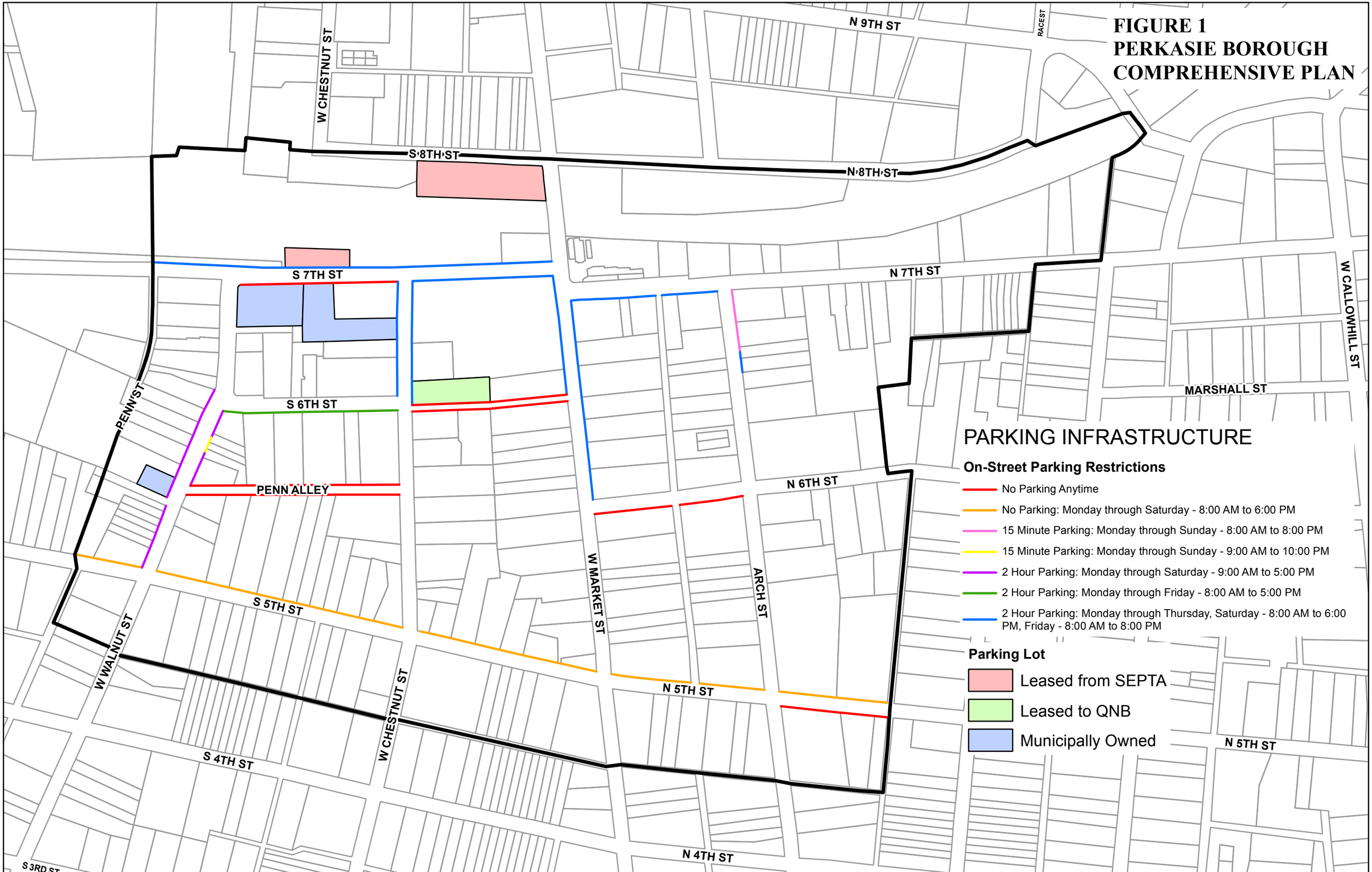
Table 2
Parking Restrictions within Town Center Overlay District

No Parking Anytime	
Penn Alley	Walnut Street to Chestnut Street
North 5th Street – Northbound	South Arch Street to South Race Street
North 6th Street – Northbound	Market Street to Arch Street
South 6th Street	Chestnut Street to Market Street
South 7th Street – Northbound	Walnut Street to Chestnut Street
No Parking: Monday through Saturday – 8:00 AM to 6:00 PM	
5th Street – Southbound	Park Avenue to Race Street
15 Minute Parking: Monday through Sunday– 8:00 AM to 8:00 PM	
Arch Street (2 spaces)	In front of TMP# 33-5-529
15 Minute Parking: Monday through Sunday – 9:00 AM to 10:00 PM	
Walnut Street (2 spaces)	In front of TMP# 33-5-161 & 162
2 hour Parking: Monday through Saturday – 9:00 AM to 5:00 PM	
Walnut Street – Left Side	South 5th Street to South 6th Street
Walnut Street – Right Side	In front of TMP#33-5-153 & 160
2 hour Parking: Monday through Friday – 8:00 AM to 5:00 PM	
South 6th Street – Northbound	Walnut Street to 95' south of Market Street
2 hour Parking: Monday thru Thursday, Saturday - 8:00 AM to 6:00 PM, Friday – 8:00 AM to 8:00 PM	
Arch Street – Westbound	In front of TMP#33-5-527 & 528
Chestnut Street	South 6th Street to South 7th Street
Market Street – Westbound	North 6th Street to North 7th Street
Market Street – Eastbound	North 6th Street to South 7th Street
South 7th Street – Southbound	Walnut Street to Market Street
South 7th Street – Northbound	Chestnut Street to Market Street

Currently, the borough provides seven different types of restrictions on various streets in the Town Center District. These restrictions include the following:

1. No Parking Anytime;
2. No Parking: Monday through Saturday – 8:00 AM to 6:00 PM;
3. 15 Minute Parking: Monday through Sunday – 8:00 AM to 8:00 PM;
4. 15 Minute Parking: Monday through Sunday – 9:00 AM to 10:00 PM;
5. 2 hour Parking: Monday through Saturday – 9:00 AM to 5:00 PM;
6. 2 hour Parking: Monday through Friday – 8:00 AM to 5:00 PM; and
7. 2 hour Parking: Monday through Thursday, Saturday - 8:00 AM to 6:00 PM, Friday – 8:00 AM to 8:00 PM.

FIGURE 1
PERKASIE BOROUGH COMPREHENSIVE PLAN



Utilizing seven different types of parking restrictions may be confusing and somewhat frustrating to customers in the Town Center District. Paring the restrictions down to five restrictions could be done fairly easily without undermining the reasoning behind the restrictions themselves. The restrictions could be revised as follows:

1. No Parking Anytime;
2. No Parking: Monday through Saturday – 8:00 AM to 6:00 PM;
3. ~~15 Minute Parking: Monday through Sunday – 8:00 AM to 8:00 PM~~ would become *15 Minute Parking: Monday through Sunday – 9:00 AM to 10:00 PM;*
4. 15 Minute Parking: Monday through Sunday – 9:00 AM to 10:00 PM;
5. ~~2 hour Parking: Monday through Saturday – 9:00 AM to 5:00 PM~~ would become *2 hour Parking: Monday through Thursday, Saturday - 8:00 AM to 6:00 PM, Friday – 8:00 AM to 8:00 PM.*
6. 2 hour Parking: Monday through Friday – 8:00 AM to 5:00 PM; and
7. 2 hour Parking: Monday through Thursday, Saturday - 8:00 AM to 6:00 PM, Friday – 8:00 AM to 8:00 PM.

