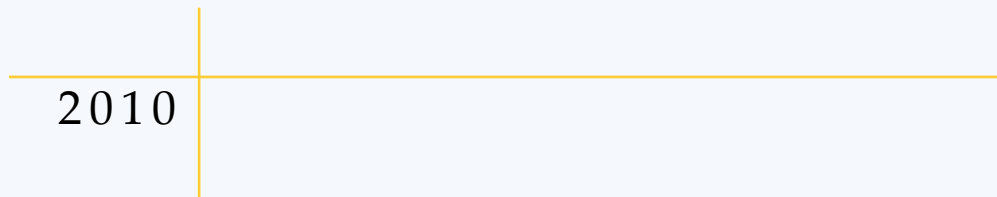


Borough of Chalfont
COMPREHENSIVE PLAN

Bucks County, Pennsylvania





BOROUGH OF CHALFONT

BOROUGH COUNCIL

Robert M. Cleland, President
John Abbott, Vice President
Tracey Bowen
John Engel
Marilyn H. Jacobson
Bill Kuder
Eileen McDonald

MAYOR

Marilyn J. Becker

PLANNING COMMISSION

Linda Antonio*
Tracy Bowen*
Paul Borgia
John Jaeger
Michael Kelly
Christopher Schiele
Mark Glidden
Alvin Moyer*

PLANNING CONSULTANT

Bucks County Planning Commission
1260 Almshouse Road
Doylestown, Pennsylvania 18901
Phone: 215-345-3400
Fax: 215-345-3886
www.buckscounty.org

*Former members

BOROUGH OF CHALFONT

COMPREHENSIVE PLAN

2010

*Adopted by the
Chalfont Borough Council*

BOROUGH OF CHALFONT
40 North Main Street
Chalfont, Pennsylvania 18914-2900
215-822-0991
www.chalfont.govoffice.com

Table of Contents

Introduction.....	1
Guiding Principles	3
Principle 1. Improve Mobility.....	5
Principle 2. Conserve Natural Resources.....	15
Principle 3. Promote Business Vitality	23
Principle 4. Build and Maintain a Livable Community	27
Principle 5. Provide Parks, Recreation and Open Space	43
Principle 6. Protect the Historic Core	47
Principle 7. Promote Smart Growth.....	53
Implementation Action Plan	67
Appendix A Detailed Demographic Data	
Appendix B Resident Survey	
Appendix C Historic Preservation Plan Process	
Appendix D Butler Avenue Revitalization Strategies	

List of Maps

Figure 1	Natural Resources
Figure 2	Community Facilities
Figure 3	Tri- Municipal Master Trails Map
Figure 4	Existing Land use
Figure 5	Future Land Use

Introduction

A comprehensive plan is a general policy guide for the physical development of a municipality. The plan provides a blueprint for housing, land use, community facilities, and transportation. While not a legal document it serves as a guide for decision makers and forms the basis for zoning and other regulations. It has a broad scope and examines the physical, social, and economic characteristics that come together to form what exists today and forms a foundation for decisions about the future.

The comprehensive plan identifies major characteristics of land use, recent developments as well as opportunities and constraints that affect the borough. The plan examines regional forces that impact the borough and explains population changes and development trends. The plan also articulates the borough's goal and objectives for the future that reflect community wants and needs. To achieve the future intentions, the plan examines past policies and land use controls and presents recommendations for guiding growth and development toward desired outcomes.

The plan begins with a brief history of the borough and summary of recent population and housing trends. A statement of the community's growth principles is presented and each growth principle is supported by background policy analysis. Plan elements required by the Pennsylvania Municipalities Planning Code such as natural resources and transportation are discussed in support of growth principles. The final chapter, Implementation: Action Plan Summary discusses the relationships among the plan elements so that the topics are linked into a package of integrated recommendations.

The borough has a history of comprehensive planning with the last plan adopted in 1998 and previous efforts as far back as 1973. This update provides an analysis of existing conditions and develops recommendations for future action. The recommendations are based on strengths and opportunities currently found in the borough and build upon concepts presented in the previous comprehensive plans. The plan update also brings together other borough plans and studies such as the Open Space Plan, Tri Municipal Master Trails plan and the Sewage Facilities Plan.

History and Demographic Trends

Chalfont started as a small settlement named Butlers Mill, formed along the bank of the Neshaminy Creek early in the 18th century by Simon Butler. The settlement grew into a village which underwent several name changes until 1869 when the North Penn Railroad established a train station and named it Chalfont. The name comes from a village in England that was the birthplace of William Penn's wife Gulielma. The village provided services to the surrounding countryside and locally produced goods were shipped to the city and other towns on the rail line. Chalfont also became famous as the home of Forest Park that provided recreation and entertainment to patrons who arrived by the trainload from Philadelphia between 1885 and 1968.

Growth and development in the Central Bucks area has historically concentrated in the boroughs and villages like Chalfont. Located at key transportation nodes, these communities absorbed the majority of residential, industrial, and commercial development. But during the latter part of the 20th century traditional centers diminished as lower density growth occurred in adjacent agricultural lands.

The decade of the 1990s was a period of significant growth in the borough; the number of housing units increased by 23 percent, and land was developed to a point where the borough is almost completely developed. At the time of the last comprehensive plan in 1998 almost 7.3 percent of the borough's land was vacant, including the Moyer farm in the center of the borough, compared to only 2.9 percent in 2008. Chalfont's population grew greater than 27 percent (831 persons) between 1990 and 2000. However, since then growth to 2008 has slowed to less than 7 percent for a total population of 4,161. These changes have created a need to update and revise the borough's plan for the future.

The 2000 U.S. Census indicates that the borough's population is slightly older (average age—35.8) than that of the county (average age—33.7) and almost one half of the residents are aged 25-54. Three quarters of households are families and have a child under 18. Thirty percent of the population is under 19.

The borough is racially homogeneous and is 96.6 white. The largest single minority racial group was Asian (of any race), which represented 1.5 percent of the population in 2000. Black or African Americans represented 1.1 percent of the population.

Income and educational statistics indicate that Borough residents had incomes and levels of educational attainment that were significantly higher than those for the county as a whole, according to the 2000 census. The median Chalfont household income was \$63,491. The median income for Bucks County was \$59,727. Nearly 95.3 percent of borough residents were at least high school graduates, and 38.9 percent held bachelor's degrees or higher. The education attainment rate is higher than Bucks with 88.6 percent of residents having earned a high school diploma and 31.2 percent with bachelor's degrees or higher.

The average household size and family size in Chalfont has remained the same. The average household size in 1990 and 2000 was 2.78 persons, down from 3.12 in 1980. The borough average household size is larger than the county's which was 2.69 in 2000.

The housing stock is relatively new, 25 percent is less than 15 years old, and served exclusively by public water and sewer. The vacancy rate is low for both owner occupied and rental housing.

Population projections indicate that population growth will taper off by 2010. The number of housing units is also not projected to grow significantly after the year 2010. With less growth the average age will rise, the number of children will increase as young families grow and the ranks of the elderly will expand. An expanded version of the demographic data provided above is included in Appendix A.

Guiding Principles

What will Chalfont be like in 2020? What kind of community will our children be growing up in? What will traffic along Butler Avenue be like? These are some of the questions facing Chalfont in 2010.

The borough can address these questions and other issues by focusing its planning efforts on guiding principles for the future. The principles were developed by examining current conditions and trends, reviewing the results of the resident questionnaire (Appendix B) and setting objectives for what our community should be in the future. They will be used to guide the actions and decisions of the borough so that community actions will protect the natural environment, respect existing neighborhoods, reflect the goals of the residents, enhance the endeavors of local business, and establish living and working environments that provide services and facilities needed for a healthy community. The following are principles that will be covered in more detail.

1. Improve Mobility

Traffic significantly impacts life in the borough and was the issue mentioned most often in the Chalfont resident survey. Maximizing safety, efficiency, and comprehensiveness of facilities for cars, pedestrians and bicycles available to residents and workers is necessary for improving the quality of life, economic development and recreation opportunities.

2. Conserve Natural Resources

Successful communities protect the natural resources and processes that contribute to their health and character. These resources should be enhanced where necessary to ensure their integrity. Sustainable use of resources will be promoted in all development and activities including energy efficiency and renewable energy production.

3. Promote Business Vitality

The borough core provides goods and services in a small town atmosphere. Encouraging organization, promotion, design, and economic restructuring can strengthen business in the borough. Strong local businesses in the core and elsewhere in the borough ensure a healthy local economy.

4. Build and Maintain a Livable Community

Community services and facilities such as police, schools and community institutions make a community appealing to new and existing residents and serve as important community assets. These amenities must be adequate to meet the needs of the community.

5. Provide Parks, Recreation and Open Space

Parks, recreation and open space provide for relaxation and enjoyment of the natural environment and are vital parts of a healthy community. The borough has added significant acreage to its inventory of parks and open space and should foster the development of active and passive recreation facilities to meet the needs of residents of all ages.

6. Protect the Historic Core

Chalfont's historic borough core provides a distinct character and sense of place. This area should be protected with land use and design controls to enhance the quality of life in the present and to maintain it for future generations.

7. Promote Smart Growth

New growth should be sensitive to its surroundings and make effective use of existing infrastructure such as water, sewer, and roadways. Existing structures should be adapted to new uses where possible to preserve resources and to minimize impact on the adjoining parcels.

What will Chalfont look like in 2020 if the borough successfully promotes the guiding principles?

- ❖ The entire community will be interconnected by multiuse trails, individual vehicle use will decrease due to the increased availability of alternatives such as walking and transit.
- ❖ Butler Avenue will become more community friendly with less through traffic, and less congestion.
- ❖ New development will have minimal impacts on the environment and the integrity of the environment will be improved.
- ❖ Borough businesses will thrive due to strong local demand and the Chalfont market will be seen as an attractive place to do business.
- ❖ Chalfont will be an inviting sought after place to live due to exemplary community service and facilities such as schools and borough government.
- ❖ The borough will have parks and recreation areas of high quality that are easily accessible to neighborhoods.
- ❖ The historic core of Chalfont will be a distinct place with attractive architecture, coordinated signage and strong local businesses.
- ❖ New development in Chalfont will be more sustainable and will respect the history and environment of the borough.

Principle 1

IMPROVE MOBILITY

Traffic significantly impacts life in the borough and was the issue mentioned most often in the Chalfont resident survey. Maximizing safety, efficiency, and comprehensiveness of facilities for cars, pedestrians and bicycles available to residents and workers is necessary for improving the quality of life, economic development and recreation opportunities.

Transportation

The continued development and redevelopment of the borough is dependent on the advantages that a well functioning transportation system provides. Maintaining and enhancing the quality and efficiency of the streets, highways and rail lines in the borough will support economic development efforts. This chapter examines the existing transportation system in the borough and provides analysis and recommendations for the various modes of transportation that serve it.

Traffic Circulation System

The major problems with the borough's traffic circulation system are arterials which are at or above capacity due to large volumes of traffic which pass through the borough and the lack of straight and continuous state roads. Traffic generated in the borough and through traffic is funneled onto the borough's arterial roads, primarily Butler Avenue and Limekiln Pike/Main Street.

Butler Avenue (U.S. Route 202) is a major east–west route for traffic passing through Bucks County. Recent traffic studies for U.S. Route 202 have documented traffic counts that indicate that the roadway is generally at capacity or over capacity at certain locations.¹

The studies show Route 202 is at a level of service F or over capacity at the intersections with Limekiln Pike and Main Street in the evening peak period. The morning peak hour traffic levels for these intersections are D and E (near or at capacity) respectively. At the point between the intersections, or midblock, the levels of service are level E. The Route 202 intersection with Main Street has reached capacity and traffic has attained undesirable operating conditions for morning and evening peak hours. This situation has also been found at Limekiln Pike and Route 202 in the evening peak hour. These conditions necessitate significant improvements to the roadway. PennDOT

¹ Traffic counts indicate a level of service which is based on operational conditions within a traffic stream and the perceptions by motorists in terms of travel time, traffic interruptions, comfort and convenience. Levels of service A, B, and C represent conditions below roadway capacity. Levels of service D and E represent conditions near or at capacity. Level of service F is over capacity.

has designed a new alignment of Route 202 which is described below as part of a discussion of the Route 202 Parkway.

Although Route 202 cannot be altered significantly, limited improvements can be made to ease traffic movement. The coordination of traffic signals through the borough utilizing a closed loop traffic control system to regulate signal timing has somewhat hastened traffic and lessened waits at several signalized intersections. However, the curb radii are also insufficient at a number of intersections. This requires that vehicles move slowly to negotiate the turns. Tractor trailers must negotiate these intersections carefully and often disrupt traffic in the process.

State Route 152 (Limekiln Pike/North Main Street) and S.R. 1006 (Park and Sunset avenues) are major roads providing a route through the borough, but they are not continuous. Each has a break in continuity that necessitates travel on another road. Traffic on Sunset Avenue traveling east must traverse a short portion of North Main Street to continue onto Park Avenue. Traffic traveling south on North Main Street must traverse Butler Avenue to continue south on Limekiln Pike. These breaks interrupt the flow of traffic and create congestion at the intersections. They are caused by the north and west branches of the Neshaminy Creek and the railroad which constrain road construction.

A minor arterial that serves the borough, Bristol Road, extends north from the southern end of Bucks County but ends at Butler Avenue. This terminus generates traffic on Butler Avenue that is either entering or exiting from Bristol Road thereby adding to existing high volumes of traffic. Currently, PennDOT is underway with engineering and design to determine the necessary improvements needed to complete the Bristol Road Extension which would continue the roadway from Butler Avenue to Park Avenue. This extension would be a very beneficial improvement for Chalfont Borough because it would divert traffic generated from or having a destination north and east of Chalfont from North Main Street and lower volumes on Butler Avenue. Redirection of this traffic would improve the quality of life in the borough.

Transportation Improvement Program

One of the key elements of the comprehensive planning process is a transportation program. The focus of a transportation program should be on transportation-related impacts of local land uses, and a long-range traffic improvement strategy. This may be accomplished by periodically monitoring and evaluating the conditions of the borough's road system. Information collected through traffic counts, street maintenance, and accident reports are important resources for determining future street improvement projects.

The Bucks County Transportation Improvement Program (TIP) is an inventory of transportation-related improvements requested by municipalities, concerned citizens, transportation studies, and other sources. This wish list is submitted to the Delaware Valley Regional Planning Commission (DVRPC) to be included as candidate projects for the regional TIP. The regional TIP is updated every two years, in coordination with PennDOT's Twelve Year Plan. The regional TIP lists all projects that intend to use federal and/or state funds for their engineering, right of way costs and/or construction costs.

Funding for projects is dependent upon federal allocations of transportation funding to the region. DVRPC, in conjunction with the member governments of the region rank and select these projects submitted by the member governments. The TIP is approved by the DVRPC board and then submitted to PennDOT to be included in the state TIP. The TIP can and does change monthly as projects are added, deleted, or changed.

As of the 2007–2010 DVRPC TIP, there were four projects programmed for funding in Chalfont Borough.

Bristol Road Extension Project

- > Provide a two lane extension of Bristol Road from Butler Avenue to Park Avenue.
- > Project involves relocation of SEPTA siding track, a bridge across wetlands and widening of Bristol Road/Butler Avenue intersection to provide right and left turn lanes.

Pennsylvania Route 152/Butler Avenue Project

- > Intersection improvement which will include a turning lanes from Route 152 to Butler Avenue.
- > Improvements will be coordinated with Butler Avenue Bridge Replacement Project.

Butler Avenue over West Branch of Neshaminy Creek Bridge Replacement Project

- > Replacement of deteriorated bridge structure.
- > Limits are from north of Wilson Avenue to Main Street.

Pedestrian Projects

- > Provide a pedestrian bridge over the North Branch of Neshaminy Creek.
- > Provide 2 pedestrian bridges over the West Branch of Neshaminy Creek.
- > Provide portion of pedestrian trails throughout the Borough.

Traffic Impact Study

A traffic impact study (TIS) enables the borough to assess the impact of proposed development on the borough transportation system and ensure that proposed development does not adversely affect the transportation network. Any traffic problems associated with the site can be avoided by providing solutions before development. The borough subdivision and land development ordinance (Section 22-711) requires that traffic impact studies be submitted for residential subdivision of over ten units, commercial, office and institutional buildings of 15,000 square feet and industrial development with 50 trips or more. The planning commission may require any other subdivision, land development, zoning change, special exception or conditional use application to be accompanied by a TIS.

Public Transit

The Southeastern Pennsylvania Transportation Authority (SEPTA) maintains daily scheduled train service on the R-5 Lansdale–Doylestown regional rail line that runs through the borough. The line passes through Chalfont on its route southward from Doylestown to Philadelphia. Due to strong ridership on the R-5, particularly through central Bucks County, SEPTA has been incrementally

increasing parking at stations where feasible and adding high level platforms as part of a capital improvement program. Currently, expansion of parking at the Chalfont station is not feasible due to lack of available land. SEPTA should continue to work with the borough to expand parking. This could promote rail use by providing parking capacity near the train.

Other forms of public transportation available to Chalfont residents include Bucks County Transport, Inc., a private, nonprofit transportation agency, which provides on-demand services to those over 65 years of age or those on medical assistance.

Trails, Pedestrians, and Bicycling Facilities

The opportunity to travel by foot and bicycle is important for both recreational purposes and for members of the community who do not drive. These modes of transportation also provide an alternative to the automobile. As the mandates of the Federal Clean Air Act are carried out, provisions for pedestrian and bicycle access in the suburbs will become increasingly important for future community planning. In keeping with trends over the past decade, federal funding for new highways and roads will most likely diminish. The Federal Transportation Bill – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU 2005) provides a different focus for transportation planning. Federal legislation now places new emphasis on alternatives to dependence on motor vehicles, and less attention is given to new highways and roads.

Providing a walkable environment is essential to efficient transportation. Every trip begins and ends with walking. Walking remains the cheapest form of transportation for all people, and the construction of a walkable community provides the most affordable transportation system any community can plan, design, construct, and maintain. Walkable communities are more sustainable and lead to more social interaction, physical fitness, and diminished crime and other social problems. Sidewalks will provide alternative methods to make certain needed trips, in addition to their use for exercise and recreation. It is important that sidewalks be provided in the higher density residential zoning districts and in nonresidential areas where walking should be encouraged as an alternative to the use of the automobile. Sidewalks should be provided on both sides of existing and proposed streets. Attention should be given to providing safe conditions along sidewalks and streets.

Through the provisions of the subdivision and land development ordinance, the borough is able to ensure new developments, both residential and nonresidential, are provided with sidewalks. Currently in Chalfont, sidewalks are in place along portions of the main streets.

The borough should consider establishing sidewalks on arterial and collector streets where there currently are none and providing connections to existing and future trails. Trail connections and the *Tri-Municipal Master Trails Plan* are discussed further in Principle 5 chapter Parks, Recreation and Open Space.

In many communities, bicycle systems are important and much appreciated facilities. The subdivision and land development ordinance may be revised to include requirements for bicycle improvements in addition to or in place of sidewalks in appropriate areas. A bicycle plan may 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.

Fortunately, the presence of stream corridors linking various portions of the borough is conducive to the creation of a viable system of pedestrian/bicycle corridors. These corridors could link residential neighborhoods to the borough core and outlying activity centers. The borough is small enough that its core and outlying neighborhoods are within reasonable walking or bicycling distance from any given point. At present, it seems that apart from leisure functions in the parks and in neighborhoods, the greatest amount of pedestrian activity occurs in the borough core and the train station.

Future Needs

Route 202 Parkway

The most significant transportation project to affect the borough will not be located in the borough itself. The US 202 Section 700 Improvement Project will construct a 2-lane roadway on a new alignment between Montgomeryville and Doylestown. The goal of project is to relieve some of the traffic congestion caused by traffic that passes through the borough along Butler Avenue. Construction began in 2009.

The environmental impact statement for the project contains a traffic study which indicates that if the parkway is not constructed, traffic on Butler Avenue between Main Street and Limekiln Pike and Main Street between Butler Avenue and Sunset Avenue will rise and operate at a deficient level of service. A new parkway will reduce the traffic and congestion on Butler Avenue, but traffic on Main Street would continue to grow albeit at a slower rate.

Representatives of local and state governments serve on a community task force that planned the 202 Parkway. The borough representatives continue to meet with the task force and provide input on an ongoing basis to ensure that the right-of-way and construction phases can be completed with a minimum of disruption and complication.

The design process used for Rt. 202 is an example of context-sensitive design. Context-sensitive planning is a proactive approach to transportation planning, design and implementation that looks at the extensive context the transportation network plays in enhancing communities and natural environments, whether they be urban, suburban, rural, scenic or historic. The concept involves asking questions first about the need and purpose of the transportation project, and then equally addresses safety, mobility, and the preservation of scenic, aesthetic, historic, environmental, and other community values. Context-sensitive solutions consists of a collaborative, interdisciplinary approach in which citizens are part of the design team. Support from stakeholders is received at the beginning of a project, rather than negotiating support as the project nears completion. Context sensitivity emphasizes the broad nature of solutions to transportation needs by focusing on enhancing the quality for transportation users, nearby residents and businesses and the surrounding environment. The borough should use a context sensitive design approach as roadways and bridges in the borough are being considered for reconstruction or replacement.

Butler Avenue Revitalization Strategies

The municipalities of Chalfont Borough, New Britain Borough and New Britain Township have historically worked together to investigate and resolve common problems. One such common problem is US Route 202, also known as Butler Avenue. Since PennDOT has committed to constructing the Route 202 Parkway, the municipalities have decided that this would be good time to cooperatively explore and consider the future of Butler Avenue. Staff from the Delaware Valley Regional Planning Commission (DVRPC) was asked to conduct a planning study for the municipalities. The Butler Avenue Revitalization Strategies study was presented to the public in August of 2009.

The study recommended several principal strategies for Chalfont Borough. These strategies include applying streetscaping elements and creating shared parking arrangements for the businesses in the downtown area. The plan also recommends introducing gateway treatments on the bridges on each side of the borough to reinforce changes in the roadway environment and desired changes in land use along the corridor. In the conceptual plan, downtown sidewalk travel is enhanced by promoting the elimination of individual curb cuts to most properties and relocating parking to the rear of the buildings. As redevelopment occurs within the borough, recommendations from the plan should be implemented, as appropriate.

Establishing the Transportation/Land Use Connection

Land use patterns and intensity influence the roadway network. Likewise, the roadway network can influence the land uses and development pressures. Just as new or expanded transportation systems create new access opportunities that attract new development, new development patterns create a need for additional transportation facilities.

This continuing cycle has been the traditional route by which most suburban areas have developed. Establishing the link between land use and transportation can provide numerous benefits for the community:

- Incorporating land use considerations into transportation planning can influence future development patterns and ensure that transportation facilities have adequate capacity to meet demand;
- Land use patterns that are matched to the transportation system can help relieve congestion and traffic on existing roads, which in turn reduces the requirements of constructing new transportation facilities;
- Providing the link between land use and transportation will reduce congestion, improve mobility, improve air quality and preserve additional open space, all of which will help to create a more attractive and livable community.

The Borough should consider the transportation implications of decisions changes of zoning and on developments and must coordinate these decisions with county, state, and regional governments.

Access Management

The efficiency of a roadway is diminished when vehicles gain access from points which are too close together, or are uncoordinated with each other or the general flow of traffic. Roadways function best when access is managed. Access management methods include reducing the number of driveways, combining access points, and aligning intersections. Aligning intersections minimizes potential conflict points which are locations where vehicles have to cross paths.

Access management is both a land use and traffic issue. It not only includes physical access improvements to minimize vehicular conflicts but also calls for land use controls and incentives that are linked to the development policies of the community and the capabilities of the transportation system. The planning challenge is not merely how to provide driveways or how to design roadways, storage areas, or parking. The challenge is how not to limit new development in order to expedite traffic flow. Therefore, the borough must take into account the access requirements of businesses that may relocate in the area, as well as those vehicles traveling through the area.

The benefits of this technique are limited along Butler Avenue and in the borough core because of the number of existing access points. Access to state roads, which is granted by a PennDOT highway occupancy permit, cannot be taken away. However, incentives such as a reduction in the number of required parking spaces could be offered to have landowners combine access driveways and share parking. Access points in new development along North Main Street and Sunset Avenue should be managed during the subdivision and land development approval process and any potential access issues should be coordinated with PennDOT.

Official Map

An official map identifies areas of public interest and need for the purpose of reserving lands for public use. It can be used to implement the transportation network and other community facilities. The preparation and adoption of an Official Map is an effective means of implementing major components of an access management plan. The borough may use this technique to identify connections between individual parking lots on North Main Street and Butler Avenue and reduce curb cuts along the roadways. These parking lots may be connected with the coordination of adjacent property owners and when redevelopment takes place. Reduction in curb cuts will help to reduce traffic congestion on Butler Avenue and North Main Street.

Official Map

Article IV of the Municipalities Planning Code (MPC) authorizes the use of an official map as a legal means for reserving sites a municipality has designated for future public facilities. An official map may focus on one type of improvement, such as a street or parkland, or include a variety of public facilities. Development of land designated for public facilities on the official map may be delayed for up to one year from the time a proposal is submitted in order for a municipality to obtain the property. The adoption of an official map does not by itself establish a street, nor does it imply that the municipality has taken the land. That must still be accomplished through a mutual agreement, municipal purchase, or condemnation of the land through eminent domain procedures.

Traffic Calming

Traffic calming measures are mainly used to address speeding and high cut-through traffic volumes on neighborhood streets. These issues can create an atmosphere in which non-motorists are intimidated or even endangered by motorized traffic. By addressing high speeds and cut-through volumes, traffic calming 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, by utilizing speed humps and/or traffic roundabouts, motorized vehicles will slow down in absence of a police presence. Some potential traffic calming measures include: speed humps; speed tables; chicanes; planted medians; roundabouts; and curb extensions.

Hibiscus Drive and Lilac Lane experience cut-through traffic bypassing the Bristol Road/Butler Avenue intersection. Chalfont Borough is attempting to alleviate this traffic problem by allowing traffic flow through the Commercial development on the corner of Butler Avenue and Bristol Road. New Jersey Avenue was extended to Limekiln Pike but became a shortcut for vehicles circumventing the Butler/Limekiln intersection. In response to this cut-through traffic, the borough installed a gate to block traffic. While this gate eliminated cut-through traffic, it also has prevented full circulation through the neighborhood and has slowed emergency vehicle response times. The borough should look at ways to accommodate traffic flow through the community with the addition of traffic calming measures.

In order to initiate traffic calming, Chalfont Borough should develop specific policies regarding traffic calming. These policies should include the participation of any neighborhood that could be impacted by the addition of traffic calming measures. Some of the goals of a traffic calming program should include the following:

- Achieving safe, slow speeds for all vehicles;
- Improving the safety and the perception of safety for non-motorized users of local roads;
- Increasing roadway safety by reducing crash frequency and severity;
- Increasing the compatibility of all modes of transportation, specifically with pedestrians and bicyclists;
- Reducing cut-through vehicle traffic on local roads; and
- Reducing the need for traffic enforcement on local roads.

Traffic calming techniques should affect driver behavior and improve the safety of the street 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 designing of traffic calming facilities will help to ensure acceptance of these facilities.

Safe Routes to School Grant

The Federal Safe Routes to School (FSRTS) program was established in the Federal Transportation Bill –SAFETEA-LU 2005. The program seeks to enable and encourage children in kindergarten through eighth grades to walk or bicycle to school, thereby promoting increased physical activity. The FSRTS program is multi-faceted and requires that applicants address non-infrastructure activities before, during and after infrastructure improvements have been made.

PennDOT has recently approved FSRTS funding for a project in Chalfont Borough. The proposed improvements will construct sidewalks in areas lacking sidewalks, and create crosswalks along Butler Avenue. The project will also complete missing areas of curbing, provide curb cuts for ADA access, planted concrete islands, painted pedestrian crosswalks, signalized pedestrian railroad crossing, utility adjustments and replacement of hedges which will be removed to provide the sidewalks. The project will also remove guiderail along the sides of a bridge and replace the guiderails with sidewalks and a post-rail fence.

Pennsylvania Community Transportation Initiative

Fundamentally, smart transportation is linking land use and transportation to create better communities. This linkage requires strong partnerships between the Pennsylvania Department of Transportation, Metropolitan Planning Organizations, and local municipalities. To provide an incentive for projects that promote collaborative decision-making, advance integrated land use and transportation decisions, and to promote regional and multi-municipal cooperation throughout the Commonwealth, PennDOT has developed the Pennsylvania Community Transportation Initiative (PCTI).

As part of this initiative, Chalfont Borough was awarded a grant to provide pedestrian access to schools, parks, the train station and borough municipal building. The project will include construction of parking lots and trails in Twin Streams and Blue Jay parks. The project will also provide pedestrian access from the train station to Unami Middle School, in combination with existing sidewalks and new crosswalks PennDOT will be installing as part of the Whitehall Bridge replacement on Butler Avenue.

Summary

Chalfont contains a network of local streets and arterial and collector roads, as well as a commuter rail line. Currently, the borough experiences traffic congestion and high volumes of traffic at main intersections, particularly during rush hours. The problem is compounded by the lack of sufficient collector roads. The majority of traffic isn't generated from within the borough itself, but from the outlying communities which have grown in the past decades.

An effective and efficient multi-modal transportation system is critical if Chalfont Borough is to continue to thrive as a desirable place to live and work. Recognizing congestion reduction and promotion of alternative means of travel as concerns, Chalfont should look toward the future by developing a context sensitive program that promotes the maintenance and improvement of the

existing network. Policies should also be directed to continued support for extending Bristol Road and supporting Route 202 parkway initiatives.

Recommendations for Action

- Support the Bristol Road extension.
- Consider traffic impacts of land use planning decisions.
- Work with SEPTA on parking area expansion.
- Preserve rights-of-way for trails and pedestrian use.
- Encourage walking by requiring sidewalks or bike/hike paths as part of all new developments.
- Fill in sidewalk gaps and connections using programs underway.
- Develop specific policies regarding traffic calming.
- Identify potential access management opportunities.

Principle 2

CONSERVE NATURAL RESOURCES

Successful communities protect the natural resources and processes that contribute to their health and character. These resources should be enhanced where necessary to ensure their integrity. Sustainable use of resources will be promoted in all development and activities including energy efficiency and renewable energy production.

Although much of the borough has been developed, many natural resources have remained or been preserved that should continue to be properly managed by ecologically sound approaches for the benefit of future generations. Having an understanding of the natural resources of the borough is crucial for making decisions concerning all land use planning and development. Conservation of natural resources helps to maintain the character of a place, helps to make it a desirable place to live and enhances the sustainability of the community.

Among the important natural resources that should be protected and regulated in Chalfont are wetlands, floodplains, woodlands, and steep slopes. Other related topics of environmental concern for an urbanized municipality such as Chalfont would be air quality and water quality. As the world's climate changes natural features will help to mitigate negative impacts on the lives of residents.

Pennsylvania law, through its Constitution, the planning code and case law, has made it clear that protecting the natural environment is a necessary and legitimate purpose of planning. Planning for sustainable development means taking into account:

- Equitable sharing of resources among current and future generations;
- Protecting and living within the natural carrying capacity of the land;
- Minimizing natural resource use; and
- Satisfying basic human needs.

A high quality environment is an important goal for the borough. Development without concern for the natural limitations and amenities of the land can be costly for people, as individuals and as taxpayers in the community. Development on flood plains and alluvial soils, and filling of watercourses can result in property damage and the loss of life due to increased flooding. The overuse of steep slopes and the stripping of woodland and vegetative cover can cause undue soil erosion and excessive sedimentation in natural drainage systems. The natural features of the borough are discussed below and shown on the Figure 1 Natural Resources.

Geology

Chalfont is underlain by three different geologic formations, Brunswick, Lockatong, and Stockton. The Brunswick formation is composed of red shale and sandstone and is located south of Butler Pike. Argillite of a gray to black color composes the Lockatong formation which underlies the borough center and extends southwestward as a band and is also located in the northernmost portion of the borough. A band of the Stockton formation which is made up of red and gray shales and sandstone lies just north of the borough center which runs east and west. These formations hold varying degrees of groundwater resources. The Brunswick formation yields 50 to 200 gallons per minute, the Lockatong formation, 20 to 100 GPM and the Stockton formation, 70 to 300 GPM.

The borough's topography is caused by several faults under the surface and to a lesser degree the hardness of the underlying stone. The Chalfont fault passes under the borough in an east-west direction roughly paralleling the railroad line. This fault extends from the Montgomery County line to Wycombe in Wrightstown Township. The slope at the north side of Sunset Avenue is related to this fault. The center of the borough, at Limekiln Pike and Butler Pike, is surrounded by smaller faults and results in slopes just south of Butler Pike and east and west of Limekiln Pike. The Lockatong formation which lies below the borough center and the northern ridge is composed of hard stone which has eroded at a slower rate than the shales and sandstone of the surrounding areas. This is a major reason for the topography and elevation of the northern ridge and the borough center.

Slopes

Chalfont is situated in the Piedmont Province which is typified by gentle hills and slopes. The lowest elevations of the borough lie along the stream beds of the branches of the Neshaminy Creek which are approximately 260 feet above sea level. Several slopes rise above the west branch of the creek towards the west between 15 to 25 percent. The northernmost portion of the borough is part of ridge which rises to a point 393 feet above sea level. Slopes of 15 to 25 percent are located along the side of the ridge.

The *Bucks County Natural Resources Plan 1986*, lists slopes which range from 8 to 15 percent as moderate slopes. Construction activity will produce moderate rates of erosion and sediment loading if not controlled. For slopes in the 8 to 15 percent range, construction employing proper engineering methods is possible. However, areas with grades exceeding 15 percent should be considered as sites more suitable for less intrusive or limited development which disturbs less soil and leaves more land open and undisturbed.

Slopes of 15 to 25 percent grades are considered steep and disturbed areas will yield heavy sediment loads, while very steep slopes over 25 percent grade produce heavy erosion and sediment loading when disturbed. Development of such areas could lead to many problems including building foundation instability, accelerated erosion, and runoff. Chalfont has no large areas of very steep slopes. However, as each site is developed, a slope analysis should be conducted to ensure proper grading and construction. The borough zoning ordinance permits disturbance of 25 percent of slopes of 15-25 percent grade and 15 percent of slopes of 25 percent or greater grade.

Soils

The primary soil group found in the borough is the Abbottstown-Readington-Reaville Association according to the *Soil Survey of Bucks and Philadelphia Counties* (1975). This association is typified by nearly level and gently sloping, moderately deep and deep, poorly drained to moderately well drained soils on uplands. Low ridges and valleys are oriented east–west. The soils formed in loamy and silty material that weathered chiefly from shale and sandstone.

Abbottstown soils are deep and somewhat poorly drained and are restricted in permeability. They have compact subsoil and a seasonal high water table. Abbottstown soils are at the base of slopes, on side slopes, and on broad ridge tops. Readington soils are deep and moderately well drained. They are nearly level to sloping soils with a firm moderately slowly permeable silty clay loam subsoil. Reaville soils are moderately deep, are moderately well drained to somewhat poorly drained, and have a seasonal high water table. Reaville soils are on the tops and sides of ridges. Chalfont also has areas of Urban land. Urban land is highly built up with the original soil material disturbed or filled over. In Chalfont the Urban land is underlain by shale bedrock. Minor soil categories include Bowmansville and Rowland soils along streams and floodplain areas. Klinesville and Penn soils are found on upland areas.

In recognition of the problems associated with soil erosion, the zoning and subdivision and land development ordinances require the submission of an erosion and sedimentation plan as part of the preliminary land development process.

Woodlands

The woodlands that exist in Chalfont add to the visual attractiveness of the borough and provide a habitat for wildlife. The larger areas of woodlands in the borough are mainly located on undeveloped parcels or are located where there are other natural resource restrictions which limit development. As with many urbanized municipalities, there are scattered vacant parcels, many of which contain woodlands, where infill development may occur. In the borough, loss of woodlands could impact other environmentally sensitive areas. For Chalfont, this would be of importance particularly along the North and West branches of the Neshaminy Creek and Pine Run. The North Wales Water Authority (NWWA) parcel (TMPs# 7-11-3- and 3-1) contains significant woodlands.

Street trees are another element related to woodland resources in urbanized areas. Trees planted along streets and in parks are valued for aesthetic and environmental purposes. Furthermore, they screen out noise and aid in pollution abatement. These trees face threats of disease, damage from cars, improper maintenance and careless removal. Disease prevention, treatment of illness and removal must be done regularly to ensure the health of the trees. Because of the benefits they bestow and the role they play in the environment, it is important that trees be protected. The health of the borough's street and shade trees is dependent on proper care.

The borough zoning ordinance permits the removal of no more than 50 percent of any forested area on a site or 80 percent when associated with other protected resources during the development process. There are no other restrictions against tree removal by lot owners not associated with land

development. The borough should consider amending the zoning ordinance to restrict tree removal by property owners that is not associated with land development. The borough should work with the NWWA to preserve the woodlands on their lands.

Reforestation (the process of replacing trees that were removed) and afforestation (the process of planting trees where there were none) may be required as part of the land development and subdivision process. Planting of new trees along streets and in parks may be accomplished as part of a development process, through borough funds, or by grants. The borough should consider tree planting policy and ensure that the list of trees appropriate for planting in the subdivision and land development ordinance includes only those that are native and not prone to disease.

Wetlands

The National Wetlands Inventory Map delineates the wetland areas (larger than 2 acres in size) in the central area of the borough along the North and West branches of the Neshaminy Creek and Pine Run. Typically, wetlands occur as marshes, swamps, and bogs. Often, they are saturated lands or areas that display a seasonal high water table. The wetland areas in Chalfont Borough are along creeks or coincide with streams. Even in built out and urbanized areas wetlands are important. They help to improve water quality by filtering toxins. In addition wetlands assist with groundwater recharge. Protection of wetlands is essential also because they act as natural retention basins for stormwater after storms. After a storm, the slow release of water helps to reduce the amount of flooding for the surrounding areas.

Where it is deemed necessary by the borough, wetlands are identified through field surveys conducted by professionals such as hydrologists and soil scientists, who determine their existence by analyzing vegetation, soils, and hydrology. The borough requires wetlands delineations to be validated by the Pennsylvania Department of Environmental Protection and the U.S. Army Corps of Engineers.

The borough's zoning ordinance requires 100 percent protection of wetlands. Furthermore, any encroachment for approved dedicated roadways must have permits from the Pennsylvania Department of Environmental Protection and the U.S. Army Corps of Engineers. Wetland margins are also protected by permitting only 20 percent removal.

Watersheds and watercourses

A watershed or drainage basin is the area of land that drains water, sediment and dissolved materials to a common outlet at some point along a stream channel. The borough is part of the Neshaminy Creek watershed which ultimately flows into the Delaware River. The subwatersheds are drained by either the north or west branches of the Neshaminy Creek.

As part of a larger watershed, the borough is affected by activities and resources upstream beyond its boundaries and also affects communities downstream. These activities and resources must be managed on a regionwide basis. The borough is involved in regional planning efforts to manage

aspects of the watershed. Stormwater management and water supply are significant watershed issues that are addressed in the Community Facilities section of the update.

Riparian buffers are areas along stream banks. Stream corridor or riparian protection regulations prohibit clearing, grading, paving, and structure except for essential uses within a designated setback from a stream. These requirements, known as riparian buffer standards, provide stream protection not provided by current ordinances. Preservation of natural vegetation will stabilize the stream bank, filter stormwater, help slow stream velocities, preserve the floodplain, and protect wildlife habitat. In a developed area such as Chalfont, minimum width corridor can be established on private land and landowners can be encouraged to let streamside vegetation grow or plant additional vegetation.

Chalfont shares waterways with New Britain Borough and New Britain Township. The North and West branches of the Neshaminy Creek and Pine Run provide a greenway for recreation and wildlife and drainage for stormwater. The borough may coordinate activities for recreation and natural resource protection to enhance the function of the creek in ways that will be greater than the sum of individual municipal actions. Linking this waterway as a continuous greenway will allow for recreation, wildlife and natural resource enhancement. Coordinated activities such as riparian corridor plantings will benefit the individual site and the waterway throughout its length.

The Rivers Conservation Plan for the Upper and Middle Neshaminy Creek Watershed (RCP) prepared by the Heritage Conservancy (1992) addresses both existing and future water resource issues as well as providing a framework of sustainable management for the creek and the land in its watershed. Critical issues include flooding, water quality and quantity, wetland protection and restoration, river resource access, riparian corridor restoration, protection of cultural and historic areas, and land use planning. The Pennsylvania Department of Conservation and Natural Resources provides funding for planning and projects that would be consistent with recommendations of the RCP.

Floodplains

Floodplains are areas adjoining streams that accommodate floodwater. The floodplain is defined by the 100-year or base flood which has a one percent chance of being equaled or exceeded in a given year. The floodplain includes floodways and flood fringes.

Floodway is defined as the watercourse channel and adjacent lands reserved to carry the base flood without cumulatively increasing the base flood elevation more than a designated height. One foot is the maximum increase allowed by the National Flood Insurance Program.

The flood fringe is part of the base floodplain outside of the floodway. Under the National Flood Insurance Program (NFIP) obstructions causing any rise in the base flood elevations are prohibited. The flood fringe, on the other hand, may be developed under federal guidelines. However, structures must be elevated or flood proofed up to the base flood elevation.

Floodplain soils or alluvial soils indicate where flooding has occurred in the past. These soils are composed of a mix of other soil types that have eroded from the land and deposited along stream beds by storm waters. Sometimes, these soils appear in areas that have not been mapped under the NFIP, particularly smaller order streams. These soils are found anywhere flooding takes place and should be considered as part of the floodplain when the floodplain has not been mapped.

The current *Chalfont Borough Zoning Ordinance (2000)* does not permit encroachment or coverage in streams, rivers, watercourses, ponds, flood hazard areas or floodplain soils. The borough's Flood Hazard Area Map is based on land delineated by the Flood Insurance Study for Chalfont Borough as performed by the Federal Emergency Management Agency/Federal Insurance Administration.

Water Quality

As an urban/suburban area, Chalfont Borough's streams may exhibit the types of water quality problems that are generally associated with automobile dependent residentially and industrially developed communities. Nonpoint source pollutants stem from urban runoff such as gasoline and motor oil on parking lots. Sidewalks, driveways, and other impervious surfaces cause stormwater runoff which carries pollutants such as oil and grease. Runoff from residential yards contains herbicides, pesticides, and fertilizers. Pollutants from both of these sources flow into storm drains which in turn may affect the entire stream.