In addition to the restrictions themselves being modified, changes should be made to the signage to clarify the restrictions. Although the current signs are consistent with the *Manual on Uniform Traffic Control Devices* published by the U.S. Department of Transportation, some confusion could arise based upon their current form. For example, Figure 1 depicts the current signs used to indicate that 2 hour parking is allowable from Monday to Thursday and Saturday during the hours of 8:00 AM to 6:00 PM. On Fridays, 2 hour parking is enforced from 8:00 AM to 8:00 PM. There is no such restriction on Sunday. The form in which this information is depicted on the signs could be confusing to customers new to the area who are unfamiliar with these restrictions. The signs could be modified to depict this same information in a much clearer form as shown below (Figure 2).

Figure 2
Enhanced Parking Restriction Sign Samples

Current Sign

Enhanced Sign

WAY FINDING SIGNAGE

The borough currently maintains several public parking lots, which are all provided for free. However, there is minimal distinct signage to direct travelers to these lots. While frequent visitors to the borough may be aware of these lots, new visitors to the borough may not be as familiar with the parking facilities. There are several signs announcing the presence of these free lots. However, these signs are all located within the Town Center District. No signs are provided to travelers along 5th Street or Ridge Road, which are the major thoroughfares outside of the downtown area. The provision of clear signage would lead visitors to these important facilities.

The borough should improve directional signage to ensure that visitors are aware of the many parking options available to them. This enhanced signage should be placed at the following locations:

- 5th Street and Arch Street;
- 5th Street and Market Street;
- 5th Street and Chestnut Street;
- 5th Street and Walnut Street;
- 7th Street and Park Avenue;
- 7th Street and Callowhill Street; and
- North Ridge Road and Market Street.

Currently, there are only two signs providing directions to the business district. They are located at the corners of Market and 5th Streets and Walnut and 5th Streets. One of the observations by a business owner made during the development of this plan was that visitors to the borough have trouble finding the Town Center District or “downtown area.” Enhanced signage (similar to what is shown in Figure 3) will help direct vehicles to the downtown area.

Figure 3
Enhanced Business District Sign Samples

PARKING MANAGEMENT STRATEGIES

Parking requirements are typically based upon the type of land use being proposed. The regulations are "site specific" and do not consider the land uses which surround the site. Depending on the mix of land uses in an area, the overall peak parking demand can be lower than the sum of peak parking demands for these different uses. For example, if a development project is located within the central business district, the availability of general use parking may reduce on-site parking demand. On the other hand, if the development is located in a residential area, on-street parking may be unacceptable to local residents, increasing the need for off-street parking at the development.

The cost of providing unrealistic parking requirements can be a potential deterrent to urban infill and redevelopment. Adjusting parking requirements downward to reflect realistic demand helps reduce the total cost of development and increase the likelihood of redevelopment in a downtown setting.

SHARED PARKING

Different types of land uses attract customers, workers, and visitors during different times of the day. Shared parking is an alternative that the borough can employ when setting parking requirements in mixed-use areas. An office that has peak parking demand during the daytime hours, for example, can share the same pool of parking spaces with a restaurant whose demand peaks in the evening. This alternative also reduces overall development costs.

By allowing for and encouraging shared parking, the borough can reduce the total number of spaces required for mixed-use developments or single-use developments in mixed-use areas. Developers benefit, not only from the decreased cost of development, but also from the "captive markets" stemming from mixed-use development. For example, office employees are a captive market for business lunches at restaurants in mixed-use developments.

The borough recognizes the merits of shared parking through provisions in the zoning ordinance. According to the zoning ordinance, two or more uses may provide for required parking in a common parking lot. If it can be demonstrated to the Zoning Hearing Board that the hours or days of peak parking needed for the uses are adequately different for these uses, a special exception may be granted to allow for the total spaces provided to be less than that which would be required individually for each use.

VALET PARKING

Valet parking could be a potential option for businesses who wish to provide customers with another parking option. The main advantage of valet parking is convenience. Customers don't have to walk from a distant parking spot to frequent a business. Valet parking can be especially important to handicapped drivers who rely on valet parking when they can't walk from and to a distant parking spot. It also is a benefit to people who are short on time since they can valet park without the hassle of searching for a parking spot. Since the borough-owned parking lots appear to have extra capacity, the borough should work with businesses interested in providing valet parking, but do not have a lot to park the vehicles.

PARKING RECOMMENDATIONS

Based upon observations during the development of this plan, the Town Center District does not appear to be lacking parking. Parking spaces may be at a premium at certain peak times, but typically, spaces are available if the customer is willing to walk a small distance. However, it appears that several improvements could be made to enhance the parking experience of visitors to the Town Center District.

The following policies should be evaluated with regard to parking measures:

1. Educate businesses on the merits of reserving nearby parking spaces for customers, rather than employees;
2. Increase public/private sector cooperation to foster arrangements for shared parking for all users;
3. Coordinate with businesses interested in providing valet parking;
4. Improve way finding to public parking lots through improved directional signage including those areas outside of the Town Center District;
5. Analyze parking time limits on all streets within the downtown commercial area to ensure consistency and avoid driver confusion;
6. Enforce parking regulations using measures which do not alienate drivers (e.g., warnings, graduated ticketing, etc.); and
7. Investigate the feasibility of enhancing signage to provide a clearer description of the parking restrictions imposed on certain streets.

Appendix E

COMPREHENSIVE PLAN FOR THE WATER SYSTEM

The Perkasie Borough Authority Comprehensive Plan for the Water System (2004) suggests numerous projects to improve water supply and distribution systems. The majority of these projects are of a remedial nature such as main replacement and/or main installation to increase fire flows and to improve water quality in the distribution system.

New Federal legislation regarding arsenic concentrations became effective in February 2006. Although all of the authority's water supplies meet the current standards, three wells were to exceed the new standards after February 2006. These wells and their approximate concentration of arsenic, parts per billion (PPB), are as follows:

Well 10:	11.9 ppb
Well 11:	12.9 ppb
Well 12:	36.3 ppb

As such, the Authority installed a small arsenic removal and blending system at Well 11, and developed Well 7 as an additional source of arsenic-free water. Blending involves mixing water that exceeds the maximum contaminant level (MCL) with water that is treated to a level below the MCL in proportions so that the end product does not exceed federal standards.

Wells 11 and 12 are the highest producing wells operated by PRA. Arsenic concentrations for Well 11 are low enough to make blending a viable treatment technique to bring the concentration below the new MCL. Well 11 was, therefore, refurbished with arsenic treatment and placed back in service. Due to arsenic levels which exceed the MCL, Wells 10 and 12 were taken out of service in 2006. In 2011, Well 10 was reactivated with a treatment system to remove the arsenic below the MCL.