Furthermore, construction sites contribute to stream pollution by erosion and sedimentation carried in runoff washing into storm drains. The runoff transports suspended solids and other toxins that may harm organic and aquatic life in streams. Therefore, Chalfont Borough like any urbanized community must plan for water quality and remediation to address stream maintenance and stormwater collection systems.

Air Quality

Chalfont Borough lies within the Philadelphia Consolidated Metropolitan Statistical Area (CMSA), which has been characterized as a nonattainment area because of unacceptable levels of ozone and particulate matter. The region should attain an acceptable standard by 2010. Typical pollution that is experienced in the area may be attributed to regional industrial activity and motor vehicle emissions.

Bucks County Natural Areas Inventory

The Bucks County Natural Areas Inventory indicates that the borough has two unique resources, the Forest Park woods and pond and the Neshaminy Creek. The Forest Park site is classified as priority 4 and contains biological or ecological resources that are important at the local level. The site is part of a larger 25 acre area of mature and successional forest extending from the Pine Run Elementary school in New Britain Borough to Pine Run Creek. The site includes a small manmade pond which contains a rare plant, Capitata Spike Rush, which may have been introduced in sand that may have been brought to the site. Remnants of picnic benches and a former access road from the Forest Park amusement park remain. The borough should discuss preservation of the site with the North Wales Water Authority.

The Neshaminy Creek in New Britain Township south of the borough is classified as Priority 3 with local or county wide importance and contains a significant hardwood forest and seasonal wetlands. These resources extend into Chalfont at Twin Streams Park. This area is protected as parkland by Chalfont and New Britain Township.

Energy Conservation & Sustainability

Carbon emissions and energy independence are arguably among the most important issues facing our society. Our modern lifestyle requires a constant supply of cheap fossil fuel energy and has resulted in damage to our natural resources and climate change. Unfortunately, our means of power production, food production, transportation, and building practices threaten the natural balance of the ecosystem. As a country, we are moving toward a lean carbon economy which will require us to tap into previously underutilized energy resources such as wind, solar, and biomass; alter our approach to the ways buildings are designed and constructed; lessen food production inputs, develop our land in more sustainable methods; reduce our solid waste stream and increase recycling; and explore alternative approaches to our current transportation system. Given the complexities of the issues, and the urgency with which they need to be addressed, planning for a more sustainable Borough is essential.

Sustainability planning is broad in nature and encompasses not only natural resources planning as discussed throughout this chapter, but also focuses on energy production and use, food production, building techniques and landscaping, economic development and transportation. Given the momentum, interest in, and need to move towards an alternative way of thinking, the Borough should make certain that it develops policy and adopts ordinances to promote sustainable practices but to also regulate some of the new methods and technologies emerging (such as new products which harness the power of wind and sun). The borough may also encourage households and businesses to act more sustainable by providing information and serving as a model. Examples of sustainable techniques are provided in Appendix C.

Environmental Advisory Council

Natural resource protection is an important issue in Chalfont that must be dealt with effectively and knowledgeably. Pennsylvania Act 148 permits municipal governing bodies to establish environmental advisory councils (EAC) to advise local government agencies on matters dealing with protection, conservation, management, promotion, and use of natural resources. Duties of an EAC are defined by elected officials to meet local needs. The EAC may also assume the duties of a shade tree commission which may plant, remove, maintain and protect shade trees on public streets and highways of the borough. EAC's can provide assistance to the borough council in generating respect and appreciation of the natural heritage of the borough. An EAC deals with environmental matters and can assist the council.

Summary

Chalfont Borough contains several critical areas that may be considered environmentally sensitive due their role in the local ecology. These areas are found primarily along the branches of the Neshaminy Creek which contain alluvial soils, wetlands, woodlands, and steep slopes. The borough

must also pay attention to the way energy and goods are consumed and disposed of and the movement of people and goods. Other related topics of environmental concern for a borough approaching the point where it is almost completely developed are air quality and water quality.

Recommendations for Action

- Consider standards to restrict tree removal by property owners that is not associated with land development.
- Develop policy and regulations for forestation and afforestation.
- Review tree list in subdivision and land development ordinance to ensure species are native and not prone to disease.
- Discuss protection of Forest Park woods with the North Wales Water Authority.
- Coordinate planning for the Neshaminy Creek and Pine Run Corridors with New Britain Township and New Britain Borough.
- Maintain natural resource protection standards in zoning and subdivision and land development ordinances.
- Enact riparian buffer requirements to protect stream banks and manage stormwater.
- Determine if an Environmental Advisory Council (EAC) would be useful in meeting borough goals.

Principle 3

PROMOTE BUSINESS VITALITY

The borough core provides goods and services in a small town atmosphere. Encouraging organization, promotion, design, and economic restructuring can strengthen business in the borough. Strong local businesses in the core and elsewhere in the borough ensure a healthy local economy.

The borough has businesses which serve borough and other local residents as well as national and international markets. It is important to promote the health of local business because they benefit residents by providing necessary goods and services and by contributing to the tax base. The borough core at the intersection of Main Street and Butler Avenue is home to numerous small locally owned businesses serving the community. Businesses are also found along the main arteries in the borough along Butler Avenue. Small industrial firms are found along Hamilton Avenue.

Borough Businesses

The Borough contains retail, service, and institutional uses in the center of Chalfont—the area along Butler Avenue and along North Main Street south of the SEPTA rail line. Most of the boroughs' businesses are in small buildings, some of which are converted residences. There are also two small shopping centers. There are no fast food franchises and few national chain stores. Most of the businesses are locally owned and operated and serve local needs.

Many of the properties in the borough core contain buildings that were built in the late 1800s Victorian style. These lots have small parking areas in the rear and some of the buildings have second floor dwellings which contribute to the character of the core. The uses and historic structures found there create a distinct focal point for the community due to the architecture and collection of small town business. Businesses in the borough core are located in buildings regulated by preservation ordinances to protect their historical integrity.

The borough businesses must compete against those in other communities which may be better organized such as Doylestown's and the Montgomery Mall. These shopping areas have centralized management or organization and special events and marketing to draw customers.

The National Trust for Historic Preservation Main Street Center has developed the Main Street Four Point Approach[®] for downtown business revitalization: organization, promotion, design, and economic restructuring. The National Trust provides assistance to communities that adopt a Main Street Program using their four point program. Communities usually hire a full time Main Street director. Chalfont's core may be too small and resources insufficient for a full Main Street

effort, however, the borough can implement many of the other recommendations of the program. The following principles may be followed for revitalization programs to be successful.

- **Comprehensive:** A comprehensive approach is essential. A single focus on one program will not be successful. Complex challenges need complex solutions.
- **Incremental:** Basic, simple activities demonstrate that "new things are happening" in the commercial district. As public confidence in Main Street grows and participants' understanding of the revitalization process becomes more sophisticated, increasingly complex problems and more ambitious projects can be tackled.
- **Self-help:** Local leaders must have the will and desire to mobilize local resources and talent. That means convincing residents and business owners to invest time and money in Main Street — the heart of their community.
- **Partnerships:** Public and private sectors must work together to achieve common goals of Main Street's revitalization. Each sector has a role to play and each must understand the other's strengths and limitations.
- **Identifying and capitalizing on existing assets:** Every Main Street has unique qualities like distinctive buildings and human scale that give people a sense of belonging. These local assets must serve as the foundation for all aspects of the revitalization program.
- **Quality:** Emphasize quality in every aspect of the revitalization program. Shoestring budgets and efforts copied from other communities may reinforce a negative image of the borough core. Concentrate on quality projects over quantity.
- **Change:** Public support, business practices, and physical appearances must change in order to succeed.
- **Implementation:** To succeed, Main Street must show visible results that can only come from completing projects. Frequent, visible changes are a reminder that the revitalization effort is under way and succeeding. Small projects at the beginning pave the way for larger ones as revitalization matures. Constant revitalization activity creates confidence and ever-greater levels of participation.

The borough can encourage local leaders, planning agencies, economic development agencies, businesses, and individuals to apply the Main Street approach to what they are doing now. These people and organizations should view the borough core as an asset to the community and as an area full of opportunity to renew the borough's sense of identity, history, and place. (<http://www.preservationnation.org/main-street/>).

The local business association has a mission to share ideas, strengthen local businesses and ensure economic prosperity and to create an opportunity for business leaders to network and support the growth and development of Chalfont-based businesses. Its goal is to preserve the

history and hometown integrity of Chalfont. This organization may play an important role in borough core revitalization.

One major issue confronting the borough core is access and parking. The individual businesses in the borough core have individual access points and parking in the rear of the buildings. This parking is not always visible from the street. Shoppers expect to find parking for businesses easily and may bypass a store if parking is challenging. Connecting parking lots in the rear of the structures and providing signage for customer parking may facilitate parking for Main Street businesses.

Local Economic Development

Municipal policies and regulations can affect businesses and their ability to compete in local, regional and national markets. Borough practices and policies, from land use decisions and ordinances to information distributed to business owners at Borough hall, can affect the viability of the business area.

Several county-level agencies are also engaged in economic development and can be helpful for business loans and site identification. Keeping existing businesses is more important than trying to attract new ones, so working with and supporting the business community is important.

Land Recycling

Some sites in Chalfont have been contaminated by previous commercial and industrial uses. These sites, commonly known as brownfields, are a liability to the borough not only because they may contain substances hazardous to human health but are also resources which do not bring in tax revenue. Cleaning up brownfields eliminates health hazards and returns valuable land to productive use. Brownfield sites are complicated to redevelop without funding and technical assistance from federal and state government. Sources of assistance include the U.S. Environmental Protection Agency, U.S. Department of Housing and Urban Development, and Pennsylvania Departments' of Community and Economic Development and Environmental Protection (DEP).

The Bucks County Redevelopment Authority assists municipalities, businesses, private developers, and homeowners located in the County of Bucks, in the rehabilitation of blighted and deteriorated properties and reuse of abandoned or unused commercial and industrial sites. The Authority is monitoring the car wash and Hellberg greenhouse sites to assist with effective reuse.

Pennsylvania law encourages cleanup and redevelopment of brownfields through the Commonwealth's Land Recycling Program (Act 2). Act 2 provides incentives to promote voluntary site remediation and is composed of four cornerstones: uniform cleanup standards, liability relief, standardized reviews and time limits, and financial assistance that helps promote remediation and break down redevelopment obstacles. Site cleanup that attains compliance with one or any combination of the three environmental standards, may take advantage of liability protection provided in Act 2 which protects site owners from future legal action.

A Sustainable Economy

This plan applies the term “sustainable” to resources or systems that can be maintained without compromising the needs of future generations, and in so doing, will conserve or restore an ecological balance and avoid depleting resources. A “sustainable economy” is one that retains strong local and regional businesses and encourages the growth of new businesses. It also encourages the borough to retain and build productive partnerships with the business community and in so doing, attracts sustainable business development. Also, encouraging residents and businesses to spend money locally keeps the local economy healthy and maintains investments in the local community.

Communities across the country are exploring ways to foster a business climate that promotes and gains from “green” building and sustainable energy. The borough can focus on ways that public and private “green” buildings and planning efforts, education, and technical assistance can reduce the climate, health, and cost impacts associated with expanding and operating the built environment.

Recommendations for Action

- Follow the recommendations of the National Trust Main Street program.
- Encourage shared parking and managed access to parking facilities.
- Provide a one-stop shop for local business assistance including procedures and personnel aimed at help for business owners.
- Help to make local businesses successful by engaging them and understanding their needs.

Principle 4

BUILD AND MAINTAIN A LIVABLE COMMUNITY

Community services and facilities such as police, schools and community institutions make a community appealing to new and existing residents and serve as important community assets. These amenities must be adequate to meet the needs of the community.

Community facilities and services include utilities, schools, parks and recreation, hospitals, fire protection, police, and emergency services which serve the public and are owned either publicly or privately. These facilities and services are necessary for public health, safety and welfare, and provide for the quality of life expected in Chalfont Borough. Planning for these facilities and services should be interrelated and consistent with land use planning in the comprehensive plan. Community Facilities are shown in Figure 2.

The Pennsylvania Municipalities Planning Code requires that municipal comprehensive plans include a plan for community facilities and utilities. This update of the *Chalfont Borough Comprehensive Plan* surveys the general adequacy of the community facilities and services which serve the borough. Most of the facilities and services are analyzed with an objective standard. However, because of the nature of the service, police services must be judged in a more qualitative manner by the borough council. The update also assists in the coordination, development, and maintenance of these facilities and services by providing an analysis of all facilities and services in a single document. If the borough or other organization intends to expand or extend a facility or service it is recommended that a comprehensive study of the facility or service be conducted.

The following sections of the plan deal with the facilities and services provided by or for the borough:

Public Services and Facilities

- Borough administration
- Public works
- Police services
- Fire protection services
- Emergency medical services
- Health care facilities
- Library facilities
- Educational facilities

Utility Services and facilities

- Solid waste management
- Wastewater
- Water supply
- Stormwater management
- Telecommunications

Chalfont Borough is almost fully developed. The present facilities and services which serve the borough are generally adequate; management issues, such as staffing, funding, and maintenance are the primary concern. For areas where facilities and services may need to be expanded or extended to serve future growth, this chapter examines projected needs.

Public Services and Facilities

Borough Administration

The borough's administration building is located at 40 North Main Street in the center of the borough. The borough hall houses the offices of the borough manager and the police department. The building was constructed in 1920 as the Chalfont National Bank and was converted into the borough hall in 1984. The basement houses the police department; the borough offices are on the first and second floor.

The present building was expanded by 2,061 square foot in 1997 to allow for additional space for files and offices. Because Chalfont's growth is slowing and only limited future growth is anticipated, there may not be a need for significant expansion of administrative services or buildings beyond what exists. Although Chalfont will not grow significantly in the future, administrative needs may change and more space may be needed for personnel and storage.

The borough maintains regular office hours and open meetings to meet the needs of residents. A website also provides information to residents and others about borough activities, policies and ordinances. The website does not contain information about borough development policy such as the borough's comprehensive plan.

The borough has an annual project list capital improvement fund that finances road improvements and other ongoing projects. However the borough does not rank requests for facilities from department heads and no feasibility studies are submitted.

Because the borough has limited financial resources to meet the public service needs of a mature community, little is left for major capital improvements. A method for coordinating and planning required capital expenditures is needed. An effective method of coordinating and planning expenditures is through capital improvements programming, which would also facilitate implementation of the Comprehensive Plan.

A capital improvements program (CIP) is the multiyear scheduling of public physical improvements. The scheduling is predicated on the availability of fiscal resources and the selection of specific improvements to be constructed over a span of five to six years into the future. These improvements should only include those expenditures for physical facilities, which are permanent and have relatively long-term usefulness such as roads, parks, equipment, and facilities.

Public Works

The Public Works Department is responsible for maintaining the borough's streets, stormwater facilities, parks, and open space areas. The department is housed in a 20 year old steel garage with offices in an attached former VFW social hall at the intersection of North Main Street and West Hillcrest Avenue. Approximately 15 miles of streets in Chalfont are owned and maintained by the borough. The borough public works superintendent administers the road maintenance program. Presently, the borough is engaged in a paving program which results in paving two or three streets every other year. In addition to paving, the borough road maintenance responsibilities include maintaining traffic signals and borough road signs, as well as removing snow and ice.

The borough contains 9 miles of roadways which are maintained by the state. Butler and Limekiln pikes, Bristol Road and Sunset and Park avenues are state routes which are owned and maintained by the Pennsylvania Department of Transportation. The borough assists with maintenance in emergency situations.

The Public Works Department is also responsible for maintaining stormwater facilities and parks. The stormwater facilities in the Chalfont Borough consist of storm sewers which must be kept free of obstructions. The parks and open space areas require ongoing maintenance. As additional park and open space lands are acquired the department workload will increase. Grass mowing in parks and open space is a labor intensive task. Alternatives to turf are available which require less maintenance. Rising fuel costs will necessitate efforts to reduce fuel usage and minimize other costs.

Chalfont is served by utilities that need to access underground pipes and lines and overhead wires in the municipal right-of-way. The borough controls opening of streets and closures for installation and maintenance of these utility facilities. To minimize costs to and disruption of the utilities and residents the borough and utility coordinates activities whenever possible.

Police Services

The Chalfont Police Department is staffed by six full-time officers and one part time clerical worker. The police department provides 24-hour protection to borough residents. Training is essential to maintenance of a professional department responsive to new forms of crime and community needs. 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. The department cooperates with other police departments in the Central Bucks Special Response Team which is a multi-jurisdictional agency that responds to high-risk incidents in central and upper Bucks County.

The offices are located in the basement of the borough building. An upgrade to the offices is needed to provide a locker room, evidence room, a holding facility, and security cameras. The borough is evaluating alternatives such as a new location for the police offices or upgrading the facility.

A study was done to determine the benefits of consolidating or contracting to form a regional police department serving Chalfont and New Britain boroughs. The study, undertaken by the Pennsylvania's Center for Local Government Services, offered a number of advantages to consolidation including improving the uniformity and consistency of enforcement, improvements in training and personnel efficiency, improved management and supervision as well as reduced costs. The disadvantages are loss of local law enforcement services, loss of local control and loss of citizen contact. The borough is continuing to evaluate police services and facilities to provide the best service to the community.

Fire Protection Services

The Chalfont Chemical Fire Engine Company responds to fire calls in the borough and is located at 101 North Main Street. The staff consists of 35 volunteer firefighters, a chief, deputy chief, and four assistant chiefs. The all-volunteer company is aided by other nearby companies on multiple alarm calls and assists other companies when necessary. The company has recently purchased a parcel at the corner of Hamilton and North Main streets to construct a new station.

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 site of the new fire station would also be in a location which would place the borough within a 2.5 mile radius as well.

Emergency Medical Services

The Chal-Brit Regional Emergency Management Service provides emergency medical services to residents of Chalfont Borough 24 hours a day. The squad became independent from the Chalfont Chemical Fire Company in January, 2007 and is now based at 201 Park Avenue in adjacent New Britain Township. The ambulance corps has full time paramedics on duty 24 hours per day, seven days a week. Volunteers answer calls when available.

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 center at Abington Hospital or the Lehigh Valley Hospital Center near Allentown. Trauma cases are transported by Medevac helicopter or ambulance, whichever is fastest.

The ambulance corps is equipped to provide Basic and Advanced Life Support. Basic Life Support involves basic first aid and transport. Advanced Life Support 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 four miles (8 minutes x 30 miles per hour = 4 miles). Because the ambulance corps is located directly adjacent to the borough, all of Chalfont falls within a 2.5 mile radius of the station. Consequently, the borough appears to be adequately served by both Basic and Advanced Life Support service.

Health 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.

Three general hospitals and numerous long-term care facilities serve the health care needs of the residents of Chalfont Borough. Doylestown Hospital, east of Chalfont, is the closest facility. Central Montgomery Medical Center in nearby Lansdale Borough and Grandview in West Rockhill Township are within 10 miles of Chalfont. Health care for the elderly is available at nearby facilities such as Pine Run Health Center in New Britain Township and Neshaminy Manor in Doylestown Township. Brighten Place in Chalfont provides care for brain damaged patients.

Due to the aging of the baby boomer generation an increase in the elderly population is projected. The elderly will likely remain in their homes, move to more suitable residences such as age restricted housing or need long term care facilities. The need for long-term care may be addressed through alternative care methods to meet the medical and personal needs of many members of this population. These alternatives include adult day care, personal care facilities, continuing life care facilities, and in-home services.

Library Facilities

The Bucks County Library Center (Center County), located in Doylestown Borough, is the closest branch of the Bucks County Free Library System. 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 Pennsylvania Department of Education Bureau of the State Library utilizes a standard of 1.5 currently useful items per person to determine the adequacy of a library's collection. The Bucks County Library Center, serving the Central Bucks area with an estimated population of 112,269 people in 2006, has 215,134 items (2007). Thus the area's ratio of books per person, 1.9, is slightly more than the recommended standard. This is due primarily to the fact that the library is the central library for the entire county system. The County Library Center serves as a repository for materials which are available to all other county libraries.

Educational Facilities

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 Chalfont Borough provide indoor and outdoor recreation facilities, classroom space, and auditoriums which are available for use by borough residents after 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 school facilities. As needs change, facilities may be expanded, rehabilitated, closed, or sold. Because of the important role schools play, the community must be aware of these facilities and the factors affecting them.

The schools serving Chalfont Borough are part of the Central Bucks School District which also service New Britain and Doylestown boroughs and Buckingham, Doylestown, New Britain, Warrington, and Warwick townships. Two elementary schools, two middle schools, and two high schools serve Chalfont Borough. These schools, their enrollments, and capacities are shown in Table 1. Unami Middle School is located in Chalfont along Moyer Road. Major renovations and additions were completed in 1997. An energy conservation program is currently underway.