Since the quantity of arsenic-free water needed to keep the blended output below the MCL, a sidestream treatment strategy may be the most economical solution. An existing sub-standard chlorination facility should be replaced in conjunction with the blending facility.

Since Well 11 will be the only well directly servicing the Low Service Area (LSA) (approximately 85% of demand), a close study of the capability of the High Service Area (HSA) to supply the LSA is recommended.

PRA has expanded its service area numerous times since its inception in 1895. Expansion projects typically follow a request from the municipality or are built in conjunction with a new residential subdivision or commercial land development. The Authority's comprehensive plan identified future expansion of the system, which resulted in the expansion of the water system into East and West Rockhill townships. Extensions are along Ridge Road (both to the east and to the west), Fifth Street (to the east), Branch Road (to the east) and Three Mile Run (to the east). In 2009 and 2011, the Authority

entered into Service Agreements with East and West Rockhill townships to extend water into both townships and sewer into West Rockhill Township. In addition, it was recommended that the existing 1 million gallon (mg) reservoir be replaced. To meet the needs of system expansions and to provide a measure of redundancy, a new booster station is also required. This booster station can be designed as part of the 1 mg reservoir replacement or the treatment facility at Well 14.

The three wells in East Rockhill Township contain essentially zero amounts of arsenic (Wells 5, 6 and 9). The PRA drilled Well 7 in East Rockhill, but decided against its development because the drawdown curve from Well 7 is below the depth of some of the surrounding private wells. Because of the limited time period available to construct the facilities required to produce public water below the proposed arsenic MCL, it was recommended that the Authority prioritize its efforts toward the arsenic problem and postpone some of the expansion projects until after 2006 or as required by development in the area.

Well 7 must be developed to produce a sufficient volume of arsenic-free water to replace the production lost with the shutdown of Well 10. Simultaneously, with the drilling of Well 7, water mains were constructed along School House Road, from Three Mile Run Road to Ridge Road, and along Three Mile Run Road from Well 4 to approximately 1,000 feet east of School House Road. With the construction of these mains, public water service can be provided to any landowner whose private well is impacted by the operation of Well 7. The preliminary estimated yield at Well 7 is 300 gallons per minute.

Removal of arsenic at Wells 12 and 14 was postponed indefinitely. The Authority drilled and pump tested Well 14 and arsenic and trichloroethylene (TCE) was located in excess of the respective MCLs.

The Authority refurbished the existing water tower. Pending is the replacement of the existing 1 mg reservoir that was constructed in 1895. The reservoir lacks all of the modern components of a new reservoir and poses certain water quality and system reliability concerns. It is recommended the required volume of the reservoir be reviewed to verify the adequacy of one million gallons of storage. The scope of the project may include acquisition of land, construction of a new reservoir, installation of a water main to the LSA system and also to the HSA system, and taking the existing reservoir out of service.

Pending is the addition of a booster station to pump water from the LSA system to the HSA system. The booster station could be built either at the proposed water treating facility or at the proposed reservoir. Further study is required to determine the optimal location and capacity. There are also opportunities for ongoing improvement such as replacing aging water mains and sanitary sewer mains during road construction or other construction projects.

Sound water works practice suggests that the storage capacity be divided into three parts: equalizing storage, fire service, and emergency storage. The total PRA system requirement in the year 2020 is 2.03 million gallons. The total storage system storage is 3 million gallons. As reported in the 1991 comprehensive plan, the effective storage of the 2 mg HSA water tank is 75 million gallons. This results in a deficiency of approximately 0.10 million gallons by the year 2020 and 0.18 million gallons by the

year 2030. The deficiency could be alleviated if the complete capacity of the HSA tank could be used for the entire system. This can be studied in either the second booster station project or the replacement reservoir project. Also, since the deficiency represents less than 10% of the effective capacity, the actual population growth (if less than predicted) may help erase this deficiency.

Appendix F

Consumer Spending (Based Upon 10-Minute Drive Time)

	Spending Potential Index	Average Amount Spent	Total
Apparel and Services	79	$1,688.55	$21,350,053
Men's	76	$306.37	$3,873,771
Women's	69	$523.69	$6,621,508
Children's	83	$290.94	$3,678,661
Footwear	57	$230.00	$2,908,058
Watches & Jewelry	122	$173.51	$2,193,909
Apparel Products and Services (1)	182	$164.04	$2,074,146
Computer			
Computers and Hardware for Home Use	119	$230.32	$2,912,166
Portable Memory	116	$8.41	$106,390
Computer Software	121	$22.65	$286,359
Computer Accessories	123	$19.38	$245,053
Entertainment & Recreation	122	$3,772.53	$47,699,832
Fees and Admissions	130	$777.71	$9,833,314
Membership Fees for Clubs (2)	131	$206.81	$2,614,851
Fees for Participant Sports, excl. Trips	130	$145.46	$1,839,249
Admission to Movie/Theatre/Opera/Ballet	125	$186.24	$2,354,857
Admission to Sporting Events, excl. Trips	130	$77.37	$978,224
Fees for Recreational Lessons	137	$161.38	$2,040,512
Dating Services	108	$0.44	$5,621
TV/Video/Audio	114	$1,388.75	$17,559,361
Cable and Satellite Television Services	113	$922.31	$11,661,676
Televisions	116	$175.54	$2,219,547
Satellite Dishes	106	$1.59	$20,125
VCRs, Video Cameras, and DVD Players	115	$14.07	$177,843
Miscellaneous Video Equipment	118	$8.63	$109,135
Video Cassettes and DVDs	111	$37.27	$471,210
Video Game Hardware/Accessories	106	$27.25	$344,569
Video Game Software	113	$32.05	$405,291
Streaming/Downloaded Video	125	$4.41	$55,807
Rental of Video Cassettes and DVDs	114	$29.55	$373,675
Installation of Televisions	132	$1.08	$13,670
Audio (3)	118	$129.99	$1,643,547
Rental and Repair of TV/Radio/Sound Equipment	110	$5.00	$63,267
Pets	138	$695.27	$8,791,044
Toys and Games (4)	116	$153.35	$1,938,994
Recreational Vehicles and Fees (5)	131	$279.76	$3,537,242
Sports/Recreation/Exercise Equipment (6)	104	$175.54	$2,219,490
Photo Equipment and Supplies (7)	120	$88.83	$1,123,221
Reading (8)	123	$179.56	$2,270,394
Catered Affairs (9)	135	$33.75	$426,772

Consumer Spending (Based Upon 10-Minute Drive Time) (Continued)