Table 1 **Public Schools**

School <i>(construction date)</i>	Current Enrollment <i>(10/07)</i>	Enrollment Capacity
Elementary Grades K–6		
Simon Butler (1964, 2005)	812	900
Pine Run (1971)	<u>568</u>	<u>650</u>
Middle School Grades 7–9		
Unami (1965)	935	1,025
Tohickon (2000)	<u>1,097</u>	<u>1,100</u>
High School Grades 10–12		
Central Bucks West (1952)	1,440	1,848
Central Bucks South (2004)	<u>1,775</u>	<u>2,000</u>

Enrollments have grown over the past several years, and projections indicate that enrollment is expected to keep rising slowly over the next five years. Projected enrollments can be accommodated in the existing elementary, middle, and high schools. Due to growth in Chalfont and adjoining communities new schools have been built and attendance maps redrawn. Attendance redistricting has split the borough into two parts along Limekiln Pike (Main Street) for all schools, elementary through high school. Children living west of Main Street attend Butler, Unami and Central Bucks South. Students north of Butler Pike and east of North Main Street attend Pine Run, Tohickon and Central Bucks West.

The Central Bucks 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.

Utility Services and Facilities

Solid Waste Management

Since the 1998 update of the Chalfont Borough comprehensive plan, many things have changed, but the need to address the issue of waste generation and its recyclable components is as much of a concern today as it was then. The increasing population and the need to discard an ever growing list of commodities presents even greater challenge to those faced with the management of municipal solid waste.

The Chalfont Borough Council adopted the Bucks County Municipal Waste Management Plan Revision on August 14, 2007. The plan prepared by the county as a state mandated update to the Bucks County Municipal Waste Management Plan of 1991 provides continued guidance for solid waste management responsibilities throughout the county to the year 2014. These responsibilities may be accomplished through municipal programs or through the regulation of private firms that collect and haul municipal waste.

Although Chalfont Borough does not meet the definition of a mandated community due to its estimated population of 3,900 in the 2000 census, the borough has taken on the responsibility of managing a curbside municipal waste collection and recycling program for its residents through a contract with a private hauler. The program addresses an extensive list of recyclable materials including; aluminum and steel cans, three colors of glass food and beverage containers, #1 - #7 plastic bottles, newspaper, magazines, catalogs, and junk mail, as well as yard waste (which includes leaves, garden residue, shrubbery, tree trimmings and similar material). The borough has a program in which recyclables placed at the curb are weighed and points are awarded based on weight. The points are redeemable for coupons which serve as an incentive for recycling. The borough monitors effectiveness of recycling efforts.

Residents are provided curbside collection of leaf waste in the fall and spring, whereby the residents may place their leaves at the curb in paper bags or in rigid containers for pick up. In addition, yard waste is collected weekly from residents. Both the yard waste and leaves are taken to compost sites in the region.

The borough has also taken the initiative to provide for the collection of cardboard from its residents. Working with its waste hauler a container has been placed behind the municipal building in which residents and small businesses may place cardboard for recycling. Business owners in Chalfont Borough contract directly with private haulers for solid waste collection, disposal and recycling services. Haulers deliver the collected waste for disposal at a landfill or waste-to-energy facility while the recyclable components are delivered to recycling facilities in the region.

The borough also participates in the S.E. Pennsylvania Regional Household Hazardous Waste Collection Program, which it has done for over fifteen years. This program provides the

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

The figures noted in Table 2 below, reported as part of the borough’s annual municipal recycling reports from 2006 to 2008 show the results of the efforts of the residents and businesses of Chalfont Borough. Over 338 tons of recyclable materials were diverted from the waste stream by the residents of the borough, along with an additional 151 tons of material from borough businesses in 2008. The trend over time is one of an increasing amount of waste recycled in the borough. The figures from 2007 may be explained in part by mistakes before a firm was hired to record data in 2008.

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

Table 2 Chalfont Annual Recycling

Program Year	Residential Waste Generation (tons)	Residential Recycling (tons)	Residential Recycling Rate (%)	Commercial Recycling (tons)	Total Reported Recycled (tons)
2003	3,482	223.9	6.4	63.8	287.7
2004	3,575	300.1	8.4	72.1	372.2
2005	3,583	327.6	9.1	83.3	410.9
2006	3,588	382.99	10.7	93.3	476.3
2007	3,595	445.2	12.3	357.4	802.6
2008	3,578	338.4	9.4	151	489

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

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

Act 140 imposes additional responsibilities on those communities that receive over \$10,000 in annual recycling performance grant funds. Until those responsibilities are satisfied the borough would be required to use the funds received to establish these programs. Although Chalfont Borough does not typically earn more than \$10,000 in annual Recycling Performance Grant

funds, consideration may want to be given to establishing some of the following programs in anticipation of the time when the borough does exceed the \$10,000 threshold. Under these provisions municipalities must have a waste and recycling ordinance, an implemented residential and commercial recycling program, a residential and business recycling education program, provisions or programs for recycling of special materials and addressing dumping and/or littering problems, and a person or entity designated as recycling coordinator. Provided all of the requirements of Act 140 are met, the recycling performance grant award may be used for any activity chosen by the borough.

The borough permits open burning. The Pa DEP permits open burning for limited purposes such as cooking, and ceremonies where smoke does not cross property lines. Open burning can emit pollutants such as hazardous air pollutants (HAPs), particle pollution, and volatile organic compounds (VOC). These pollutants can contribute to health problems that may affect homeowners, their families, their neighbors, and the community as well as create a fire hazard. Act 101 Section 902 Recycling Grant Application Guidelines Regarding Proper Management of Recyclables, Including Leaf Waste specifies standards for judging applications for recycling grants. One criterion is whether or not a municipality allows open burning. Because Chalfont permits open burning its recycling grants may be jeopardized.

Wastewater Treatment

All of Chalfont Borough is served by public wastewater facilities. Sewage generated in the borough is collected by the Chalfont New Britain Township Joint Sewage Treatment Authority collection system and treated at the plant on Upper State Road in Doylestown Township. Although wastewater facilities in Chalfont Borough are adequate for the population served, several issues must be addressed to ensure adequacy into the future. Water conservation, inflow and infiltration and sewer plant capacity are factors affecting public wastewater facilities. The Uniform Construction Code requires new construction to have water conserving plumbing devices. Retrofitting existing structures and education of residents and business owners is also important in maximizing the benefits of water conservation.

Water Conservation

Water conservation is an important issue in wastewater facilities planning because most water used in a household or business becomes sewage, which must be treated. Any water not used presents a savings in treatment costs. Since the 1992 regulations for water conservation were adopted in the Delaware River basin and included in the Uniform Construction Code in 2004, all new construction in the Commonwealth must be fitted with water conserving plumbing fixtures. Water conservation in existing buildings can be promoted by providing educational information about water conservation including the use of devices such as low flow toilets and faucet aerators.

Because the borough relies entirely on groundwater as a source, the issue of water conservation is particularly important because the groundwater used is not returned to recharge the aquifer,

but rather exits the borough through sewer lines. Thus, conservation of water not only saves money spent on treatment, but also helps to preserve essential groundwater resources.

Inflow and Infiltration

During storms, runoff flows into the sewerage system through manholes and basement drains, and as the system ages, groundwater infiltrates the lines through cracks and seams. All flows in a sewer line are treated at the treatment plant; therefore, this extra flow which does not necessarily need to be treated is processed, resulting in unnecessary costs for borough residents. Consequently, in order to reduce treatment costs, reducing infiltration and inflow should be done on a continuing basis. This effort not only reduces costs, but has the added benefit of providing additional capacity in the collection system for new development.

Capacity

The Chalfont New Britain Township Joint Sewage Treatment Authority sewage treatment plan has a connection limitation and is planning to expand within the next three years. New development cannot be constructed until capacity is available or older connections are eliminated. New capacity must meet new water quality standards due to new requirements by the Pennsylvania Department of Environmental Protection and the U.S. Environmental Protection Agency. The new standards are stricter and will likely raise the cost of sewage treatment.

Water Supply

All residences and businesses in Chalfont Borough are served by Aqua Pennsylvania, a publicly traded water utility which also provides water to portions of New Britain Borough and Township. The borough sold its municipally owned system to Aqua in 2003. All of the water is pumped from five wells. Two of the wells are located in the borough: one on Hellberg Avenue and another on Blue Jay Road. Two are in New Britain Borough along Butler Avenue and at Stephen Place and one is along Park Avenue in New Britain Township. The water is stored in tanks at 500 North Main Street and at Dorset Way in New Britain Township. In emergencies the borough can utilize water from the North Wales Water Authority (NWWA). The NWWA Forest Park treatment plant was connected to the borough system when the plant was built. This plant treats surface water originating at the Delaware River.

The borough's water supply is sufficient for its needs and projected growth. However, two issues should be considered to maintain a quality supply of water: water resource protection and wellhead protection.

Water Resource Protection

Protection of water resources involves management of the demand and supply for water. The use of water conservation devices, changes in water use habits, and changes in individual water consumption processes will extend the life of existing water supplies and alleviate the need for the development of new sources.

The management of water supply in Chalfont involves groundwater protection. Groundwater resources must be protected from contamination to ensure their quality and adequacy for the future and to enhance economic development. Another very important reason to prevent groundwater contamination is that once it is contaminated, it is very difficult and costly to clean up. New sources of supply may also have to be found.

One of the most direct influences that Chalfont has over regulating activities that affect groundwater is the authority to regulate land use. A method to prevent water quality contamination involving the careful management of certain types of land use activities in and around public water supply wells is known as wellhead protection.

Wellhead Protection

Wellhead protection is a comprehensive program to protect public water supply sources from man-induced contaminants that adversely affect the health of persons. A wellhead protection area is the area surrounding a public water supply well or wellfield both above and below ground, through which contaminants are reasonably likely to move toward and reach the well or wellfield.

The Federal Safe Drinking Water Act Amendments of 1986 required the establishment of state Wellhead Protection Programs to protect public groundwater supplies. The goal of the legislation is to make sure that public water supply wells are not contaminated due to certain land use activities. Some municipalities in Pennsylvania have taken the initiative to protect their water supplies by developing wellhead protection programs, which protect limited geographic areas around wells and well fields that provide public water supplies. Because Chalfont Borough relies on groundwater for all of its needs, proper planning and water resource management, including groundwater pollution prevention, is critical to ensure the quality and quantity of future water supplies.

The *Bucks County Water Supply Plan and Wellhead Protection Study* identifies water supply problems and provides guidance to municipalities and public water purveyors regarding short- and long-term courses of action to ensure adequate quantity and quality of the county's water supply. One important element of the plan is a model wellhead protection program recommended for adoption by municipalities. This program starts with an assessment of the land uses, zoning, soils, geology and topography surrounding each municipal groundwater source. Next, wellhead contamination sources must be identified, and management tools must be identified and applied. A plan for the future addressing quality and quantity needs as well as a contingency plan is the final step.

Chalfont or Aqua Pennsylvania owns the area within a 100-foot radius around all its wells but the water resources that contribute to the yield of the well come from a much wider area. The borough should consider developing a wellhead protection program in conjunction with New Britain Borough and Township. Chalfont, as well as New Britain Borough and Township, have equal stakes in protecting the water resources that they all share. Incentive grant money may be

available to the borough from the United States Environmental Protection Agency and the Pennsylvania Department of Environmental Protection for water supply planning and wellhead protection. Pennvest also has money available for water infrastructure facilities.

With borough wells already located in developed areas, zoning land use controls should be used to prohibit high-risk uses near the wells that may threaten groundwater. The borough may also require that potential threats be evaluated by requiring an applicant for an underground storage tank provide a study proving that no negative impacts will be created upon wellheads and groundwater. Devices to mitigate spill risk may also be required. Implementation of wellhead protection will require coordination of efforts between the borough and surrounding communities where well contribution zones cross municipal boundaries.

In addition, the Delaware River Basin Commission has established guidelines for the preparation of an Integrated Resource Plan (IRP) that analyzes the inter-relationship of water quality and water availability for current and future water use to assist in assuring better integration of water resource protection in land use planning. Consideration should be given to investigating the benefit of pursuing the development of an IRP and the potential funding of such a plan in cooperation with Aqua Pennsylvania and New Britain Borough and Township.

Stormwater Management Facilities

Municipalities require the use of stormwater management facilities to reduce the potential downstream impacts that could be caused by the increased volume and rate of runoff from development. Chalfont Borough has a network of storm sewers which drain stormwater into nearby creeks. Newer developments have tied into the storm sewer system where it is available. Much of the stormwater is collected by stormwater management facilities, but little infiltrates into the ground to recharge the groundwater reserves.

The present storm sewer system channels water into pipes which discharge directly into the Neshaminy Creek and the North Branch. This water is often polluted with materials it has picked up as it flowed over the ground such as oil, chemicals, and silt. The storm sewer system has no filtering capabilities and therefore this water enters the stream untreated. This problem can be ameliorated by the installation of water quality improvements to the system such as oil/grit separators over inlets, regular street sweeping, and salt-free roadway deicing.

The Pennsylvania Department of Environmental Protection (DEP), under Act 167 of 1978, requires that counties prepare watershed stormwater management plans. The stormwater management plan for the portion of the Neshaminy Creek watershed, in which Chalfont Borough lies, was adopted by the Bucks County Commissioners in 1992 and DEP in the same year. The DEP requires that stormwater management criteria in the Plan be instituted by the borough. These criteria appear in the municipal regulations.

The borough has adopted stormwater management ordinance provisions in accordance with the plan. The provisions regulate stormwater management for new development based on hydrologic

and water quality criteria. The hydrologic criteria are based on the rate of flow from a site before development. Runoff release rate districts are established according to these flow rates. Water quality criteria are intended to reduce the detrimental effects of polluted stormwater runoff. Water must be detained so that sediment is released and pollutants are filtered out before water leaves a site. Best management practices or stormwater management techniques are required to maintain water quality, maintain groundwater levels and base flow of streams.

Bucks County has been in the process of finalizing an update to the Act 167 *Neshaminy Creek Watershed Stormwater Management Plan*. Municipalities will be required to amend their stormwater ordinances to incorporate the plan's provisions, when it is completed.

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

The National Pollution Discharge Elimination System (NPDES II) regulations require municipalities to develop a stormwater management program that meets the states 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 submitted to DEP to signify how the municipality is meeting incremental elements of the program.

Chalfont Borough has submitted the requisite annual reports in accordance with the NPDES II program. The borough is engaged in public education and outreach, providing educational materials to borough residents.

Other required control measures, such as illicit discharge detection and elimination and the operation, maintenance, and inspection of municipally-owned stormwater facilities, are not the major issues that are typical in a small borough, as there are few stormwater management facilities in the borough. Nevertheless, facilities and infrastructure will be inspected on an ongoing basis and the borough will continue to comply with program requirements. The borough will be required to meet additional requirements in 2010 which include 1) mapping inlets, swales, catch basins, channels and any other best management practices 2) establish and maintain a tracking system to inventory all Best Management Practices (BMP's) since 2003.

The borough maintains several detention basins and has found maintenance to be costly. Stormwater management in most developments is by detention basins planted with grass.

Alternatives such as meadow flowers and transforming basins into wet ponds may be more cost effective.

Stormwater management planning should involve determining responsibilities for and scheduling of maintenance for stormwater management facilities. Narrative or other descriptive information on any stormwater management facilities that details short- and long-term operation and maintenance tasks and the projected life span of the facility should be provided for every stormwater facility constructed. This data is critical for the township to monitor the development and use of stormwater management techniques. Ensuring proper long-term operation and maintenance would aid in the municipality complying with federal and state requirements (e.g. NPDES II). Projected scheduling also allows budgeting time and funds to inspect, repair, or condemn facilities if necessary throughout their functional life span. The borough should establish a regular maintenance program for stormwater management facilities and ensure that private facilities have a maintenance program as well.

Telecommunication Systems

Telecommunication is the transmission of voice, video, or data between two points and has become a significant part of our information based economy and culture. Growth of the telecommunications industry has been driven by increasing advancement of technology and has resulted in greater business and consumer demand. As of 2004 the Federal Communications Commission reported that there were more subscribers for cell phone service than conventional land line service. The borough currently leases space to multiple cell phone providers for antennae on its water tower. Verizon has recently installed fiber optic cables for telephone, television and internet in Chalfont to improve service.

Many communities have started to realize that telecommunications will be an integral part of the municipal infrastructure as water, sewer, and electric are now. Planning for telecommunication systems would allow for effective management of the right-of-way, and public assets, universal service, economic development and enhanced quality of life. The borough has zoning standards for cellular telecommunication facilities which should maintained and revised as necessary as new technologies emerge.

As the telecommunications environment matures technology changes and service needs increase more antennae and cables may be needed. As needs increase more antennae may be placed on public structures and cables may be placed in the municipal right of way which is controlled by the borough. Coordinating service such as collocation of antenna on the same structure and providing fiber optic cable in shared trenches in the right-of-way give the borough management control, minimizes disruption and poor aesthetics and may provide the borough with an income source. The borough should maintain its existing telecommunications regulations and be proactive in oversight of emerging technologies.

Summary

Community facilities services and utilities are necessary for the public health, safety, and welfare and help provide for the quality of life expected in Chalfont Borough. Planning for these facilities, services and utilities should be interrelated and consistent with land use planning in the comprehensive plan.

Because Chalfont Borough is almost fully developed and the present facilities and services which serve the borough are generally adequate, management issues, such as staffing, funding and maintenance, are the primary concern. Future growth may necessitate more extensive study of facility and service expansion.

Recommendations for Actions

Community Facilities and Services

Borough Administration

- Review capital programming practices, which will facilitate implementation of Comprehensive Plan update principles.
- Continue to coordinate capital improvements with utilities serving the borough (PECO, Aqua PA) to minimize cost and disruption.
- Evaluate and implement energy source and saving alternatives for borough offices, and public works operations.

Public Works

- Evaluate alternatives to grass in parks and open space to save costs of mowing.
- Coordinate street closures and trenching with utility providers.
- Examine ways to reduce fuel usage and minimize other costs.

Police

- Evaluate alternatives for upgrade of police offices.

Solid Waste Management

- Continue to obtain information from businesses operating in the borough to assure they have a recycling program in place.
- Continue to offer assistance to borough businesses and institutions to review their recycling and waste management programs annually.
- Prohibit open burning to maintain air quality and meet recycling grant guidelines.

Stormwater Management

- Promote infiltration of stormwater to recharge groundwater.
- Evaluate alternative best management practices for maintenance and retrofitting of existing stormwater management basins.
- Establish regular maintenance program for stormwater management facilities.

Water supply

- Amend zoning ordinance to prohibit high-risk uses which may impact wellheads from within a given a radius of wellheads or require devices to mitigate spill risk.
- Amend zoning ordinance to require an impact study for the location of uses which may threaten groundwater.
- Promote efficient use of water resources through conservation, infiltration, minimizing additional withdrawals, and reuse.
- Adopt wellhead protection standards.
- Develop an Integrated Resource Plan in cooperation with New Britain Borough and Township and in accordance with DRBC guidelines.

Wastewater

- Coordinate efforts with Chalfont New Britain Township Joint Sewage Treatment Authority (CNBTJSA) in upgrading and maintaining wastewater collection and treatment facilities to reduce costs and provide additional capacity.
- Provide information about water conservation for property owners and promote use of water conservation measures to minimize wastewater treatment costs.

Telecommunications

- Coordinate the provision of telecommunications facilities which will provide for a desired level of service in Chalfont.
- Maintain existing telecommunication regulations and revise zoning standards to address emerging technologies as needed.
- Coordinate activities such as sharing trenches, with utility providers.

Principle 5

PROVIDE PARKS, RECREATION AND OPEN SPACE

Parks, recreation and open space provide for relaxation and enjoyment of the natural environment and are vital parts of a healthy community. The borough has added significant acreage to its inventory of parks and open space and should foster the development of active and passive recreation facilities to meet the needs of residents of all ages.

Parks are places set aside for both active recreation (such as soccer, baseball, and tennis) and passive recreation (such as hiking and picnicking in natural open space). Parks provide opportunities for recreational activities which relieve stress and enhance mental and physical fitness. The parks in Chalfont are shown in Figure 2 Community Facilities.

Chalfont Borough contains public and private recreational facilities and parks. Also, county and state parks are within a short drive. Only borough parks and local school facilities are addressed here because neighborhood and community parks are the borough's responsibility, and schools provide facilities for community recreation. The public parks and school acreage in Chalfont are shown below in Table 3.

The borough park system provides active and passive recreation areas. National standards¹ for parkland set a standard of 10 acres of recreation land per 1,000 people in a community. The borough has parks and recreation facility acreage that exceeds the national standards.

The majority of facilities and activities in the borough parks provide passive recreation opportunities for youth and adults. There may be a need to provide more active recreation facilities for children and youth. Not all recreation, however, should be oriented toward the younger citizens of the borough. Passive recreational opportunities for all ages can be expanded by providing natural areas and trails along the Neshaminy Creek. The elderly can be accommodated by facilities such as shuffleboard courts, chess tables, and horseshoe pits.

¹ The National Recreation and Park Association (NRPA) have established park and recreational facility standards which serve as guidelines in determining adequate levels of service.

Table 3**Borough Parks**

Park	Acreage	Facilities
Blue Jay Park	5.5	Playground, Basketball court
Bridgeview Park	1.1	Picnic area
Chestnut Street Park	5.8	Ball fields, trail
Fairview Park	3.99	Trails
Holland Drive Park	1.4	Open space
Kelly Park	10.8	Trails
Krupp Memorial Park (p/o Kelly Park)	0.5	Gazebo, bridge
Lenape Landing	10.3	Trails
Clyde Derstine(Oxbow) Park	11.6	Open space, trails
Swartley-Winkelman Field	4.3	Ball fields
Twin Streams Park	22.5	Open space, trails
Unami Middle School	13.0*	Ball fields
Total	<u>90.79</u>	

* The land available for recreation at school sites is counted as only half of the total acreage because generally half of the school property is used for buildings and parking lots, etc.