	Spending Potential Index	Average Amount Spent	Total
Food	115	$8,944.97	$113,100,184
Food at Home	114	$5,424.22	$68,583,779
Bakery and Cereal Products	114	$765.22	$9,675,492
Meats, Poultry, Fish, and Eggs	113	$1,180.79	$14,929,931
Dairy Products	114	$582.63	$7,366,827
Fruits and Vegetables	116	$1,047.49	$13,244,495
Snacks and Other Food at Home (10)	112	$1,848.07	$23,367,034
Food Away from Home	116	$3,520.75	$44,516,405
Alcoholic Beverages	118	$596.59	$7,543,323
Nonalcoholic Beverages at Home	111	$500.80	$6,332,109
Financial			
Investments	138	$2,709.05	$34,253,262
Vehicle Loans	113	$4,116.60	$52,050,330
Health			
Nonprescription Drugs	112	$131.93	$1,668,096
Prescription Drugs	114	$522.83	$6,610,684
Eyeglasses and Contact Lenses	120	$98.14	$1,240,935
Home			
Mortgage Payment and Basics (11)	132	$11,909.42	$150,582,692
Maintenance and Remodeling Services	130	$1,996.43	$25,242,900
Maintenance and Remodeling Materials (12)	119	$327.14	$4,136,316
Utilities, Fuel, and Public Services	114	$5,460.89	$69,047,466
Household Furnishings and Equipment			
Household Textiles (13)	120	$119.66	$1,512,967
Furniture	118	$538.23	$6,805,329
Rugs	137	$33.03	$417,575
Major Appliances (14)	116	$304.73	$3,853,016
Housewares (15)	104	$73.30	$926,825
Small Appliances	117	$49.48	$625,624
Luggage	127	$10.77	$136,157
Telephones and Accessories	101	$51.27	$648,250
Household Operations			
Child Care	121	$511.03	$6,461,448
Lawn and Garden (16)	121	$486.47	$6,150,892
Moving/Storage/Freight Express	112	$69.33	$876,639
Housekeeping Supplies (17)	115	$773.71	$9,782,846
Insurance			
Owners and Renters Insurance	122	$569.52	$7,200,953
Vehicle Insurance	116	$1,312.78	$16,598,772
Life/Other Insurance	122	$503.85	$6,370,648
Health Insurance	118	$2,786.60	$35,233,748
Personal Care Products (18)	114	$481.17	$6,083,852
School Books and Supplies (19)	112	$198.56	$2,510,556
Smoking Products	99	$457.58	$5,785,595

CONSUMER SPENDING (BASED UPON 10-MINUTE DRIVE TIME) (CONTINUED)

	Spending Potential Index	Average Amount Spent	Total
Transportation			
Vehicle Purchases (Net Outlay) (20)	115	$3,916.87	$49,524,927
Gasoline and Motor Oil	111	$3,257.25	$41,184,663
Vehicle Maintenance and Repairs	118	$1,224.14	$15,478,018
Travel			
Airline Fares	128	$559.82	$7,078,370
Lodging on Trips	128	$514.39	$6,503,965
Auto/Truck/Van Rental on Trips	130	$41.58	$525,707
Food and Drink on Trips	125	$517.99	$6,549,523

Data Note: The Spending Potential Index (SPI) is household-based, and represents the amount spent for a product or service relative to a national average of 100. Detail may not sum to totals due to rounding.

Source: ESRI forecasts for 2012 and 2017; Consumer Spending data are derived from the 2010 and 2011 Consumer Expenditure Surveys, Bureau of Labor Statistics.

1) *Apparel Products and Services includes material for making clothes, sewing patterns and notions, shoe repair and other shoe services, apparel laundry and dry cleaning, alteration, repair and tailoring of apparel, clothing rental and storage, and watch and jewelry repair.*

2) *Membership Fees for Clubs includes membership fees for social, recreational, and civic clubs.*

3) *Audio includes satellite radio service, sound components and systems, digital audio players, records, CDs, audio tapes, streaming/downloaded audio, tape recorders, radios, musical instruments and accessories, and rental and repair of musical instruments.*

4) *Toys and Games includes toys, games, arts and crafts, tricycles, playground equipment, arcade games, and online entertainment and games.*

5) *Recreational Vehicles & Fees includes docking and landing fees for boats and planes, purchase and rental of RVs or boats, and camp fees.*

6) *Sports/Recreation/Exercise Equipment includes exercise equipment and gear, game tables, bicycles, camping equipment, hunting and fishing equipment, winter sports equipment, water sports equipment, other sports equipment, and rental/repair of sports/recreation/exercise equipment.*

7) *Photo Equipment and Supplies includes film, film processing, photographic equipment, rental and repair of photo equipment, and photographer fees.*

8) *Reading includes digital book readers, books, magazine and newspaper subscriptions, and single copies of magazines and newspapers.*

9) *Catered Affairs includes expenses associated with live entertainment and rental of party supplies.*

10) *Snacks and Other Food at Home includes candy, chewing gum, sugar, artificial sweeteners, jam, jelly, preserves, margarine, fat, oil, salad dressing, nondairy cream and milk, peanut butter, frozen prepared food, potato chips, nuts, salt, spices, seasonings, olives, pickles, relishes, sauces, gravy, other condiments, soup, prepared salad, prepared dessert, baby food, miscellaneous prepared food, and nonalcoholic beverages.*

11) *Mortgage Payment and Basics includes mortgage interest, mortgage principal, property taxes, homeowners insurance, and ground rent.*

12) *Maintenance and Remodeling Materials includes supplies/tools/equipment for painting and wallpapering, plumbing supplies and equipment, electrical/heating/AC supplies, materials for hard surface flooring, materials for roofing/gutters, materials for plaster/panel/siding, materials for patio/fence/brick work, landscaping materials, and insulation materials for owned homes.*

13) *Household Textiles includes bathroom linens, bedroom linens, kitchen linens, dining room linens, other linens, curtains, draperies, slipcovers, decorative pillows, and materials for slipcovers and curtains.*

14) *Major Appliances includes dishwashers, disposals, refrigerators, freezers, washers, dryers, stoves, ovens, microwaves, window air conditioners, electric floor cleaning equipment, sewing machines, and miscellaneous appliances.*

15) *Housewares includes plastic dinnerware, china, flatware, glassware, serving pieces, nonelectric cookware, and tableware.*

16) *Lawn and Garden includes lawn and garden supplies, equipment and care service, indoor plants, fresh flowers, and repair/rental of lawn and garden equipment.*

17) *Housekeeping Supplies includes soaps and laundry detergents, cleaning products, toilet tissue, paper towels, napkins, paper/plastic/foil products, stationery, giftwrap supplies, postage, and delivery services.*

18) *Personal Care Products includes hair care products, nonelectric articles for hair, wigs, hairpieces, oral hygiene products, shaving needs, perfume, cosmetics, skincare, bath products, nail products, deodorant, feminine hygiene products, adult diapers, and personal care appliances.*

19) *School Books and Supplies includes school books and supplies for College, Elementary School, High School, Vocational/Technical School, Preschool/Other Schools, and Other School Supplies.*

Appendix G

Resident Survey Summary

1. Please indicate in which portion of Perkasie Borough you live:

Total Responses **885**

Not Answered **236**

North and west of the railroad tracks	158	17.9%
Within the Town Center Area	99	11.2%
Northeast of Callowhill Street	217	24.5%
Southeast of Perkiomen Creek	240	27.1%
Between the railroad tracks & Perkiomen Creek & west of Callowhill Street	171	19.3%