The borough's population is projected to grow slightly in the future, but its age structure will change. The number of persons over 40 years of age will increase. The aging of the population will lead to a change in recreation needs. Although the borough may have enough parkland in the future, some of the facilities within the existing parks are oriented to a younger population and therefore may be inadequate for a population which is getting older. Even if the amount of parkland is sufficient, recreational needs of older residents cannot be met by facilities oriented towards more active recreation. Passive and active recreation facilities that serve the needs of older residents will be required.

The borough conducted a recreation survey in September 2004. More than half the respondents (64%) believed that Chalfont was in need of more park and recreation facilities. The desired facilities are bicycling trails, hiking/walking trails, fitness/exercise trails, playgrounds/tot lots, nature areas /interpretive trails and baseball/softball fields. Respondents indicated that user fees should be instituted to finance more recreation programs and or/facilities.

The needs of the present and future population can be met with existing parks to a great extent. Many of the requested facilities such as trails and paths can be placed in open space where appropriate. New facilities requested by residents such as playgrounds and athletic fields should be provided.

The borough administration special events committee and parks committee plan and administer community activities such as the Tri-municipal July 4th parade, 5K run, concerts, walks in the parks and nature programs. These events and programs meet recreational needs and also contribute to the borough's sense of community and sense of place. These events and programs

should be continued. Walking tours focusing on the historic architecture of the borough should also be considered.

Trails are an important asset to enhance mobility and provide for recreation in a community. Trails have benefits such as property value enhancement, reduction of air pollution, and opportunities for active lifestyles. To maximize their effectiveness, trails should link activity centers such as the borough core, schools, and parks. Trails should also link borough centers to those in adjacent communities. Trails to other communities may be provided along streams with the use of easements, which do not involve the greater expense of land acquisition. The borough is seeking funding to provide additional trails.

The borough has trails within its parks and is working with New Britain Borough, New Britain Township, and Doylestown Township on a Tri-Municipal Trails plan. Trails are proposed along the North Branch, West Branch and the main branch of the Neshaminy Creek which will be part of a larger system that links adjoining communities. A pedestrian bridge is proposed over the North Branch at the eastern end of Lindenfield Parkway to connect a trail with North Branch Park. The Tri-Municipal Trails Map is shown in Figure 3.

The Bucks County Open Space program provides funding for open space acquisition for communities that have complete an open space plan. The Chalfont Borough Open Space plan was adopted in 1999 and has the following objectives:

- Natural features and resource protection—Continue to protect important natural and environmental resources.
- Greenways—Preserve area along the Neshaminy Creek as a low density area with greenway preserved along the creek edge in order to protect scenic views, floodplains, woods, and wetlands and to provide for recreational use.
- Links—Acquire open space that will complete linkages of permanently preserved recreation land open space and cultural resources adjacent to currently preserved areas allowing for improved access to residents.
- Historic and cultural significance—Recognize the importance of the borough’s historic district as a destination and link in the open space/greenway network.
- Social and recreational value—Continue to consider the social and recreational value promoted and supported by open space.
- Support for comprehensive planning—Preserve land and support actions that reinforce land use planning and open space goals.
- Workable and affordable implementation—Work with land owners in pursuing the best method of preservation for the borough and the land owner.
- Integrated regional planning—Work with adjacent and other municipalities to effectively plan and link open spaces.

Many of the plan’s priorities have been met. Since adoption of the plan the borough has purchased the Volpe tract and Twin Streams Park with county open space funds. Open space was

preserved as part of the development of Chalfont Green (Moyer tract). PennDOT purchased parcel 7-3-2(24 acres) to mitigate wetlands for the 202 parkway construction.

A new round of funding has been approved by the Bucks County Board of Commissioners for open space planning and acquisition. The borough should update its open space plan to take advantage of the new funding.

Recommendations for Action

- Establish user fees for recreation programs, and/or facilities where necessary to finance additional programs and facilities.
- Continue to plan and administer recreation activities for residents.
- Provide trails to link with those proposed in the Tri- Municipal Trails plan.
- Purchase access easements along North Branch, West Branch and Pine Run.

Principle 6

PROTECT THE HISTORIC CORE

Chalfont's historic borough core provides a distinct character and sense of place. This area should be protected with land use and design controls to enhance the quality of life in the present and to maintain it for future generations.

Chalfont's historic borough core is comprised of a collection of historic buildings which create a distinct character for the entire borough. To maintain this character the buildings should be protected. While the core contains the greatest concentration of historic buildings, additional historic buildings are found throughout the borough.

The presence of historic buildings in the borough is evidence of its 200-plus year history. The Chalfont of the past was a small village along Butler Pike and Main Street surrounded by farms. Today Chalfont is a maturing borough with a historic core surrounded by residential subdivisions. It has a distinct character due to its topography, development pattern and the presence of historic buildings and structures. The borough started near the intersection of Main Street and Butler Pike and grew outward along these arteries. The borough's location is important not only as the intersection of two major arteries; but was the location of Simon Butler's mill on the north branch of the Neshaminy Creek. The historic small town character, however, is the most salient feature of the borough's identity.

The borough has several historic buildings of potential state and national significance. The J. Kirk farmstead on Moyer Road is significant to the borough's history and may be eligible for inclusion in the Pennsylvania Register of Historic Places¹. The MacReynolds and Junell houses on Butler Pike and the Chalfont National Bank Building are excellent examples of particular architectural styles and may be eligible for inclusion on the National Register of Historic Places². The Chalfont Historic District, a designated area in the center of the borough composed of historic buildings that represent a character recalling the borough's rich architectural and

¹ Inclusion on the state register provides eligibility for state grants. Eligibility criteria for this list are identical to that of the National Register. Buildings or structures eligible for, or listed on the National Register, are listed on the Pennsylvania Register.

² Using specific evaluative criteria, the U.S. Department of the Interior administers the listing of buildings or structures of national importance on the National Register of Historic Places. Properties must meet specific criteria regarding historic value to be eligible for listing. Tax advantages and federal grants may be available to property owners when a building is listed. National Register listing does not guarantee that the resources will be saved because private property owners are free to use their properties as they wish. However, federally funded activities must not negatively impact registered (or eligible) resources.

historical heritage, is on the National Register. The eligibility for inclusion on the state and National Register is based on level of significance and the role the resource played in the history of the state or nation. Resources listed on or eligible for the National Register also constitute the Pennsylvania Register of Historic Places.

These and other undocumented historic resources in Chalfont have value for a number of reasons. They give the borough a special physical and cultural character. Older buildings are frequently better built, with craftsmanship and materials that are rarely duplicated today. Each historic building represents a past investment for future generations. Maintenance and rehabilitation of historic buildings and neighborhoods also represent a savings in terms of energy and materials. Well kept historic buildings contribute to the vitality of a community and strengthen property values. Neglect or loss of historic buildings and structures would pose a significant threat to the identity of the borough.

The historic preservation process fosters civic pride and appreciation for historic values. Appropriate preservation and restoration projects even enhance and improve surrounding nonhistoric property values. In terms of economic development, historic preservation generates tourism, construction, and rehabilitation activity that creates jobs and income. Therefore, the need for continued protection of historic resources is a crucial concern for a borough such as Chalfont.

Although historic resources are valuable, they are often taken for granted until they are endangered. Preservation planning can lessen the threat, but it must occur before historic elements are imperiled. Last minute preservation responses are rarely effective in the long term.

If historic resources are to be retained, it is essential to develop an effective local historic preservation program. Local historic resources, most of which are privately owned and maintained, are at risk unless residents are properly educated about the historic importance of their properties and are encouraged to cooperate with the borough's preservation agenda. Community-wide events that emphasize preservation and cultural and heritage protection are instrumental to inform the public about the issues.

Preservation Efforts

A historic resources survey was completed in 1989 by staff of the Heritage Conservancy. The survey inventoried a number of historic structures in the borough, such as the MacReynolds and Junell houses and the Chalfont National Bank Building that were noted as potentially eligible for inclusion in the National Register of Historic Places. A survey done in 1995 as part of an environmental impact study for the Route 202 Parkway noted the J. Kirk farmstead as potentially eligible for inclusion in the Pennsylvania Register of Historic Places. These surveys are more than 10 years old and should be updated.

The Chalfont Historic District is centered on Main Street and was placed on the National Register of Historic Places in 2006. The northern portion is defined by Westview Avenue and to

the west by Sunset Avenue and the west branch of the Neshaminy Creek. To the south the district is defined by the southern edge of properties that front on Butler Pike. The eastern side of the district is bounded by the north branch of the Neshaminy, Park Avenue and Chestnut, Church, North and Hamilton streets. The district contains a variety of structures which serve as examples of Victorian, Gothic, Foursquare, and Craftsman styles. Many of the buildings were part of the early development of Chalfont and serve to create a unique character.

To protect these historic resources, in November 1995 the borough council adopted a historic preservation ordinance in accordance with the Historical Architectural Review Act (Act 167 of 1961). The ordinance preserves the distinctive historic character within the district by establishing a historic architectural review board (HARB) which monitors alterations, additions, demolitions and new construction and providing standards for review. The review board oversees proposed changes including demolitions and new construction, makes recommendations to the governing body and issues certificates of appropriateness (COA). A COA is a permit granted when a proposal for alteration of or addition to, an historic building or structure is consistent with the historic district design guidelines, ordinance and U.S. Department of Interior standards.

The borough has design guidelines for construction and alterations in the historic district. Guidelines provide a useful reference for the continuing preservation of Chalfont's historic structures, and the appropriate integration of new construction in the historic district. It assists the property owner, general contractor, and design professional with information needed to make appropriate design decisions that have an effect on the district prior to a COA project review. It also provides essential information about the process to obtain the COA required for major repairs, alterations, and construction in the historic district as well as the standards by which the HARB reviews projects.

One of the criteria of a COA is the general design and arrangement of a building or structure and its impact on the historic aspect and nature of the historic districts. Consistency with these criteria cannot always be judged because the HARB is consulted after land developments have been approved. The HARB cannot review the building layout, massing and articulation of walls because land development plans show only building footprints and the building envelope. Modern buildings are often setback from the road behind the front yard setback line. Older structures are set closer to the road because original roadways were narrower than modern roadways which have been widened to meet traffic needs. This issue may be resolved by developing guidelines to address building layout.

The borough is also a Certified Local Government under the National Historic Preservation Act of 1966. Certified local government status permits the borough to participate directly in the National Register of Historic Place nomination process, access technical assistance from the state Bureau of Historic Preservation for training and consulting, and apply for matching grants for planning, consulting, and education.

Historic Preservation Plan

A historic preservation plan is a program for conserving historic resources. The plan contains a historic resources survey, an assessment of constraints and threats to preservation of those resources, goal and objectives, and implementation strategies. The focus of the borough's preservation efforts have been on the historic district.

Financial Incentives and Grant Programs

Local preservation ordinances and guidelines are effective; however they do not address the financial pressures that face owners of historic properties such as costs for maintenance and replacement of aging systems. To be effective, preservation efforts should also address pressures that may conflict with historic preservation planning. Financial incentives and grant programs are ways local government and local financial institutions can encourage historic preservation.

The provision of financial incentives encourages private property owners to become involved in preservation efforts and invest in historic properties. These incentives are intended to eliminate many of the financial advantages of new construction compared with restoration or preservation projects. Financial incentives primarily take the form of low interest loan programs and tax incentives from governmental bodies. Revolving loans administered by a local bank or the borough may also assist with the cost of preservation. Banks get involved in preservation loans because of the positive community relations and profit potential. Local governments may offer tax incentives such as property tax abatement freezes or credits. The availability of particular incentives depends on state enabling legislation.

Various grant programs administered by the state and federal governments as well as private foundations may be available for local preservation projects. The State Historic Preservation Officer at the Pennsylvania Historic and Museum Commission, the regional office of the National Park Service, and the National Trust will provide information regarding available funding to eligible parties.

Cultural Heritage

The borough's historic buildings and other features provide a visible link to the past. The borough also has a heritage based on traditions and a way of life passed down through generations of residents that should be preserved.

Heritage preservation involves identifying and celebrating the borough's history, which provides a better understanding of its past and can provide a context for future decision-making. In planning for the future the borough needs to plan for the future management of this heritage. Heritage management can be done with preservation of historic structures, natural resource protection and promotion of heritage through cultural events. Borough celebrations, such as parades and fairs, and events such as historic house tours, transfer local cultural heritage onto new generations. Effective heritage management enhances quality of life and environmental sustainability and will help to ensure that the borough is a good place to live and work for present and future residents.

Summary

Chalfont is a historic settlement in central Bucks County that served as a market and service center for nearby farms. Although the borough has grown significantly from its early beginnings, it still contains distinctive properties of historical significance that recall earlier times and provide a sense of place.

The historic resources in Chalfont are valuable for what they contribute to the identity of the borough. They are often taken for granted until they are threatened or disappear. Historic preservation efforts must occur before these important properties are endangered.

The borough has several elements of a preservation program but it does not have a historic preservation plan to give this program an overall direction. Changes to buildings within the historic district are regulated by the Historical Architectural Review Board, but resources outside the district are not protected. A concerted preservation effort using a number of tools that address preservation of resources throughout the borough can help ensure the survival of the borough's historic properties and help maintain its identity.

The key to a coordinated comprehensive preservation effort is a preservation plan which can be a component of the borough's comprehensive plan or a separate document. Details of a historic preservation plan are discussed in Appendix C.

Recommendations for Action

- Develop a historic preservation plan for entire Borough which provides a background on historic resources and establishes effective methods to preserve historically significant features.
- Continue to coordinate actions of the Planning Commission and Historic and Architectural Review Board.
- Amend the historic preservation ordinance to address site planning and building placement.
- Maintain the historic site survey.
- Investigate and implement methods of providing incentives for historic preservation.
- Continue to promote and sponsor community wide events to emphasize preservation and cultural heritage.
- Increase awareness and education of historic district.

Principle 7

PROMOTE SMART GROWTH

New growth should be sensitive to its surroundings and make effective use of existing infrastructure such as water, sewer, and roadways. Existing structures should be adapted to new uses where possible to preserve resources and to minimize impact on the adjoining parcels.

This principle focuses on “Smart Growth” which is a development policy that promotes a concentration of development and diversity of uses. This approach guides development to reduce sprawl, preserve farmland and open space, conserve natural environments, utilize existing infrastructure, revitalize growth centers and older communities, and encourage alternative means of transportation such as walking and biking. Smart Growth is endorsed by many county and state governments, including Bucks County and the Commonwealth of Pennsylvania.

Growth and development in the Central Bucks Area has historically concentrated in the boroughs and villages. Located at key transportation nodes, these communities absorbed the majority of residential, industrial, and commercial development. But during the latter part of the 20th century traditional centers diminished as a variety of factors encouraged lower density growth in adjacent agricultural lands. With the advantages inherent in its existing traditional development pattern Chalfont can maintain and improve its competitive advantage and attractiveness as a place to live.

Existing Land Use

The evaluation of existing land use is an important part of a comprehensive planning effort. Before beginning to plan for the future, it is crucial to know what land use patterns presently exist. Environmental and fiscal impacts of housing, infrastructure, and transportation alternatives can be better evaluated after understanding existing land use patterns. Existing land use patterns indicate how growth has taken place in the past and show both opportunities and constraints for future planning efforts.

A review of existing land use in the borough was completed and is presented on the Existing Land Use Map (see Figure 4) and in the text that follows. This data was obtained from the Bucks County Planning Commission’s land use inventory, interpretation of aerial photographs, field checks and 2006 Bucks County Board of Assessment data. The data used is parcel specific and each of the borough’s 1,621 parcels has been assigned a land use code. Where a code was assigned in the county tax assessment records but no value for improvements was shown, the parcel is depicted as vacant.

The technology used to inventory land use has changed since the analysis was done in 1996. The county now uses a Geographic Information system which links parcel information with a base

map. The 1996 data was generalized and not parcel specific. The new methodology and techniques are more precise and show figures which differ from those of 1996 due to land use changes and the new technology. A new land use category, mixed use, which is traditionally found in villages, is identified and mapped. This use was previously mapped as commercial and single family residential but not evaluated. Because of the new technology and conventions not all 1996 figures can be compared to 2008 figures.

The traditional center of the borough is at the intersection of its main arteries—Main Street and Butler Pike. Historically the growth of the borough radiated outward along those arteries and along Park Avenue. In the 1950s and '60s residential development took place along the edges of the borough as land became available for development. Since 1980, residential growth has taken place in the form of suburban-style residential subdivisions and planned residential developments on vacant and agricultural land north of the borough core.

Land Use Types

Residential

The predominant land use in the borough is residential. In 2008 it covered almost 49.9 percent of the land (525 acres). In 1996, 54.8 percent of the land (560.6 acres) was residential. This decline in residential land use from 1996 to 2008 is due the change in mapping to show mixed use parcels and also the percentage growth of other categories (open space). The majority of residential land is occupied by single-family detached housing units that cover 47.5 percent (501 acres) of the borough's land. While most of the older homes in Chalfont are located along the major arteries, many of the recently built houses are in planned residential developments which contain a mix of dwelling types with open space. Lindenfield is an example of such development, whereas Patriot Place is a suburban-style residential subdivision with curvilinear streets and single-family houses on larger lots.

Multi-family residential housing (properties with more than three attached housing units) composes 2.4 percent (25.5 acres) of the borough's acreage. This type of housing is found not only in the borough's older single-family homes that have been converted to apartments, but also in the Lindenfield apartments of Patrick and Christopher Places and the townhouses of Chalfont Green.

Mixed Use

Mixed land uses are found in the borough core and consist of older structures with commercial uses such as shops or offices with residential apartments above the first floor. These uses occupied 0.6 percent of the borough's land uses (6.7 acres) and are found along North Main Street and Butler Pike east of Main Street.

Commercial

Commercial land use comprises only 6.6 percent (69 acres) of the land use in Chalfont. The commercial uses are located mostly along Main Street and Butler Pike. Professional services,

restaurants, banks, and small retail stores characterize most of the commercial uses in the borough. Concentrations of commercial uses are found at the Chalfont Square and Chalfont Plaza shopping centers, both of which have been constructed since 1990. A number of parcels along Main Street and Butler Pike have mixed commercial and residential uses.

Industrial

Chalfont has 2.6 percent (27 acres) of its land utilized for industrial land uses. The industrial land uses are located on the southeastern side of Hamilton Street. The industrial uses are largely light manufacturing firms such as Aquarium Pharmaceuticals and AJ Screw Machine Products. The former the Paramount Packaging building, located south of the Neshaminy Creek on Oak Avenue is occupied by a commercial use operated by Habitat for Humanity.

Institutional

Government and institutional land uses occupy 5.9 percent (62 acres) of the borough's land area. These land uses are throughout the borough and are typified by houses of worship, schools, and municipal and U.S. Government functions.

Parks, Recreation and Open Space

Parks and recreation and deed restricted open space in the borough make up 15 percent or 170.8 acres of land. The borough has 90.79 acres of municipal parkland for active recreation. The borough has created a link park along the Neshaminy Creek which is composed of Oxbow, Kelly, and Krupp Memorial, Blue Jay parks and the new Twin Streams Park. Approximately 80 acres of land is open space for passive recreation and resource preservation. Some of the open space is part of residential subdivisions such as Shadow Ridge and Lindenfield. The borough has recently purchased the Volpe tract and Twin Streams Park. The Commonwealth of PA acquired a parcel (24 acres) south of Sunset Avenue across the SEPTA rail line for wetland mitigation related to the Route 202 parkway construction.

Transportation and Utilities

One hundred seventy two acres, 16.3 percent of the land area of Chalfont, is occupied by transportation and utility land uses. The predominant land uses in this category are the municipal streets, the SEPTA rail line which extends through the borough, and the North Wales Water Authority.

Vacant Land

Although 97 percent of the borough is occupied, almost 32 acres (3.0 percent) remain vacant. The vacant acreage includes parcels in the central portion of the borough, on the eastern side of the intersection of Hamilton and North Main streets, and parcels near the intersection of Limekiln Pike and Butler Avenue.

Agriculture

There is no land in the borough used for agriculture.

Land Use Change

The land use in Chalfont has changed significantly since the 1998 comprehensive plan as shown in Table 4. Some of the changes reflect the technology to calculate land use but the most substantial growth has been in parks, recreation, and open space due to the acquisition of several parcels for that use. This category comprised 8.2 percent (84 acres) of the borough's land in 1996 and grew to 15 percent (158 acres) in 2008. Industrial land uses have remained consistent while commercial uses have declined from 8.1 to 6.6 percent. As a result of development the amount of vacant land has rapidly diminished in recent years.

Transportation and utilities grew from 10.2 percent in 1996 to 16.3 percent in 2008 due mainly to the construction of new streets in residential subdivisions. The multifamily residential category remained at approximately 2.4 percent although Chalfont Greene was completed. The single-family residential category declined from 52.4 to 47.5 percent due to changes in measurement.