2. Why did you choose to live in the borough?
(Rank from 1 to 3, with 1 being the most important)

Total Responses **1009**

Not Answered **112**

	1		**2**		**3**		**Overall Totals & Percentages**	
Raised Here from Childhood	133	11.5%	23	3.3%	23	3.7%	179	7.2%
Convenient to Work	124	10.7%	81	11.8%	63	10.0%	268	10.8%
Reasonably Priced Homes	306	26.4%	112	16.3%	54	10.0%	472	19.1%
Reasonable Taxes	48	4.1%	57	8.3%	48	7.6%	153	6.2%
School System	64	5.5%	82	11.9%	75	11.9%	221	8.9%
Close-Knit, Small-Town Community	104	9.0%	106	15.4%	122	19.4%	332	13.4%
Near Friends and Family	166	14.3%	107	15.6%	74	11.8%	347	14.0%
Good Place to Raise Children	124	10.7%	97	14.1%	100	15.9%	321	13.0%
Historic Character	31	2.7%	20	2.9%	53	8.4%	104	4.2%
Other	61	5.3%	3	0.4%	16	2.5%	80	3.2%
Totals	**1,161**		**688**		**628**		**2,477**	

3. How long have you lived in Perkasie Borough?

Total Responses **1,117**

Not Answered **4**

Less than one year	37	3.3%
1 - 5 years	157	14.1%
6 - 10 years	175	15.7%
11 - 15 years	176	15.8%
16 - 20 years	106	9.5%
More than 20 years	466	41.7%

4. Do you own or rent your home?

Total Responses **1,107**

Not Answered **14**

Own	936	84.6%
Rent	171	15.4%

5. Tell us what characteristics of the borough you like best. These should be aspects of the community that are important to you. (Rank from 1 to 5, with 1 being the most important)

Total Responses **1,018**

Not Answered **103**

	1		**2**		**3**		**4**		**5**		**Overall Totals & Percentages**	
Walkways/Trails	181	14.9%	109	11.7%	131	13.8%	101	11.1%	68	7.3%	590	11.9%
Taxes	45	3.7%	53	5.7%	39	4.1%	31	3.4%	30	3.2%	198	4.0%
Downtown/ Town Center Area	37	3.0%	29	3.1%	56	5.9%	57	6.3%	77	8.3%	256	5.2%
Historic Buildings	36	3.0%	32	3.4%	43	4.5%	33	3.6%	57	6.1%	201	4.1%
Walking Scale	40	3.3%	48	5.1%	36	3.8%	40	4.4%	46	4.9%	210	4.2%
Public Water and Sewer	48	3.9%	34	3.6%	58	6.1%	61	6.7%	43	4.6%	244	4.9%
Parks and Open Space	127	10.4%	136	14.5%	121	12.7%	135	14.9%	93	1.9%	612	12.4%
Police Protection	85	7.0%	66	7.1%	68	7.1%	61	6.7%	61	6.6%	341	6.9%
Fire Protection	57	4.7%	55	5.9%	51	5.4%	63	6.9%	64	6.9%	290	5.9%
School System	148	12.2%	105	11.2%	73	7.7%	54	5.9%	49	5.3%	429	8.7%
Housing Variety/ Affordability	155	12.7%	71	7.6%	47	4.9%	55	6.1%	37	4.0%	365	7.4%
Recreational Opportunities	17	1.4%	47	5.0%	43	4.5%	48	6.7%	61	6.6%	216	4.4%
Senior Citizens Activities	7	0.6%	6	0.6%	12	1.3%	8	0.9%	13	1.4%	46	0.9%
Job Opportunities/ Economic Development	8	0.7%	7	0.7%	3	0.3%	8	0.9%	14	1.5%	40	0.8%
Sense of Community	173	14.2%	92	9.8%	94	9.9%	87	9.6%	103	11.1%	549	11.1%
Ambulance Service	15	1.2%	16	1.7%	17	1.8%	18	2.0%	23	2.5%	89	1.8%
Proximity to Agricultural/ Rural Community	55	4.5%	52	5.6%	45	4.7%	41	4.5%	71	7.6%	264	5.3%
Other	21	1.7%	6	0.6%	15	1.6%	8	0.9%	20	2.2%	70	1.4%
Totals	**1,218**		**935**		**952**		**909**		**930**		**4,944**	

6. Tell us what you believe are the major problems or needs facing the borough.
(Rank from 1 to 5, with 1 being the most important)

Total Responses **1,017**

Not Answered **102**

	1		2		3		4		5		Overall Totals & Percentages	
Walkways/Trails	5	0.5%	4	0.5%	13	1.6%	5	0.7%	10	1.4%	37	0.8%
Traffic Control	25	2.3%	25	3.0%	25	3.2%	25	3.4%	25	3.5%	125	2.8%
Lack of Public Transportation	111	10.3%	66	7.8%	63	8.0%	57	7.8%	48	6.8%	345	7.7%
Infrastructure Maintenance	29	2.7%	44	5.2%	35	4.4%	36	4.9%	46	6.5%	190	4.2%
Taxes	120	11.1%	96	11.4%	71	9.0%	64	8.8%	56	7.9%	407	9.0%
Downtown/Town Center	72	6.7%	59	7.0%	59	7.5%	51	7.0%	45	6.4%	286	6.4%
Historic Preservation	11	1.0%	15	1.8%	25	3.2%	23	3.2%	29	4.1%	103	2.3%
Municipal Services	7	0.6%	9	1.1%	25	3.2%	20	2.7%	25	3.5%	86	1.9%
Electric Rates	346	32.1%	160	19.0%	91	11.5%	65	8.9%	36	5.1%	698	15.5%
Lack of Convenient Parking	25	2.3%	21	2.5%	41	5.2%	24	3.3%	26	3.7%	137	3.0%
School System	30	2.8%	20	2.4%	16	2.0%	29	4.0%	31	4.4%	126	2.8%
Neighborhood Preservation	35	3.2%	24	2.8%	27	3.4%	36	4.9%	42	5.9%	164	3.6%
Housing Variety/ Affordability	8	0.7%	13	1.5%	22	2.8%	30	4.1%	21	3.0%	94	2.1%
Recreational Opportunities	5	0.5%	10	1.2%	16	2.0%	21	2.9%	31	4.4%	83	1.8%
Senior Citizen Activities	5	0.5%	9	1.1%	17	2.1%	4	0.5%	20	2.8%	55	1.2%
Job Opportunities/ Economic Development	79	7.3%	81	9.6%	82	10.4%	76	10.4%	65	9.2%	383	8.5%
Proximity/Variety of Goods and Services	26	2.4%	59	7.0%	63	8.0%	60	8.2%	43	6.1%	251	5.6%
Flooding/Stormwater Controls	35	3.2%	34	4.0%	24	3.0%	36	4.9%	34	4.8%	163	3.6%
Trash/Recycling Collection	67	6.2%	75	8.9%	66	8.3%	53	7.3%	58	8.2%	319	7.1%
Water Quality and Supply	33	3.0%	89	9.5%	107	11.9%	72	9.0%	51	6.7%	352	7.8%
Other	38	3.5%	20	2.4%	10	1.3%	13	1.8%	15	2.1%	96	2.1%
Totals	**1,079**		**844**		**791**		**728**		**706**		**4,500**	