Table 4 **Land Use Change**

Classification	Percentage ¹		
	1990	1996	2008
Agricultural	9.0	2.7	--
Residential ¹	42.0	54.8	49.9
Single-family	-	52.4	47.5
Multifamily	-	2.4	2.4
Mixed Use			0.6
Commercial ¹	5.0	8.1	6.6
Industrial (Mining & Manufacturing)	3.0	2.5	2.6
Institutional ¹	11.0	6.1	5.9
Parks	7.0	8.2	7.4
Open Space			7.6
Transportation and Utility ²	10.0	10.2	16.3
Vacant	13.0	7.4	3.0

Notes:

¹ The decline in residential, commercial and in institutional land use may be attributed in part to changes in the land use classifications or other reasons. The percentage of institutional reflects land occupied but not necessarily used by institutional uses such as the lands of the Chalfont United Methodist Church.

² This category includes municipal streets.

Source: Bucks County Planning Commission 1996, 2008 land use data, U.S Census 1980, 1990, and 2000

Summary

The land use description indicates the percentage of land area devoted to parks and recreation in Chalfont has grown significantly in the past ten years. The amount of vacant and agricultural land has diminished as it has been converted to other uses. The other land use categories have not changed significantly.

The land use analysis indicates that 97 percent of the borough's land is occupied, which means that Chalfont is approaching the point at which no undeveloped land exists. Pressures to redevelop and convert existing uses into higher density or different uses will become greater as the amount of vacant land decreases. Pressure will also rise to develop parcels with natural resources restrictions. With this in mind the borough faces several issues in the future that must be addressed. The retention of appropriate land uses and ensuring that development of the remaining vacant land conforms to the character of the surrounding area will be important. It is also important to ensure that redevelopment and conversion is compatible with existing land use and that natural resource protection standards are maintained.

Smart Growth

Smart growth policy contains principles which guide development in a way minimize impacts, effectively use community assets and conserve natural resources. Chalfont's existing development pattern is smart but new development must be guided to fit this policy.

Principles of Smart Growthⁱ include:

- Create Range of Housing Opportunities and Choices
An integral component of any smart growth strategy is to provide quality housing for people of all income levels.
- Create Walkable Neighborhoods
Walkable communities are desirable places to live, work, learn, worship and play, and therefore a key component of smart growth.
- Encourage Community and Stakeholder Collaboration
Growth can create great places to live, work and play -- if it responds to a community's own sense of how and where it wants to grow.
- Foster Distinctive, Attractive Communities with a Strong Sense of Place
Smart growth encourages communities to craft a vision and set standards for development and construction which respond to community values of architectural beauty and distinctiveness, as well as expanded choices in housing and transportation.
- Make Development Decisions Predictable, Fair and Cost Effective
For a community to be successful in implementing smart growth, it must be embraced by the private sector.
- Mix Land Uses
Smart growth supports the integration of mixed land uses (i.e., different compatible land uses such as residential and commercial development) into communities as a critical component of achieving better places to live.
- Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas
Open space preservation supports smart growth goals by bolstering local economies, preserving critical environmental areas, improving our communities' quality of life, and guiding new growth into existing communities.
- Provide a Variety of Transportation Choices
Providing people with more choices in housing, shopping, communities, and transportation is a key aim of smart growth.
- Promote Compact Building Design

ⁱ Smart Growth Network; www.smartgrowth.org

Smart growth provides a means for communities to incorporate more compact building design and more efficient use of land as an alternative to conventional, land consumptive development.

Many of the principles and strategies of smart growth have been incorporated into development in Chalfont Borough. The borough was developed as a small village with rail access. The original buildings had a mix of uses and were located close to each other. New development such as Chalfont Greene in the Village Office Commercial zoning district was designed to be a compact, walkable neighborhood that has a mix of residential and commercial land uses and a real sense of place. The borough's open space preservation and park and recreation development efforts help protect critical natural resources and provide additional amenities to both residents and visitors.

The Land Use Plan

Land use planning and policy development in Chalfont Borough will focus on the revitalization of the central business district, infill development, reuse of existing buildings, protection and restoration of natural areas and application of Smart Growth principles. The Land Use Plan comprises a map showing generalized land use categories, which are based on the purpose statements of the borough's zoning districts.

The Future Land Use Plan for Chalfont is a generalized outline for maintaining and enhancing existing land uses and for managing growth in the borough. Although the growth projected in the next decade is limited, this growth will impact existing land uses. The plan provides a means to preserve existing land use patterns and channel new growth into patterns which preserve the positive aspects of the borough while still providing the diversity of land uses necessary for a sufficient tax base. The plan considers the following factors: future population growth, existing land use, natural resources, community facilities, and stated community goals and objectives.

The term Smart Growth is used in planning to describe the existing development pattern of Chalfont. The borough has a core with mixed use development and residential uses development of descending density from the center. Much of the borough is within a half mile walk from the core. Sidewalks are found through much of the borough and a centrally located train station provides for travel outside the Central Bucks region.

An important principle of Smart growth is to create a range of housing opportunities and choices. The borough has three areas of housing with different housing types and densities. To maintain these levels of choice and opportunity the borough should ensure that a variety of housing types and densities are permitted by the zoning ordinance. Housing variety promotes a diversity of costs and sizes, provides for the needs of households as they change over time, and encourages stability.

Another feature of smart growth is strong neighborhoods that are walkable, attractive and distinctive and have a sense of place. The quality of life in Chalfont can be maintained and enhanced by, protecting the integrity of the housing stock, preservation and augmentation of its neighborhoods.

Future Land Use Categories

Section 301.2 of the Pennsylvania Municipalities Planning Code requires that comprehensive plans contain a plan for land use. To this end, a future land use plan was developed for the *Chalfont Borough Comprehensive Plan Update*. The land area of the borough is divided among several land use categories each of which is characterized and recommendations are made for retaining positive aspects of the area. The land use areas are Low Density, Medium Density, and High Density Residential, Neighborhood Commercial, Borough Core, Village Office Commercial and Park, Open Space, and Recreation. These land use areas are illustrated on the Future Land Use Map (see Figure 5).

Low Density Residential

Low Density Residential is the classification for the neighborhoods in the borough with a density of 1 to 3 dwelling units per acre. This category is generally located in peripheral areas of the borough. These areas are characterized by single-family detached houses with an average lot size of approximately 20,000 square feet. The area is zoned R-1 primarily which permits single family detached dwellings at a density up to 2.35 units per acre. The R-1 district permits a number of nonresidential uses along parcels which front on Butler Avenue such as office residential conversion, and dwelling in combination with a business. Certain requirements must be met such as building design, sidewalks, access and parking design. A portion of the Lindenfield development containing single family dwellings is included which is zoned R-3 and permits four units per acre. The Low Density Residential use area also contains Unami Middle School and the Chalfont United Methodist Church.

There are several vacant lots in different locations throughout the area. The largest vacant area is approximately 10 acres in size and is located east of Wilson Avenue. Parcels 7-7-34 (3.19 acres) and 7-7-35 (1.45 acres) are vacant. They are located southwest of Limekiln Pike and are wooded with steep slopes. These parcels may be developed for single family detached dwellings for approximately 20 dwellings but fewer units with natural resource protection.

Parcel 7-12-8 between Butler Pike, Hibiscus Drive, and Moyer and Bristol roads is classified as low density residential but was recently zoned to Butler Avenue Gateway Commercial Overlay District. The parcel contains a farmhouse but has frontage on Butler Pike and lies between other commercial properties. Due to its zoning and location this parcel is reclassified to Commercial.

The lands of the Chalfont United Methodist Church 7-5-37 contains undeveloped acreage in the rear of the church. This land is identified in the borough open space plan as church open space. This land adjoins other vacant land on parcels 7-5-6 and 7-5-8-2 and open space on 7-5-3 (Volpe tract).

Medium Density Residential

Medium Density Residential is the classification for the neighborhoods with a density of 3 to 5 dwelling units per acre. These areas consist of land northeast of the borough core along North

Main Street and north of Park Avenue. It includes older residential portions of the borough and a newer residential subdivision, Patriot Place. The older portion is primarily residential but does contain some offices and the original Chalfont Elementary school (Chesterbrook Academy). The average lot size is approximately 9,000 square feet. Future development in this land use area will take the form of conversions or infill that should be consistent with design guidelines established for the historic district. The area is zoned R-2 and R-4 which permit densities of 4.8 and 4 units per acre respectively.

High Density Residential

High Density Residential is the classification for the multifamily neighborhoods with a density of 4 or more dwelling units per acre. There are two areas classified High Density Residential. One area is the condominium apartment portions of Lindenfield. This development contains a variety of housing types including townhouses and multiplexes and is zoned R-3 which permits a maximum density of 4 units per acre and 8 units within an area of a single dwelling type. Pine Creek condominium apartments on the south side of Park Avenue has a density of approximately 15 units per acre although this parcel is zoned R-2 which permits a maximum density of 4.8 units per acre. Parcel 7-4-45-2 (2.3 acres) on Hamilton Street contains a single family dwelling and may be redeveloped at a higher density.

Commercial

The Commercial area is characterized by a mix of small scale retail and service businesses along Butler Pike between Oak Avenue and the west branch of the Neshaminy Creek, and between the north branch of the Neshaminy and Bristol Road. The Chalfont Square Shopping Center is located along the south side of Butler Pike just west of Bristol Road. Almost all of the uses take direct access to Butler Pike. Most of the area is zoned CC Corridor Commercial which permits a variety of commercial uses on lots of 18,500 square feet or more.

Parcel 7-8-8 (2.7 acres) is vacant but lies adjacent to the West Branch and much of it is subject to flooding. Approximately one quarter of this parcel is zoned CC Corridor Commercial while the balance is zoned R-1.

A group of vacant parcels (7-12-8, -8-1, -8-2, -8-3, -8-5) at the intersection of Bristol Road and Butler Pike have been under consideration for development. A retail drug store, bank and other commercial uses are planned for these parcels. This development is planned to provide coordinated access points, roadway improvements, and coordinated architecture to improve the function and appearance of the intersection. The borough adopted the Butler Avenue Gateway Commercial Overlay District to ensure that development of this site fits within the character of the borough and provides for appropriate access management, parking and design.

The vacant parcels, in addition to parcels 7-12-3; -1-3-1; 12-4-1 and 12-8-7, were rezoned to Butler Avenue Gateway Commercial Overlay District to accommodate the proposed development. The district promotes a mix of commercial and business uses and requires consistency with design standards.

Many of the parcels along the Butler Pike corridor have individual access points which are not coordinated. Coordinated access improves the safety and efficiency of the roadway and may improve the appearance of the corridor. Streetscape improvements such as additional street trees, coordinated signage, and flower beds should be considered to enhance the appearance of the corridor. Corridor design standards incorporating access, design, parking and other requirements should be also considered to improve the safety, appearance and function of the Butler Pike corridor.

Borough Core

The Borough Core contains retail, service, and institutional uses in the center of Chalfont—the area between the north and west branches of the Neshaminy Creek and the SEPTA rail line. The parcels north of the rail line, occupied by St. James Lutheran Church and the fire station are included also. The area has diminished in size due to the purchase of Twin Streams Park for recreation and it has been reclassified to Parks, Recreation and Open Space. Many of the buildings in the borough core were built in the late 1800s Victorian style and contain mixed uses. The uses and historic structures found there create a distinct focal point for the community and should be preserved and enhanced. Limited growth of new businesses can be accommodated in existing buildings and carefully designed new development must be consistent with the historic district guidelines. Traffic congestion and parking availability are major constraints to growth in this area.

The land use category is zoned BC Borough Core which permits a variety of commercial uses on lots of 6,000 square feet or more.

The fire company building will be vacant after the move to the new site. The St James Lutheran Church is currently vacant. Appropriate uses should be found for the site that meet the objectives of this plan and which fit in the borough core appropriately.

The borough should establish a public/private partnership with the borough businesses and determine what public improvements and programs are needed to enhance business activity. An organized program similar to the National Trust Main Street Program discussed in Principle 3 should be considered for implementation.

Village Office Commercial

The Village Office Commercial land use area comprises the area on the south side of the intersection of Westview Avenue and North Main Street. Chalfont Green was developed on the former Moyer farm and comprises townhouses, village-style single-family homes along Westview Avenue and an office building in the original farmhouse on North Main Street. The Chalfont Post Office is located in this area on the western side of North Main Street. The development conforms to the dimensions and scale of the borough and provides pedestrian links with the borough core, the train station and adjacent residential neighborhoods. The Chalfont Chemical Fire Company is building a new station on a vacant parcel at the northern corner of

Hamilton and North Main Street. New development must be consistent with the historic district guidelines.

An office building has been constructed on the site of the former greenhouse market on North Main Street. The former Hellberg greenhouse has been removed and may be developed after hazardous materials onsite have been remediated.

The area along North Main Street between Hamilton Avenue and Westview/Lindenfield Parkway has been developed for offices and townhouses in the past decade. A bank (former post office), 2 office buildings (Moyer farmhouse and Eble office) and the new fire station may make this area a secondary node of nonresidential activity which may be enhanced with development of the Hellberg parcel for nonresidential uses.

This land use category is zoned VOC Village Office Commercial which permits an office park or temporary uses by right. A mix of housing including a planned village development, office and commercial uses are permitted as conditional uses. An office park and planned village development may be built on 20 acres or more. The Hellberg tract (Parcel 7-4-4-3, 7.8 acres) may only be developed for nonresidential uses. The site may be developed for an office/retail shop or service business on a lot of five acres or more by conditional use. If adjoining parcels are consolidated with others to create a site of 20 acres or more a planned village may be developed.

Industrial/Utilities

Areas designated Industrial/Utility are those appropriate for industrial and utility development or are already occupied by existing industry or utilities. Industrial facilities are located in the area south of Hamilton Street, east of Oak Avenue and south of Park Avenue. Industrial land use is important to the borough because of the employment and tax revenue that it generates. Chalfont's largest utility, the North Wales Water Authority plant, supplies drinking water to residents in both Bucks and Montgomery counties and thus provides a necessary service. Parcel 7-6-104 (20.1 acres) located southeast of the North Wales Water Authority plant is vacant but mainly covered with woodlands, floodplains, and wetlands. If the Bristol Road extension is constructed pressure may mount to develop the southeastern corner of the parcel adjacent to the proposed roadway.

The former Paramount Packaging plant (Parcel 7-6-53 6.5 acres) was proposed to be rezoned to permit townhouses in the early 2000s. The borough declined to rezone the parcel due to concerns about traffic generation and tax base. This parcel is to remain classified as Industrial/Utilities so that the land uses may continue to contribute to the borough's tax base and to eliminate the possibility that higher density residential uses will be developed in an area where traffic capacity is limited.

The land use category is zoned LI Light industrial which permits offices, and industrial uses on lots of 2 acres or more. A portion of the Industrial category (Parcels 7-11-1, -11-2-1) along the North Branch of the Neshaminy Creek is zoned O/SP Open Space/Parkland. This area is owned

by the North Wales Water Authority. This area is within the floodplain and portions are wooded which limits development.

The proposed Bristol Road extension would provide direct access to TMP 7-11-3-2. A portion of this site with no development constraints may be developed but the rest is encumbered with woodlands, wetlands and floodplains. The landowner, the North Wales Water Authority, has no plans for this site in the near future.

Park, Open Space and Recreation

The Open Space and Recreation area contains open space land owned by the borough, borough parkland and private land in the floodplain. The stream valley of the Neshaminy Creek and its north and west branches, as well as Pine Run present constraints to development due to flooding, the presence of wetlands, alluvial soils, and woodlands. The land north of the confluence of the North and West branches of the Neshaminy creek (Parcel 7-8-8-1, the 22 acre -Breitinger parcel) was purchased by the borough for recreation and is reclassified from borough core to parks recreation and open space. These resources should be protected from development. Because the watershed of the creek extends beyond Chalfont Borough, watershed development in New Britain Township will impact the creek and the floodplain in the borough. Therefore, it is particularly important to prevent development in the floodplain areas. It is also important that natural vegetation be protected within the riparian corridor. This vegetation will stabilize the stream bank, filter stormwater, help slow stream velocities, preserve the floodplain, and provide wildlife habitat. Despite the constraints, these areas also present opportunities for recreation and connection of residential neighborhoods to the borough core and each other through open space.

The Volpe tract (Parcel 7-5-3) has been preserved for open space. This parcel has been reclassified from Low Density Residential to Park Open Space and Recreation.

The Comprehensive Plan as a Decision-Making Guide

The village development pattern established 200 years ago serves the borough well. The natural setting, historic resources, roadways and rail line that have shaped the borough will continue to make the borough an attractive place to live and do business. The borough has little vacant land left for new development therefore the major focus of planning for the next 10 years will be to enhance what Chalfont already has. This plan reinforces and augments the existing development patterns. The existing land use pattern should be enhanced by efforts to revitalize the borough core and improve the Butler Pike commercial corridor. Other means of improving the quality of life for residents should be pursued such as ensuring the new growth meets the principles of Smart Growth, providing more trails and sidewalks and improving the existing roadways.

Smart growth will not happen unless the comprehensive plan is followed. To ensure that future growth follows smart growth guidelines this plan should be consulted by officials, borough staff and property owners. The plan should be used as a guide for borough operations and making decisions regarding physical development and as the basis of evaluating proposed actions

affecting physical development. The plan should be the primary means of communicating borough policy to concerned organizations and individuals.

The comprehensive plan should be implemented through strong management of borough government. Borough officials should ensure that the zoning and subdivision and land development ordinance are consistent with the comprehensive plan. The comprehensive plan should be promoted by making it available at local libraries at the borough hall and on the borough website.

An effective means of implementing the plan is promotion among the boards and authorities and commissions on an annual basis. Borough council should have an annual meeting with leaders of all borough boards and authorities to review the goals and objectives included in the comprehensive plan. Council can discuss accomplishments of the previous year and assign new program tasks to the appropriate boards. This effort will continually orient new members to the plan's goals and objectives.

Recommendations for Action

- Provide incentives for adaptive reuse of existing buildings such as fee reductions.
- Maintain residential amenities, including but not limited to open space, street trees and sidewalks.
- Encourage village scale retail to provide shopping opportunities within the borough.
- Provide pedestrian and bicycle access from neighborhoods to activity centers in the borough.
- Encourage innovative site design by adopting flexible building standards.
- Allow for the conversion of large residences to apartments in a manner sensitive to adjoining land uses.
- Cooperate with federal, state and county agencies in the provision of adequate housing opportunities for ranges of housing types.
- Retain the existing character in the *Low Density Residential* areas by maintaining the high quality of service and infrastructure by continued code enforcement and street maintenance.
- Consider preserving Parcels 7-5-37, 7-5-6 and 7-5-8-2 as open space by easement.
- Encourage appropriate infill development that conforms with the character of the *Medium Density Residential* area.

- Maintain and enhance the character of existing residential areas by continued code enforcement, street maintenance and construction of the pedestrian bridge across the North Branch.
- Encourage the retention of existing *commercial uses* and the development of the existing vacant parcels with an appropriate mix of commercial and residential uses.
- Establish guidelines for enhancing the character and *vitality of the core of the borough* so that it effectively serves the residents of the borough and community as a whole.
- Appropriate uses should be considered for the former fire station and church sites.
- Maintain and enhance the character of existing residential areas the *Village Office Commercial* area as a mixed use center which respect and conform with the established character of the borough, provides pedestrian links with all surrounding land uses and maximize its access to the train station.
- Encourage the location and retention of *industrial uses* in areas where the nucleus of industry already exists. Ensure that the impacts of industrial and utility land uses upon residential neighborhoods are minimized.
- Ensure that provisions of the zoning and subdivision and land development ordinance are consistent with the comprehensive plan.
- Place Comprehensive Plan on borough website.
- Conduct an annual meeting with leaders of all borough boards and authorities to review the goals and objectives included in the comprehensive plan, discuss accomplishments of the previous year and assign new program tasks to the appropriate boards.

Implementation: Action Plan

While many things change over time, some things remain the same. The Borough has continued to remain a vital community, due in part to its unique character. In general, it has resisted most of the homogenization and strip mall development found in many communities, and maintained its historic architecture.

It is important to maintain the Borough of Chalfont's uniqueness, and to do that, residents, businesses and borough government must work together and put the common interest of the Borough first. There are long-time Borough residents, newcomers occupying new housing, business owners who live in the community, and business owners who do not.

Members of the community must work to attain the Principles defined in this plan based on the context of the natural, physical and historic features, and traditions that make the Borough unique, and that cannot be replaced. In the resident survey and in other public participation activities undertaken in the course of preparing this comprehensive plan, residents have affirmed that such a sense of community is an important part of life in Chalfont.

The wider world has caught up with Chalfont Borough. The concepts of "sustainability" and "smart growth" are new names for the type of organic, functional and compact design that has characterized the Borough from the start and has been purposefully protected and adapted, when necessary, over the years. The tasks facing Borough officials and other residents as the community embarks on its second century are to craft public policy and harness new technology that will preserve the small-town nature of the Borough's built environment, its historic character, and its environmental resources, and at the same time ensure that this irreplaceable natural and cultural heritage will be extended to future generations. That is the core focus of this comprehensive plan.

Plan Implementation

Successful implementation of this plan requires that specific measures, actions, programs, and/or techniques be employed in a timely and cost-effective manner. The action plan at the end of this chapter prioritizes the tasks to be completed in order to carry out the comprehensive plan's vision, arranging them in matrix form.

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

Ongoing efforts are those currently being undertaken and that should continue into the future. A short-term effort should continue soon after plan adoption (within the first 3 years). Medium-

term efforts should start 3 to 5 years after plan adoption. Groundwork laid by short- and medium-term efforts must take place before many of the long-term efforts can be implemented 5 to 10 years after plan adoption.

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

Recommendations are organized by Principle. Each Principle includes the entity or entities responsible for completing the task and the suggested time frame for action. The record of action column is intended for officials to check off when the implementation action is completed.

Implementation Priorities

One of the biggest difficulties with implementing most comprehensive plans is the difficulty in deciding where to begin. Once the plan is completed, the many recommendations presented can be easy to ignore because the plan is no longer on the minds of local officials and residents until it becomes time to develop a new plan. New initiatives, which could make a real difference, are essentially wasted.

The action plan contains an exhaustive list of activities that are recommended to realize the vision of this comprehensive plan. What follows is a list of activities that are most critical to its success, taking advantage of borough assets and representing a starting point at which the community can gain momentum for implementation of the plan.

(Priorities to be determined in consultation with CBPC.)

Implementation Action Plan Matrix

Recommended Action		Entity Responsible	Time Frame				Record of Action
			S	M	L	O	
IMPROVE MOBILITY							
1.	Support the Bristol Road extension.	BC				x	
2.	Consider traffic impacts in future land use planning.	BC, PC				x	
3.	Work with SEPTA on parking area expansion.	BC, PC				x	
4.	Preserve rights-of-way for trails and pedestrian use.	BC, PC				x	
5.	Encourage walking by requiring sidewalks or bike/hike paths as part of all new developments.	BC, PC				x	
6.	Fill in sidewalk gaps and connections using programs underway.	BC, PC				x	
7.	Develop specific policies regarding traffic calming.	BC	x				
8.	Identify potential access management opportunities in the borough.	BC, PC		x			
CONSERVE NATURAL RESOURCES							
1.	Consider standards to restrict tree removal by property owners that is not associated with land development.	BC, PC		x			
2.	Develop policy and regulations for forestation and afforestation.	BC, PC		x			
3.	Review tree list in subdivision and land development ordinance to ensure species are native and not prone to disease.	BC, PC	x				
4.	Discuss protection of Forest Park woods with North Wales Water Authority (NWWA).	BC, PC				x	
5.	Coordinate planning for the Neshaminy Creek and Pine Run Corridors with New Britain Township and New Britain Borough.	BC, PC		x			
6.	Maintain natural resource protection standards in zoning and subdivision and land development ordinances.	BC, PC	x				
7.	Enact riparian buffer requirements to protect stream banks and manage stormwater.	BC, PC		x			
8.	Determine if an Environmental Advisory Council (EAC) would be useful in meeting borough goals.	BC				x	
PROMOTE BUSINESS VITALITY							
1.	Follow the recommendations of the National Trust Main Street program.	BC, PC, HARB				x	
2.	Encourage shared parking and managed access to parking facilities.	BC, PC		x			
3.	Provide a one-stop shop for local business assistance including procedures and personnel aimed at expeditious help for business owners.	BC, PC				x	
4.	Help make local businesses successful by engaging them and understanding their needs	BC, PC				x	

BC = Chalfont Borough Council
 PC = Chalfont Planning Commission
 BA = Borough Administration

HARB = Historic Architectural Review Board
 PW = Public Works

S = Short term
 M = Medium term

L = Long term
 O = Ongoing

Recommended Action		Entity Responsible	Time Frame				Record of Action
			S	M	L	O	
BUILD AND MAINTAIN A LIVABLE COMMUNITY							
Borough Administration							
1.	Review capital programming practices, which will facilitate implementation of Comprehensive Plan update principles.	BA, BC, PC	x				
2.	Continue to coordinate capital improvements with utilities serving the borough (PECO, Aqua PA) to minimize cost and disruption.	BC, PW				x	
3.	Evaluate and implement energy source and saving alternatives for borough offices, and public works operations.	BA	x				
Public Works							
4.	Evaluate alternatives to planting and maintaining grass in parks and open space to reduce mowing costs.	BA, PW	x				
5.	Coordinate street closures and trenching with utility providers.	PW	x				
6.	Examine ways to reduce fuel usage and minimize other costs.	PW				x	
Police							
7.	Evaluate alternatives for upgrade of police offices.	BC	x				
Solid Waste Management							
8.	Continue to obtain information from businesses operating in the borough to assure they have a recycling program in place.	BA				x	
9.	Continue to offer assistance to borough businesses and institutions to review and assist them with their waste management programs annually.	BA				x	
10.	Prohibit open burning to maintain air quality and meet recycling grant guidelines.	BC	x			x	
Stormwater Management							
11.	Promote infiltration of stormwater to recharge groundwater.	BC, PC				x	
12.	Evaluate alternative best management practices for maintenance and retrofitting of existing stormwater management basins.	BC, PC, PW		x			
13.	Establish regular maintenance program for stormwater management facilities.	PW		x			
Wastewater							
14.	Coordinate efforts with Chalfont New Britain Township Joint Sewer Authority (CNBTJSA) in upgrading and maintaining wastewater collection and treatment facilities to reduce costs and provide additional capacity.	BC, PC				x	
15.	Provide information about water conservation for property owners and promote use of water conservation measures to minimize wastewater treatment costs.	BA	x			x	

BC = Chalfont Borough Council
PC = Chalfont Planning Commission
BA = Borough Administration

HARB = Historic Architectural Review Board
PW = Public Works

S = Short term
M = Medium term

L = Long term
O = Ongoing

Recommended Action	Entity Responsible	Time Frame				Record of Action
		S	M	L	O	
BUILD AND MAINTAIN A LIVABLE COMMUNITY (continued)						
Water Supply						
16.	Amend zoning ordinance to prohibit high-risk uses which may impact wellheads from within a given a radius of wellheads or require devices to mitigate spill risk.	BC, PC		x		
17.	Amend zoning ordinance to require an impact study for the location of uses which may threaten groundwater.	BC, PC		x		
18.	Promote efficient use of water resources through conservation, infiltration, minimizing additional withdrawals, and reuse.	BA				x
19.	Adopt wellhead protection standards.	PC, BC	x			
20.	Develop an Integrated Resource Plan in cooperation with New Britain Borough and Township and in accordance with DRBC guidelines.	PC, BC		x		
Telecommunications						
21.	Coordinate provision of telecommunications facilities which will provide desired level of service in Chalfont.	BA				x
22.	Maintain existing telecommunication regulations and revise zoning standards to address emerging technologies as needed.	BA				x
23.	Coordinate activities with utility providers.	BA				x
PROVIDE PARKS, RECREATION, AND OPEN SPACE						
1.	Establish user fees for recreation programs, and or facilities where necessary to finance additional programs and facilities.	BC, BA	x			
2.	Continue to plan and administer recreation activities for residents.	BC, BA				x
3.	Provide trails to link with those proposed in the Tri-Municipal Trails plan.	BC, BA, PW		x		
4.	Purchase access easements along North Branch, West Branch and Pine Run.	BC, BA		x		
PROTECT HISTORIC CORE						
1.	Develop a historic preservation plan for entire Borough which provides a background on historic resources and establishes effective methods to preserve historically significant features.	BC, PC, HARB		x		
2.	Continue to coordinate actions of the Planning Commission and Historic and Architectural Review Board.	HARB, PC				x
3.	Amend the historic preservation ordinance to address site planning and building placement.	BC, PC, HARB		x		
4.	Update the historic site survey.	HARB		x		
5.	Investigate and implement methods of providing incentives for historic preservation.	PC, HARB		x		
6.	Continue to promote and sponsor community wide events to emphasize preservation and cultural heritage.	BA, BC, HARB				x
7.	Increase awareness and education of historic district.	BC, HARB		x		x

BC = Chalfont Borough Council
PC = Chalfont Planning Commission
BA = Borough Administration

HARB = Historic Architectural Review Board
PW = Public Works

S = Short term
M = Medium term

L = Long term
O = Ongoing

Recommended Action		Entity Responsible	Time Frame				Record of Action
			S	M	L	O	
PROMOTE SMART GROWTH							
1.	Provide incentives for adaptive reuse of existing buildings such as fee reductions.	BA, BC, PA	x				
2.	Maintain residential amenities, including but not limited to open space, street trees and sidewalks.	BC, PC				x	
3.	Encourage village scale retail to provide shopping opportunities within the borough.	BC, PC				x	
4.	Provide pedestrian and bicycle access from neighborhoods to activity centers in the borough.	BC, PC	x				
5.	Encourage innovative site design by adopting flexible building standards.	BC, PC				x	
6.	Allow for the conversion of large residences to apartments in a manner sensitive to adjoining land uses.	BC, PC				x	
7.	Cooperate with federal, state and county agencies in the provision of adequate housing opportunities for ranges of housing types.	BC, PC				x	
8.	Retain the existing character in the <i>Low Density Residential</i> areas by maintaining the high quality of service and infrastructure by continued code enforcement and street maintenance.	BC, PC				x	
9.	Consider preserving Tax Parcels 7-5-37, 7-5-6 and 7-5-8-2 as open space by easement.	BC, PC			x		
10.	Encourage appropriate infill development that conforms with the character of the <i>Medium Density Residential</i> area.	BC, PC				x	
11.	Maintain and enhance the character of existing residential areas by continued code enforcement, street maintenance and construction of the pedestrian bridge across the North Branch.	BA, BC, PC				x	
12.	Encourage the retention of existing commercial uses and the development of the existing vacant parcels with an appropriate mix of commercial and residential uses.	BC, PC				x	
13.	Establish guidelines for enhancing the character and vitality of the core of the borough so that it effectively serves the residents of the borough and community as a whole.	BC, PC				x	
14.	Appropriate uses should be considered for the fire station and church sites.	BC, PC	x				
15.	Maintain and enhance the character of existing residential areas the Village Office Commercial area as a mixed use center which respect and conform with the established character of the borough, provides pedestrian links with all surrounding land uses and maximize its access to the train station.	BC, PC				x	
16.	Encourage the location and retention of industrial uses in areas where the nucleus of industry already exists. Ensure that the impacts of industrial and utility land uses upon residential neighborhoods are minimized.	BC, PC				x	
17.	Ensure that provisions of the zoning and subdivision and land development ordinance are consistent with the comprehensive plan.	BC, PC	x				
18.	Place Comprehensive Plan on borough website.	BC, BA	x				
19.	Conduct an annual meeting with leaders of all borough boards and authorities to review the goals and objectives included in the comprehensive plan, discuss accomplishments of the previous year and assign new program tasks to the appropriate boards.	BC				x	

BC = Chalfont Borough Council
PC = Chalfont Planning Commission
BA = Borough Administration

HARB = Historic Architectural Review Board
PW = Public Works

S = Short term
M = Medium term

L = Long term
O = Ongoing

Appendix A

DETAILED DEMOGRAPHIC DATA

The information in this Appendix describes population and housing growth in the past and into the near future. An understanding of population and housing trends form the foundation of the comprehensive plan and provides for effective planning for the future.

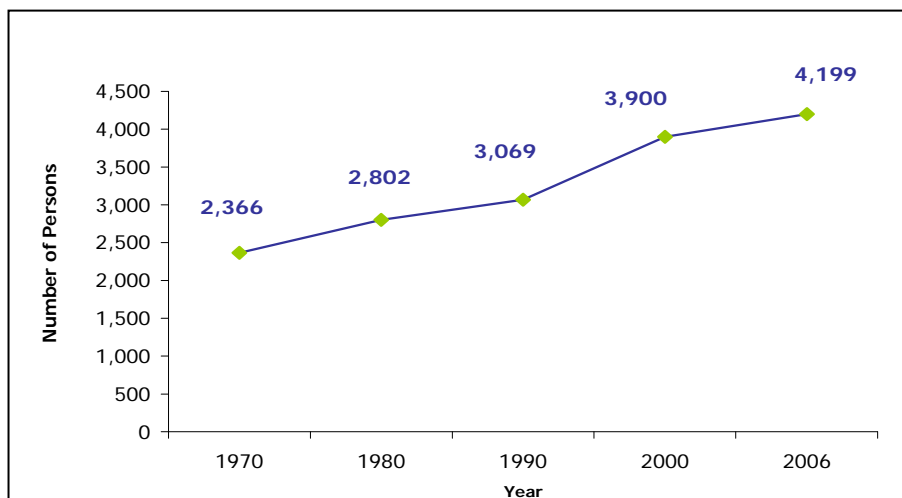
Population

The previous two decades have been a period of significant growth for Chalfont. Since 1980 the borough population has grown 9.5 and 27.1 percent for each 10-year period. Bucks County’s population gained only 10.4 percent between 1990 and 2000. Estimated growth from 2000 to 2006 showed a gain of only 7.6 percent

The municipalities nearby Chalfont, New Britain Borough and Township, and Warrington Township—grew at a pace exceeding the countywide increase. These are once-rural municipalities that have undergone rapid growth. Chalfont has grown due to the availability of water and sewer, vacant land, and access by way of Butler Avenue/Route 202. Proximity to major sources of employment, shopping, and entertainment such as central New Jersey, Montgomery County, and Philadelphia has also made it an attractive place to live.

Figure 1 lists changes in population for Chalfont. Table 1 compares population change for Chalfont, its neighboring municipalities, and Bucks County.

Figure 1. Chalfont Borough Population Growth



Source: U.S. Census 1960-2000

Table 1. Population in Chalfont, nearby municipalities, and Bucks County, 1990 and 2000

Municipality	1990 Population	2000 Population	Percent Change
Chalfont Borough	3,069	3,900	27.1
Doylestown Borough	8,575	8,230	-4.0
New Britain Borough	2,174	3,125	44
New Britain Township	9,099	10,698	17.6
Warrington Township	12,169	17,580	44.5
Bucks County	541,224	597,635	10.4

Source: U.S. Census, 1990 and 2000

Households

Household¹ 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. Household data is shown in Table 2.

The average household size and family size in Chalfont has remained the same. The average household size in 1990 and 2000 was 2.78 persons, down from 3.12 in 1980. The borough average household size is larger than the county's which was 2.69 in 2000.

The number of households in the borough totaled 1,382 in 2000. That figure represents a 29.6 percent increase over the 1,066 households counted in 1990.

About 75 percent of Chalfont households had at least one child under age 18. Just over 17 percent had at least one member age 65 or older. The corresponding numbers for Bucks County were 39.3 percent and 23.3 percent, respectively.

Households in the borough were larger than the countywide average, significantly more likely to have children under age 18 but less likely to contain any elderly. The data indicate that the borough's households have more young children than those of Bucks County in general, creating demand for education and other youth-oriented services.

Table 2. Characteristics of Chalfont Households, 1990 and 2000

Characteristic	1990	2000
Number of Households	1,066	1,382
Average Household Size	2.78	2.78
Average Family Size	3.18	3.25
Family Household	823	1,039
Married Couple Families	726	915
Nonfamily Households	243	343
Householders Living Alone	187	271

Source: U.S. Census, 1990 and 2000

Population Characteristics

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 35.1 years in 1990 to

¹ 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.

35.8 years in 2000. The median age in Bucks County was slightly lower, at 33.7 years. As the borough's population continues to age, the demand for specialized services and housing for the elderly will heighten.

Regionally and nationally, the population has been aging, propelled by the baby boomers, members of the massive postwar generation born between 1946 and 1964. But a notable feature of Chalfont's population is growth in the baby boomer cohorts, the 35 to 54 age categories as of the 2000 census. These cohorts constituted slightly more than a third of borough's population in 2000 and likely represents those that moved into the borough and bought houses after 1995.

The borough's greatest percentage gains came in its young adult population, those age 25-34. That group more than doubled in size between 1990 and 2000. The borough's largest population gain (338) was among adults age 35-44, which increased by almost 70 percent in the decade. Nevertheless, baby boomers, those between 45 and 64 formed a significant segment of the borough's adult population —21.9 percent—in 2000.

Children 19 and under accounted for 30.6 percent of the population. Younger adults aged 20–24 were only 4 percent of the population because many of that age left the borough after high school graduation or were away from home in college at the time the census was taken. The family forming cohort aged 25-44 is almost 35 percent of the borough population and is the cohort which will have impacts on the borough in the near future (See shaded area in Table 3 below). This cohort will generate impacts on the local school district.

The baby boomers, born between 1946 and 1964, fall within the 35-64 cohort which comprised 43.2 percent of the borough's population in 2000. Seniors age 65 and older accounted for only 8.6 percent of the population. As the baby boomers join those over 65 they will become a significant factor in the borough's demographic makeup.

Table 3 shows changes in the age distribution in the borough from 1990 to 2000.

Table 3. Changes in Age Distribution in Chalfont, 1990 and 2000

Age	1990		2000		Percent Increase
	Number	Percent	Number	Percent	
Under 5	192	6.2	293	7.5	53
5 to 9	196	6.3	369	9.5	88
10 to 14	190	6.2	299	7.7	57
15 to 19	213	5.9	231	5.9	8.5
20 to 24	220	6.9	156	4.0	-21
25 to 34	239	7.8	530	13.6	121
35 to 44	493	19.5	831	21.3	69
45 to 54	389	16	521	13.4	34
55 to 59	152	4.9	187	4.8	23
60 to 64	124	4	146	3.7	17.7
65 to 74	190	6.2	203	5.2	6.8
75 to 84	139	4.5	110	2.8	-21
85+	47	1.5	24	0.6	-49
Total	3,069		3,900		

Source: U.S. Census, 1990 and 2000

Table 4 shows population characteristics from the 2000 census compared with Bucks County. The population of Chalfont was mostly white and native-born as of the 2000 census. The share

of white borough residents was 96.6 percent, and residents born in the U.S. numbered 93.7 percent. The population was 49.2 percent female and 50.8 percent male.

Table 4. Population Characteristics, 2000

	Chalfont	Bucks County
Percent White	96.6	92.5
Median Age	35.8	37.7
Percent HS diploma*	95.3	88.6
Percent Bachelors degree	38.9	31.2
Median household income	\$63,491	\$59,727

*Population 25 years and over

Source: U.S. Bureau of the Census

The largest single minority racial group was Asian (of any race), which represented 1.5 percent of the population. Black or African Americans represented 1.1 percent of the population.

Borough residents had incomes and levels of educational attainment that were significantly higher than those for the county as a whole, according to the 2000 census. The median Chalfont household income was \$63,491. The median income for Bucks County was only \$59,727. Nearly 95.3 percent of borough residents were at least high school graduates, and 38.9 percent held bachelor’s degrees or higher. The education attainment rate is higher than Bucks with 88.6 percent of residents having earned a high school diploma with 31.2 percent with bachelor’s degrees or higher.

Occupation is the kind of work a person does to earn a living. As shown in Table 5, most Chalfont residents pursued white-collar occupations, with 44.3 percent employed in managerial, professional, sales, or office work. Another 28.3 percent worked in sales and office occupations. These figures showed a shift from 1990 when greater numbers were employed in sales but fewer in management, professional and related occupations.

Industry is the type of activity at a person’s place of work, the sector of the economy to which a particular occupation belongs. Table 5 indicates that the largest share of borough residents, 43.9 percent, worked in Services which includes professional, management scientific, administrative, and educational services followed by 17.9 percent in manufacturing in 2000. Retail Trade employed 10.1 percent of Chalfont residents. Between 1990 and 2000 the predominance of employment shifted from manufacturing to services. In 1990, 29.5 percent of workers worked in services and 21.9 percent in manufacturing. By 2000 this had shifted to 43.9 in services and 17.9 percent in manufacturing.

The overall picture is that Chalfont residents have more education, greater household incomes, and are employed in industries and occupations that pay higher salaries than those of Bucks County as a whole. These factors drive demand for both public and private goods and services.

Table 5. Occupation and Industry

	1990	2000
Occupation		
Management, professional, and related occupations	31.2%	44.3%
Service occupations	9.7%	10.6%
Sales and office occupations	28.3%	
Farming, fishing and forestry occupations	0.3%	-
Other*	20.8%	16.8%
Industry**		
Agriculture, forestry fishing and hunting, (and mining)	1.1%	-
Construction	7.4%	6.5%
Manufacturing	21.9%	17.9%
Wholesale trade	7.2%	4.7%
Retail Trade	18.5%	10.1%
Transportation, and utilities (warehousing)	3.4%	1.0%
Information**	--	3.2%
Finance Insurance and Real Estate, rental and leasing	9.3%	9.1%
Services	29.5%	43.9%
Public administration (government)	1.7%	3.6%

* Changes were made in the description of occupations involving Construction, extraction and maintenance, Production, transportation and material moving between the 1990 and 2000 Census

** Several changes were made in the Standard Industrial Codes in the 2000 Census moved mining from manufacturing to Agriculture. Warehousing was added to Transportation. Information is a new category. The subcategories for Service were rearranged but include professional, education, health, entertainment and other services. Only the overall category is provided for Service.

Source U.S. Census 1990, 2000

Place of Work and Travel to Work

Census data on residents’ travel to work is useful in transportation and housing planning. The location of workplaces and the duration of daily commutes help explain traffic patterns. People generally prefer to live no more than a half-hour travel time from where they work so changes in the employment base within that radius will have an impact on the local housing market. Employment and commuter patterns may have effects on community life that include the tax base, real estate markets, traffic flow, school enrollments and volunteerism.