7. In which locations do you purchase the majority of the following goods and services? (Check all that apply)

Total Responses **1,117**

Not Answered **4**

	Perkasie Borough		Nearby Communities		Other* (Please specify)		Total Answers
Groceries	835	67.8%	119	9.7%	278	22.6%	1,232
Prescriptions	757	88.1%	186	21.7%	146	17.0%	1,089
Clothing	23	2.7%	49	5.7%	787	91.6%	859
Shoes	6	0.7%	40	4.9%	774	94.4%	820
Sporting Goods	3	0.4%	38	5.5%	644	94.0%	685
Movies/Entertainment	39	4.9%	87	10.9%	670	84.2%	796
Restaurants	549	69.0%	421	52.9%	492	61.8%	1,462
Health Care	235	21.1%	410	36.8%	470	42.2%	1,115
Furniture	11	1.5%	50	6.9%	662	91.6%	723
Appliance	18	2.4%	56	7.4%	682	90.2%	756
Automobiles	27	3.3%	186	22.7%	606	74.0%	819
Gasoline	426	36.3%	235	20.0%	512	43.6%	1,173
Auto Repair	353	35.2%	284	28.3%	365	36.4%	1,002
Banking/Financial	831	73.3%	122	10.8%	181	16.0%	1,134
Hardware/Home Improvement	288	27.5%	144	13.8%	615	58.7%	1,047
Hair Salon/Beauty Services	401	40.5%	223	22.5%	367	37.0%	991
Gifts	196	18.7%	159	15.1%	695	66.2%	1,050

*The list of "Other" communities is available at the borough.

8. Are you satisfied with the quality, location, and quantity of commercial development and retail services within the borough? (Check one response)

Total Responses	**1,092**	
Not Answered	**29**	
Yes	428	39.2%
No	415	38.0%
Unsure	249	22.8%

9. Are there any additional businesses that you would like to see in the borough?

Total Responses	**1,049**	
Not Answered	**77**	
Yes	529	50.4%
No	196	18.7%
Unsure	324	30.9%

10. Do you believe there is a parking problem in the Town Center Area/Downtown? (Check one response)

Total Responses	**1068**	
Not Answered	**52**	
Yes	324	30.3%
No	744	69.7%

If you answered yes, please rank the problems below from 1 to 5, with 1 being the most serious.

	1		**2**		**3**		**4**		**5**	
Not enough parking spaces.	226	68.9%	29	20.3%	12	10.2%	3	3.6%	4	4.3%
Parking is not convenient for residents.	47	14.3%	49	34.3%	49	41.5%	49	59.0%	49	52.1%
Parking enforcement is too aggressive.	3	0.9%	7	4.9%	5	4.2%	4	4.8%	17	18.1%
Parking is not in the appropriate location.	35	10.7%	45	31.5%	41	34.7%	17	20.5%	13	13.8%
Parking is not shared between businesses.	17	5.2%	13	9.1%	11	9.3%	10	12.0%	11	11.7%
Total	**328**		**143**		**118**		**83**		**94**	

11. How far do you typically have to park from your destination in the Town Center Area/Downtown?

Total Responses **1,010** (some responded with two answers)

Not Answered **129**

Near entry	341	33.8%
1/2 block	353	35.0%
1 block	226	22.4%
2 blocks	62	6.1%
3 blocks	28	2.8%

12. Would you support a greater mix/density of residential and commercial uses in the Town Center Area/Downtown? (Check one response)

Total Responses	**1,074**	
Not Answered	**47**	
Yes	492	45.8%
No	165	15.4%
Unsure	417	38.8%

13. Where are you and other members of your household employed? (Check all that apply)

Total Responses **1,107**

Not Answered **14**

	Self		Spouse		Other Household Members	
Within Perkasie Borough	121	10.7%	66	8.5%	38	16.9%
Elsewhere in Bucks County	334	29.6%	241	31.1%	66	29.3%
Lehigh Valley	37	3.3%	30	3.9%	11	4.9%
Philadelphia	32	2.8%	22	2.8%	10	4.4%
Montgomery County	205	18.2%	162	20.9%	44	19.6%
Other	59	5.2%	44	5.7%	17	7.6%
Work at home	55	4.9%	32	4.1%	1	0.4%
Retired	244	21.6%	150	19.3%	14	6.2%
Unemployed	42	3.7%	29	3.7%	24	10.7%
Total	**1,129**		**776**		**225**	

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

Total Responses **1,018**

Not Answered **103**

	1	2	3	4	5 or more	Totals	
Preschool-Age Children	93	38	1	0	0	172	5.9%
Children Grades 1-8	118	83	10	0	1	319	10.9%
Children Grades 9-12	115	34	2	0	0	189	6.5%
Age 18-22	126	43	4	2	0	232	7.9%
Age 23-44	183	222	9	2	0	662	22.6%
Age 45-54	175	156	1	0	0	490	16.7%
Age 55-70	188	199	1	0	0	589	20.1%
Age 70 +	109	83	0	0	0	275	9.4%

Appendix H

Business Survey Summary

1. Please indicate in which portion of the borough your business is located?

Total Responses **33**
Not Answered **12**

North and west of the railroad tracks	6	18.2%
Northeast of Callowhill	2	6.1%
Between railroad tracks & Perkiomen Creek, west of Callowhill Street	12	36.4%
Within the Town Center Area	11	33.3%
Southeast of Perkiomen Creek	2	6.1%

2. What is the general nature of your business?

Total Responses **45**
Not Answered **0**

Retail Sales	6	13.3%
Eating Place	1	2.2%
Art or Cultural Establishment	2	4.4%
Industrial/Manufacturing	3	6.7%
Warehouse/Wholesale	2	4.4%
Professional Office	16	35.6%
Personal Service	14	31.1%
Lodging	0	0.0%
Other	1	2.2%

3. What days of the week is your business regularly open throughout the year?

Total Responses **43**
Not Answered **2**

Every Day:	3
6 days:	
Sun., Mon., Tues., Wed., Thurs., Fri.:	1
Sun., Mon., Tues., Wed., Thurs., Sat.:	1
Mon., Tues., Wed., Thurs., Fri., Sat.:	8
5 days:	
Mon., Tues., Wed., Thurs., Fri.:	24
Mon., Wed., Thurs., Fri., Sat.:	1
Tues., Wed., Thurs., Fri., Sat.:	1
4 days:	
Mon., Tues., Thurs., Sat.:	1
Mon., Tues., Wed., Fri.:	1
Mon., Tues., Wed., Thurs.:	1

4. What are your regular business hours?

Total Responses **41**
Not Answered **4**

	Weekdays				
	Openings			**Closings**	
Business	**Before 10AM**	**Between 10:00 - 11:59AM**	**12:00PM or Later**	**6PM or Earlier**	**7PM or Later**
Retail Sales (6)	4	2	0	3	3
Eating Place (1)	0	0	1	0	1
Art/Culture (2)*	0	1	0	1	0
Industrial/Manufacturing (3)	2	0	0	2	0
Warehouse/Wholesale Trade (2)	2	0	0	2	0
Professional Office (16)	10	0	0	9	1
Personal Services (14)	9	0	0	7	2
Other (1)**	1	0	0	0	0
Totals	**28**	**3**	**1**	**24**	**7**

**Only one business gave business hours*
***Public Water and Sewer*

Business	Weekends				
	Openings			Closings	
	Before 10AM	Between 10:00 - 11:59AM	12:00PM or Later	6PM or Earlier	7PM or Later
Retail Sales (6)*	4	2	0	4	2
Eating Place (1)	0	0	1	0	1
Art/Culture (2)**	0	1	0	1	0
Industrial/Manufacturing (3)	0	0	0	0	0
Warehouse/Wholesale Trade (2)	1	0	0	1	0
Professional Office (16)	0	1	0	1	0
Personal Services (14)	2	0	0	1	1
Other(1)***	0	0	0	0	0
Totals	**7**	**4**	**1**	**8**	**4**

**Only one business open on Sunday (9:00AM to 9:00PM)*
***Only one business gave business hours*
****Public Water and Sewer*

5. What percentage of your patrons do you estimate make up each of the following categories?

Total Responses **43**
Not Answered **2**

	Local			Out of Town			Internet			Other****		
Business	**0-20%**	**21-50%**	**51-100%**	**0-20%**	**21-50%**	**51-100%**	**0-20%**	**21-50%**	**51-100%**	**0-20%**	**21-50%**	**51-100%**
Retail Sales (6)	2	2	1	1	0	2	1	0	0	1	1	1
Eating Place (1)	0	0	1	1	0	0	0	0	0	0	0	0
Art/Culture (2)	0	0	2	1	1	0	0	0	0	0	0	0
Indust./Manuf. (3)*	1	0	0	0	0	2	1	0	0	0	0	0
Ware./Whole. Trade (2)	1	0	0	0	0	1	1	0	1	0	0	0
Prof. Office (16)***	6	2	1	2	0	8	2	1	1	0	0	0
Personal Services (14)*	3	0	6	3	1	1	2	1	1	0	0	0
Other**	0	0	1	1	0	0	0	0	0	0	0	0
Totals	13	**4**	**12**	**9**	**2**	**14**	**7**	**2**	**3**	**1**	**1**	**1**

*One business did not answer question
**Public Water & Sewer
***Two businesses did not answer question
****Included referrals, word of mouth, special advertising

6. **From a business perspective, what are the five biggest challenges Perkasie Borough will face in the next five years?** (Ranking from 1 to 5 with 1 being the greatest challenge.)

Total Responses **29**

Not Answered **16**

	1		2		3		4		5		Overall Totals & Percentages	
Traffic	1	3.6%	0	0.0%	2	8.7%	2	13.3%	0	0.0%	5	5.1%
Taxes and Other Costs	1	3.6%	2	9.5%	1	4.3%	1	6.7%	0	0.0%	5	5.1%
Aging Infrastructure	0	0.0%	0	0.0%	1	4.3%	0	0.0%	1	9.1%	2	2.0%
Crime Rate	1	3.6%	1	4.8%	1	4.3%	0	0.0%	0	0.0%	3	3.0%
Attracting New & Different Businesses	11	39.3%	4	19.0%	2	8.7%	3	20.0%	1	9.1%	21	21.4%
Maintaining Competitiveness with Malls & National Retailers	0	0.0%	0	0.0%	1	4.3%	1	6.7%	4	36.4%	6	6.1%
Regulatory Environment	0	0.0%	1	4.8%	0	0.0%	0	0.0%	2	18.2%	3	3.0%
Water and Sewer Rates	1	3.6%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	1.0%
Electric Rates	4	14.3%	1	4.8%	7	30.4%	3	20.0%	0	0.0%	15	15.3%
Adequate & Convenient Parking	1	3.6%	2	9.5%	1	4.3%	1	6.7%	1	9.1%	6	6.1%
Retaining Existing Business	3	10.7%	6	28.6%	3	13.0%	0	0.0%	1	9.1%	13	13.2%
Ability to Expand Business	0	0.0%	2	9.5%	2	8.7%	0	0.0%	0	0.0%	4	4.0%
Costs of Doing Business: Energy, Health Care, Rent, Personnel Costs, etc.	4	14.3%	2	9.5%	1	4.3%	2	13.3%	1	9.1%	10	10.2%
Other	1	3.6%	0	0.0%	1	4.3%	0	0.0%	0	0.0%	2	2.0%
Totals	**28**		**21**		**23**		**15**		**11**		**98**	

7. List the five most important things Perkasie Borough could do to improve your ability to operate a successful business in Perkasie. (Ranking from 1 to 5 with 1 being the most important.)

Total Responses **34**

Not Answered **11**

	1		2		3		4		5		Overall Totals & Percentages	
Provide More Off-Street Parking	4	12.5%	0	0.0%	2	9.1%	2	15.4%	1	11.1%	9	9.0%
Pedestrian Circulation, Crosswalks	1	3.1%	0	0.0%	2	9.1%	0	0.0%	0	0.0%	3	3.0%
Provide More Bike Paths/Bike Racks	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Improve Coordination with Borough Government	2	6.3%	5	20.8%	1	4.5%	3	23.1%	1	11.1%	12	12.0%
Beautify Street-Plantings, Street Cleaning, Lighting	0	0.0%	0	0.0%	2	9.1%	1	7.7%	0	0.0%	3	3.0%
Add Special Events	2	6.3%	0	0.0%	0	0.0%	0	0.0%	1	11.1%	3	3.0%
Increase Police Presence	0	0.0%	1	4.2%	0	0.0%	0	0.0%	0	0.0%	1	1.0%
Improve Signage to Borough's Attractions & Businesses	1	3.1%	4	16.7%	2	9.1%	1	7.7%	3	33.3%	11	11.0%
Enhance Communication with Business Community	8	25.0%	2	8.3%	4	16.7%	3	23.1%	1	11.1%	15	15.0%
Expand Town Center Business District	5	15.6%	4	16.7%	1	4.5%	0	0.0%	0	0.0%	10	10.0%
Improve Infrastructure	2	6.3%	3	9.4%	1	3.1%	0	0.0%	1	11.1%	7	7.0%
Simplify Licensing & Regulatory Environment	4	12.5%	5	20.8%	3	13.6%	0	0.0%	1	11.1%	12	12.0%
Marketing of the Town Center/Downtown	1	3.1%	0	0.0%	4	18.2%	3	23.1%	0	0.0%	8	8.0%
Enhance Traffic Calming	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Other	2	6.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	2.0%
Totals	**32**		**24**		**22**		**13**		**9**		**100**	

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

Total Responses **39**

Not Answered **6**

Improve Roadways	$32.27	Town Commons/Public Spaces	$24.29
Recreation Facilities	$22.22	Streetscape Beautification	$30.63
Sidewalks, Pedestrian Circulation	$33.50	Stormwater Improvements	$35.56
Improve Traffic Controls	$24.38	Parking	$47.95
Arts and Culture Facilities	$30.83	Other	$2.00

9. Of these three choices regarding Borough real estate taxes, which one would you prefer?

Total Responses **43**

Not Answered **2**

Lower taxes with reduced level of municipal services	10	23.3%
Same taxes with about the same level of municipal services	31	72.1%
Higher taxes with improved municipal services	2	4.7%

10. A portion of your electric cost goes to funding borough operations, debt service, and capital purchases. Of the three choices below, which one do you prefer?

Total Responses **44**

Not Answered **1**

Lower taxes with reduced level of municipal services	25	56.8%
Same taxes with about the same level of municipal services	19	43.2%
Higher taxes with improved municipal services	0	0.0%

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

Total Responses **44**

Not Answered **1**

Excellent	1	2.3%
Very Good	7	15.9%
Good	17	38.6%
Fair	16	36.4%
Poor	3	6.8%

12. Would you be willing to pay a small tax or fee for marketing coordination with other borough businesses?

Total Responses **42**

Not Answered **3**

Yes 11 26.2%

No 31 73.8%

13. Do you believe there is a parking problem in the borough?

Total Responses	**44**	
Not Answered	**1**	
Yes	20	45.5%
No	24	54.5%

If you answered yes, please rank problems below from 1 to 5, with 1 being the most serious problem or issue:

	1		**2**		**3**		**4**		**5**		**Overall Totals & Percentages**	
Not enough parking spaces.	14	73.7%	2	18.2%	2	25.0%	1	16.7%	0	0.0%	19	39.5%
Parking is not convenient for residents.	1	5.3%	3	27.3%	1	12.5%	1	16.7%	0	0.0%	6	12.5%
Parking enforcement is too aggressive.	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Parking is not in the appropriate location.	2	10.5%	4	36.4%	4	50.0%	1	16.7%	1	25.0%	13	27.0%
Parking laws are not enforced.	1	5.3%	0	0.0%	0	0.0%	1	16.7%	1	25.0%	3	6.25%
Parking is not shared between businesses.	1	5.3%	2	18.2%	1	12.5%	2	33.3%	2	50.0%	8	16.6%
Total response	**19**		**11**		**8**		**6**		**4**		**48**	

14. Where do your customers typically park?

Total Responses **56** (a few surveys answered twice on this question)
Not Answered **2**

On the street	23	41.1%
In a private parking lot	26	46.4%
In a public parking lot	7	12.5%
Other	2	3.6%

15. How far do your customers typically have to park from your business?

Total Responses **47** (a few surveys answered twice on this question)
Not Answered **4**

Near entry	31	66.0%
1/2 block away	12	25.5%
1 block away	3	6.4%
2 blocks away	1	2.1%
3 or more blocks away	0	0.0%

16. If you own a parking lot, how many spaces are available for customers (not employees)?

Total Responses	**34**
Not Answered	**11**
Average	8.73

17. Where do your employees typically park (not customers)?
(Some answered twice to this question.)

Total Responses **50**
Not Answered **1**

On the street	13	26.0%
In a private parking lot	31	62.0%
In a public parking lot	5	10.0%
Other	1	2.0%

18. How far do your employees typically have to park from your business?

Total Responses **47**
Not Answered **2**

Near entry	29	61.7%
1/2 block away	13	27.7%
1 block away	4	8.5%
2 blocks away	1	2.1%
3 or more blocks away	0	0.0%

19. If you own a parking lot, how many spaces are available for employees (not customers)?

Average **8.58**

20. How long have you operated a business in Perkasie Borough?

Total Responses **45**

Less than one year	1	2.2%
1 - 5 years	5	11.1%
6 - 10 years	11	24.4%
11 - 15 years	7	15.6%
16 - 20 years	2	4.4%
More than 20 years	19	42.2%

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

Total Responses **45**

Own	29	64.4%
Rent	16	35.6%

Appendix I

FUNDING AND TECHNICAL ASSISTANCE SUMMARY

Name of Program	General Description of Program	Administering Agency
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.	PADCED
Bucks County Open Space Program	Provides funding up to 75 percent for open space land acquisition and/or municipal open space improvements.	County of Bucks
Community Conservation Partnership Grant Program	Funds a wide variety of recreation, greenway, rivers conservation and open space preservation activities with 50% matching grants. Five main categories of grants are: a. Planning and Technical Assistance b. Land Acquisition Projects c. Development Projects d. Partnerships e. Trails This is a restructuring and combination of separate grant programs including the former Keystone, Rails-to-Trails, River Conservation and other programs.	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
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
Downtown Pennsylvania Program	Offers full-time management to organize and implement a Business District Authority, that provides financing for additional services in a commercial area. 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.	PA DCED

Name of Program	General Description of Program	Administering Agency
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. An 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

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
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
Home Town Streets Program	The goal of this program is to create economic opportunities that revitalize our existing communities. It is designed to benefit commercial/business districts/areas (downtowns).	PennDOT
HOPE VI Main Street Grants	Provides financial support to small communities for the revitalization of a historic or traditional central business district or Main Street Area through the replacement of unused commercial space in buildings with affordable housing units.	U.S. Department of Housing and Urban Development
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

Name of Program	General Description of Program	Administering Agency
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
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 Communities Program (KCP)	Supports physical improvements to communities that are undertaking revitalization activities. Funding categories include planning and implementation, façade improvements, renovations to "anchor buildings", Enterprise Zone loan funds, redevelopment, and public improvement. This program incorporates three discontinued appropriations: Housing and Redevelopment Assistance, the Pennsylvania Accessible Housing Program, and the New Communities Appropriation, which comprised three programs: Main Street, Elm Street, and Enterprise Zone.	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 Dept. of Education
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
Local Government Capital Project Loan Program	Provides low-interest loans to local government for equipment and facilities' needs.	PA DCED

Name of Program	General Description of Program	Administering Agency
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
MAP-21 Transportation Alternatives Program	Eligible activities include construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.	U.S. DOT funds administered by PennDOT
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 Assistance Program	Provides funding to assist local governments to plan for and efficiently implement a variety of services and improvements, and soundly manage development with an emphasis on intergovernmental approaches. Funding is available for three groups of activities: shared services, community planning and floodplain management.	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.	Bucks County
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

Name of Program	General Description of Program	Administering Agency
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
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)

Name of Program	General Description of Program	Administering Agency
Redevelopment Assistance Capital Program	The purpose of this Pennsylvania Governor's Office program is to attract and retain jobs in Pennsylvania by providing support to large, economically transformative projects for development. Large, regional economic development projects are a priority. Eligible costs for reimbursement include construction, interest during construction, permits, land, work related to the abatement of hazardous materials and acquisition costs.	PA Governor's Office
SBA Financing	Offers low-interest financing for smaller businesses, including: - 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
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 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
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

Name of Program	General Description of Program	Administering Agency
Stream Improvement Program	Provides design and construction assistance to eliminate imminent threats to flooding and stream-bank erosion.	PA DEP Bureau of Waterways Engineering
Tax Increment Financing Guarantee Program	This program aims to improve market access and lower capital costs for local governments by providing guarantees to issuers of bonds or other obligations. This program focuses on assisting in and stimulating the development, redevelopment, and revitalization of brownfield and greenfield sites.	PA DCED
Transportation and Community Development Initiative	Funding for planning, analysis, or design initiatives for projects or programs which enhance development or redevelopment and enhance or improve the efficiency of the regional transportation network.	DVRPC
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. 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.

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
DVRPC = Delaware Valley Regional Planning Commission

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