Place of work and travel time census data suggest that although more than half of Chalfont residents commute to jobs outside the county, many residents work in places that are nearby. While nearly all employed borough residents worked within Pennsylvania, the percentage of those who commuted to jobs outside of Bucks County far exceeded the countywide share. Out-of-county commuters numbered 43.7 percent in Chalfont, compared to 30.3 percent in Bucks County. This may be explained in part by the borough’s proximity to Montgomery County. Comparative workplace data for borough and county residents are in Table 6.

Table 6. Place of Work for Residents of Chalfont and Bucks County, 2000

	Chalfont		Bucks County	
	Number	Percent	Number	Percent
Total	2003	100.0	303,586	100.0
Worked in PA	1930	96.4	260,009	85.6
Worked in Bucks County	1055	52.7	168,090	55.4
Worked outside Bucks County	875	43.7	91,919	30.3
Worked outside PA	73	3.6	43,577	14.4

Source: U.S. Census, 2000

The travel time to work for little more than half of employed borough residents was over the 30-minute range that is considered the “commutershed,” the preferred maximum commute to work. Almost 60 percent of borough residents commuted less than 30 minutes. The most frequently reported travel time to work was the 15 to 19 minutes cited by 19.4 percent of borough residents. Travel-to-work times for borough and county residents are in Table 7.

Table 7. Travel Time to Work for Residents of Chalfont and Bucks County, 2000

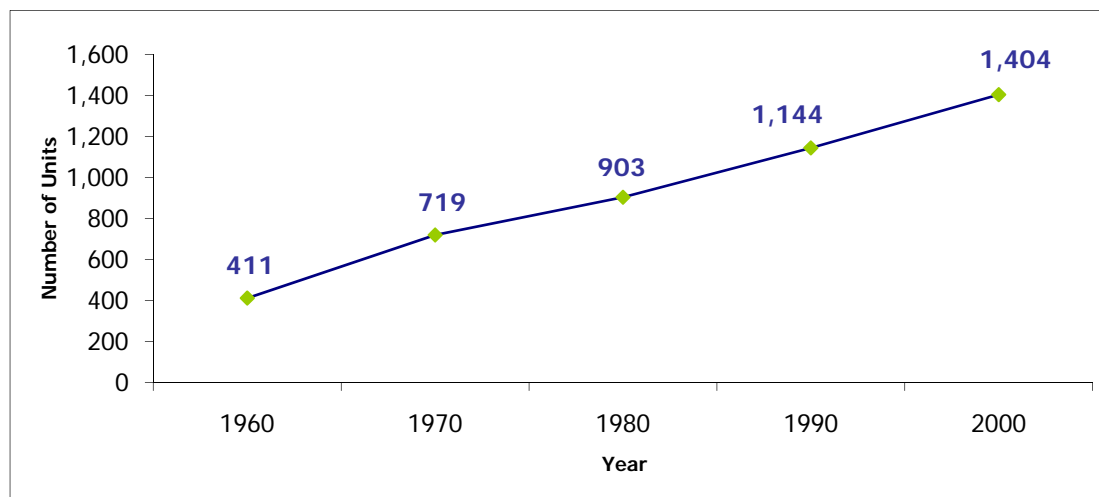
	Chalfont		Bucks County	
	Number	Percent	Number	Percent
Total	2,003		303,586	
Did not work at home	1,941	97	292,794	
Less than 5 minutes	33	1.6	8,034	2.7
5 to 9 minutes	138	6.9	27,990	9.6
10 to 14 minutes	246	12.3	40,247	13.7
15 to 19 minutes	388	19.4	41,549	14.2
20 to 24 minutes	264	13.2	38,526	13.2
25 to 29 minutes	77	3.8	17,358	5.9
30 to 34 minutes	246	12.3	34,176	11.7
35 to 39 minutes	81	4	9,429	3.2
40 to 44 minutes	78	3.9	12,362	4.2
45 to 59 minutes	181	9	29,993	10.2
60 to 89 minutes	164	8.2	23,241	7.9
90 or more minutes	45	2.2	9,889	3.4
Worked at home	62	3	10,792	3.7

Source: U.S. Census, 2000

Housing

Due to a number of factors including availability of land and public sewer capacity, low interest rates, a quality school district and an expansion of the Philadelphia metropolitan area, Chalfont’s housing stock continued to grow significantly between 1990 and 2000. In this period, the number of housing units increased by 22.7 percent, a faster rate than the previous decade 1980 to 1990. Housing growth between 1960 and 2000 is shown in Figure 2.

Figure 2. Chalfont Borough Housing Growth, 1960–2000



Source: U.S. Census 1960-2000

Housing Types and Housing Choice

Chalfont contains a mix of housing types, most are of recent vintage. Construction prior to 1980 accounts for 62 percent of the borough's dwelling units. The age of housing is detailed below.

Table 8. Housing Age in Chalfont

Year Built	Number	Percent
1999 to March 2000	6	0.4
1995 to 1998	54	3.80
1990 to 1994	337	24.00
1980 to 1989	130	9.30
1970 to 1979	220	15.70
1960 to 1969	252	17.90
1940 to 1959	250	17.80
1939 or earlier	155	11.00
Total	1,404	100.00

Source: U.S. Census, 2000

While the single-family detached dwelling predominates, there are a number of other residential unit types. Since 1980, single-family detached housing has continued to account for more than two-thirds of the housing stock, while the shares of other types have grown slightly. Table 9 outlines changes in housing type.

Table 9. Housing Units by Type in Chalfont, 1980, 1990, and 2000

Housing Type	1980		1990		2000	
	Number	Percent	Number	Percent	Number	Percent
Single-family detached	732	81	828	72.3	1027	73
Multifamily (townhouse, multifamily, or apartments)	171	19	316	27.6	377	27
Mobile homes/other	0	0	1	.1	0	0
Total	903	100.0	1,144	100.0	1,404	100.0

Source: U.S. Census, 1980–2000

The number of single-family detached units rose by nearly 40 percent but the number of multifamily units rose by 120 percent between 1980 and 2000. That increase in multifamily units reflects the completion of the townhouse developments such as Lindenfield. Because the cost of attached housing tends to be less than the cost of single-family detached housing, this shift in the housing stock has broadened the range of housing prices in the borough.

The number of multifamily housing units rose from 171 to 377 between 1980 and 2000, and the proportion of multifamily housing compared to other types increased. The distribution of housing types has consequences for housing tenure—whether a home is owned or rented. Multifamily housing is more often rented, rather than owner-occupied.

The mix of housing options in Chalfont is broadly comparable to what exists in neighboring Bucks County municipalities and the county as a whole and offers more variety than some. Chalfont, and all but one of its neighbors, and the county each have about two-thirds of the housing stock in single-family detached units. Chalfont's share of multifamily units is lower than the percentages in neighboring communities and Bucks County as a whole.

Table 10 compares the borough's housing stock with those of neighboring municipalities and the county.

Table 10. Housing Types in Chalfont, Surrounding municipalities, and Bucks County, 2000

	Chalfont	Doylestown Boro	New Britain Boro	New Britain Twp	Warrington	Bucks County
Single-family detached	1,027 (73%)	1,524 (38%)	609 (65%)	2,671 (67%)	4,329 (68.6%)	144,555 (64%)
2 or more units (townhouse, multifamily, apartments)	377 (27%)	2,504 (62%)	268 (29%)	1,143 (29%)	1,979 (31.3%)	75,058 (33%)
Other (mobile homes)	0 (0.0%)	0 (0.0%)	53 (6%)	155 (4%)	6 (0.1%)	5,723 (3%)
Total	1,404	4,028	930	3,969	6,314	225,498

Figures may not total 100% due to rounding
Source: U.S. Census, 1990–2000

Housing Costs and Affordability

The cost of housing in Chalfont reflects a number of factors, including the convenient location relative to regional employment centers, the desirable character of the community and its school system, and the housing market. The following provides a summary of housing cost information for owner-occupied housing and renter-occupied housing.

Owner-Occupied Housing—The median value of owner-occupied housing in the borough in 2000 was \$174,100 according to the census. Other recent data on the cost of homes sold in 2007 reflect the median price of \$337,500. Prices have been rising area-wide. Median sales price and median housing value data for Chalfont is shown in Table 11. Similar data for adjacent communities is shown in Table 12.

Table 11. Housing Cost Data—Chalfont, 2007

Total units sold	62
Price range	\$118,500 to \$590,000
Average price	\$311,470
Median price	\$337,500

Source: TREND Multiple Listing Service

Table 12. Median Sales Price, 2007 and Median Housing Value, 2000 in Chalfont, Nearby Municipalities, and Bucks County

	2000 Census	2007
Chalfont Borough	\$174,100	\$337,500
Doylestown Borough	\$180,800	\$505,000
New Britain Borough	\$150,900	\$275,000
New Britain Township	\$182,600	\$320,000
Warrington Township	\$199,900	\$382,500
Bucks County	\$163,200	\$317,500

Sources: TREND Multiple Listing Service, U.S. Census, 2000

Renter-Occupied Housing—Housing occupied by renters accounted for 16.8 percent of all Chalfont housing units in 2000. That figure represents a slight decline from the 1990 figure of 15.1 percent, although the ratio of rental units in the borough remained among the highest in the immediate area.

A total of 236 units were renter-occupied, and the median rent was \$750 per month, up from \$514 in 1990. Rents in the borough were among the lowest in the immediate area, but higher than the countywide median. Table 13 provides 2000 data on median rents and proportion of rental units for Chalfont, surrounding townships, and Bucks County.

Table 13. Renter-Occupied Housing Units in Chalfont, Nearby Municipalities, and Bucks County 1990 and 2000

Locality	Percent Renter-occupied Units—1990	Percent Renter-occupied Units—2000	Median Rent 2000
Chalfont Borough	15.1	16.8	\$750
Doylestown Borough	53.0	16.4	\$775
New Britain Borough	11.8	12.4	\$952
New Britain Township	11.8	9.4	\$831
Warrington Township	28.2	19.5	\$829
Bucks County	24.3	22.6	\$736

Sources: U.S. Census, 1990, 2000

Population and Housing Growth

The Delaware Valley Regional Planning Commission has estimated that Chalfont Borough’s 2006 population was 4,199. This estimate is based on 2005 Census population estimates program (PEP), which incorporates information from existing data series such as birth and death records, federal tax returns, Medicare enrollment, and immigration data, as well as a trend analysis, age cohort component model and the American Community Survey. Based on these four methods a county estimate was prepared which was then broken down into municipal estimates. The estimated change between 2000 and 2006 in Chalfont is 299 people, 7.7 percent increase.

Bucks County Board of Assessment records indicate that 119 dwelling units were constructed between 2000 and 2006. Added to the 2000 housing count the borough had a total of 1,523 dwelling units in 2006.

Future Population and Housing

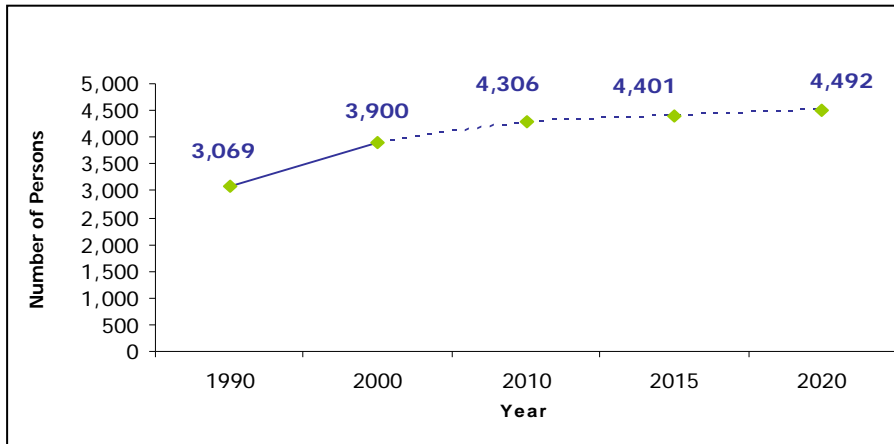
Chalfont Borough’s population and housing stock will grow in the future although this growth is limited by the amount of land available for development. Future growth is based on the vision of borough officials and residents, past development patterns, and policies on community facilities and land preservation.

The DVRPC has completed population projections for 2010, 2015, 2020. These projections were determined by applying a formula based on a theory of population growth and decline. They indicate that Chalfont’s population will increase by 10.4 percent or 406 persons between 2000 and 2010. Another 186 persons (4.3 percent) are projected between 2010 and 2020.

Housing projections were developed using the DVRPC population projections. The projected population for the given year was divided by the persons per dwelling unit from 2006 (2.76) to attain the housing projection.

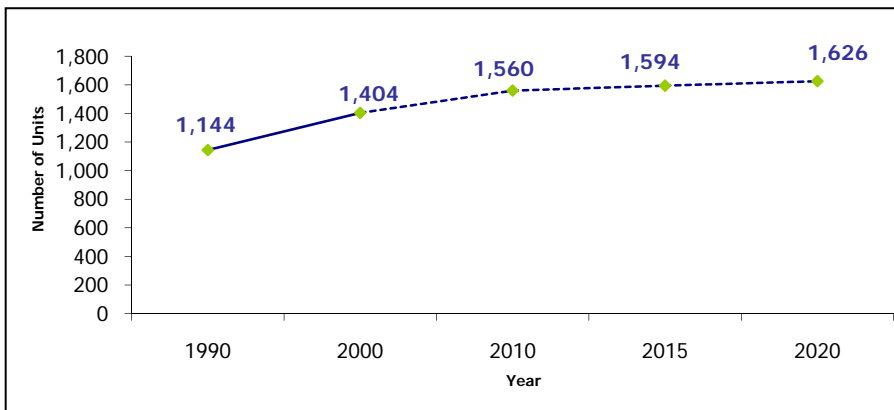
Both the population and housing projections shown in Figures 3 and 4 indicate that growth will slow and level off in Chalfont. This is due to the declining amount of vacant land and changing household characteristics.

Figure 3. Projected Population in Chalfont 1990-2020



Source: DVRPC Population projections

Figure 4. Projected Housing in Chalfont 1990-2020



Source: BCPC housing projections derived from DVRPC population projections

Summary

When several population and housing statistics are examined together, certain patterns emerge. These patterns further define the character of the borough and present a clearer picture of how the population will grow in the future as indicated below.

- Chalfont’s population grew greater than 25 percent between 1990 and 2000. However, since then, growth has slowed.

- The borough's population is slightly younger (average age—35.8) than that of the county (average age—37.7) and more than one-third of the residents are aged 35–54. This group of people generally represents the baby boom generation. If a large number of this cohort stays in the borough and ages in place there may be a significant need for senior services in the borough. If they leave there may be a significant housing turnover.
- The average household size has declined in Bucks County in line with national trends towards smaller households. The household size in Chalfont has remained the same. If the borough's household size continues to remain the same, its total population may not experience the fluctuations the other boroughs in the county have experienced.
- The percentage of persons employed in Services increased from 29 to 43.9 percent between 1990 and 2000 while the manufacturing sector employment fell from 21.9 to 17.9 percent. Nevertheless, services and manufacturing remain the borough's top employment source. The borough workforce, however, is transitioning from blue to white collar employment.
- The borough median household income and rate of educational attainment is slightly higher than the county's, but slightly lower than that of adjacent and nearby townships. Yet, as residents age their incomes will undoubtedly increase, providing higher median household incomes.
- The overall demographic picture is that Chalfont residents have more education, greater household incomes, and are employed in industries and occupations that pay higher salaries than those of Bucks County as a whole. These factors drive demand for both public and private goods and services.
- The population in Chalfont grew in part because of the development of housing after 1980, between 1990 and 2000, 260 units were built. The housing stock is relatively new, 25 percent is less than 15 years old, and served exclusively by public water and sewer. The vacancy rate is low for both owner occupied and rental housing. The market for owner occupied and rental housing is also not very fluid and may indicate a lack of supply and higher sales prices and rents.
- Population projections indicate that population growth will taper off by 2010. The number of housing units is not projected to grow significantly after the year 2010. With less growth the average age will rise, the number of children will increase as young families grow and the ranks of the elderly will expand.

Keeping abreast of issues and trends by maintaining communications with other communities and federal, state, and county agencies will allow the borough to be proactive in addressing future problems.

Appendix B RESIDENT SURVEY

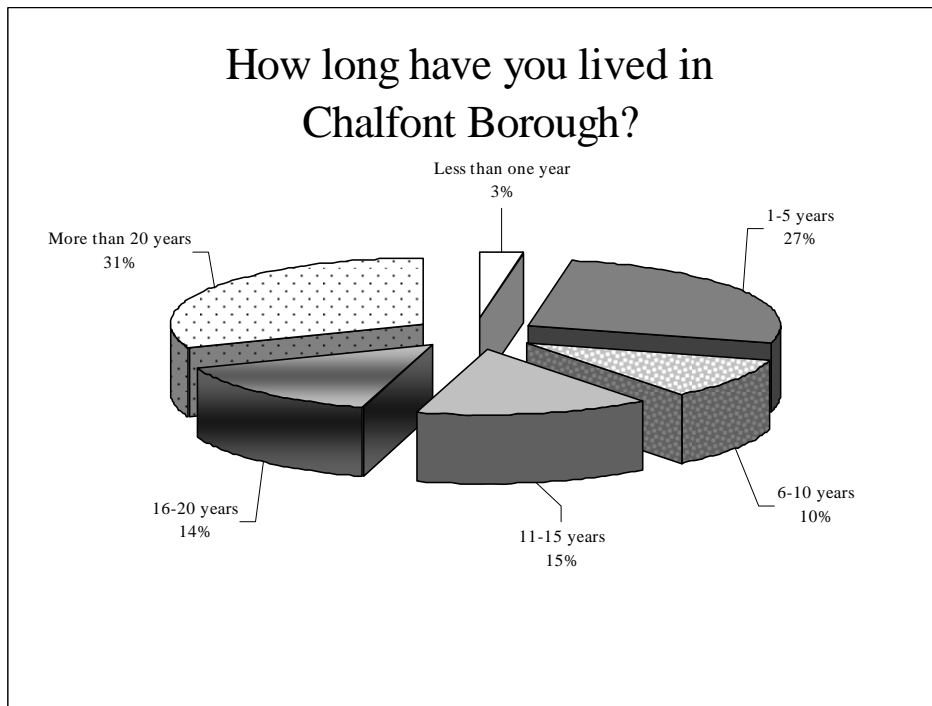
Chalfont Borough

SUMMARY OF RESIDENT SURVEY COMPREHENSIVE PLAN UPDATE

The Chalfont Borough Planning Commission and the Borough Council authorized the mailing of a resident survey which was sent out in April 2008. The surveys were to be returned to the borough by April 18. A total of 1,582 surveys were mailed to property owners and 181 were returned (11.4 percent). Dinner coupons from local restaurants were offered to random respondents as an incentive to respond to the survey. Names were required for entry into the drawing for dinner coupons but names were not linked to the responses. The responses were returned to the borough office by mail or borough drop box.

1. How long have you lived in Chalfont Borough? (180 responses)

Slightly less than one third (31.1 percent) of the respondents have lived in the borough for more than 20 years. The next most selected response was 1–5 years (26.7 percent). Of those who have resided in the borough for 16–20 years the percentage was 14.4 percent. Only 2.8 percent have lived in the borough for less than one year.



2. Why did you choose to live in the borough? (179 responses)

The responses were based on strongly agree, agree, no opinion, disagree and strongly disagree. To simplify the analysis the responses strongly agree and agree were combined as were the disagree and strongly disagree responses. The no opinion responses were eliminated. For instance 94.5 percent of respondents selected Reasonable and attractive housing as a reason they chose to live in the borough.

	Agree or Agree		Disagree or Disagree		Total Responses
	Number	Percent	Number	Percent	
Reasonable and attractive housing	140	94.6%	8	5.4%	148
General quality of life	140	99.3%	1	0.7%	141
School System	130	95.6%	6	4.4%	136
Good place to raise children	128	100.0%	0		128
Neighborhoods	124	96.1%	5	3.9%	129
Close-knit, small-town community	113	93.4%	8	6.6%	121
Convenient to work	98	83.1%	20	16.9%	118
Near friends and family	91	75.2%	30	24.8%	121
Historic Character	77	60.6%	50	39.4%	127
Low taxes	51	51.5%	48	48.5%	99
Raised here from childhood	22	27.5%	58	72.5%	80

Respondents were also given an opportunity to list other reasons why they chose to live in the borough. These included:

- Great area - nice to have the conveniences of the small town - makes you feel at home
- Seasonal decoration - love them
- Close to Peace Valley Park for biking, walking, fishing etc. including the Nature Center there.
- Affordable rent
- Convenience to train & other amenities - didn't have a car.
- What we could afford
- Can't remember
- Real estate agent found this.
- Close to work and house design/layout
- Close to train
- Close location to Plumstead Christian School
- Job re-location
- Clean
- Marriage
- No on-street parking for 1:00 AM - 6:00AM - streets aren't "littered" with cars

Like my house but, neighborhood changed in recent years, not for the better.

College friends & I wanted to open an antiques business - Bucks County was the area for antiques in the early 1970-when we bought the house (which is itself an antique) we were told the bypass was 10 years down the road - HA!

Open Space, farms & woods

Recommended by long time resident.

Close to Doylestown and its rest., theater, social activities

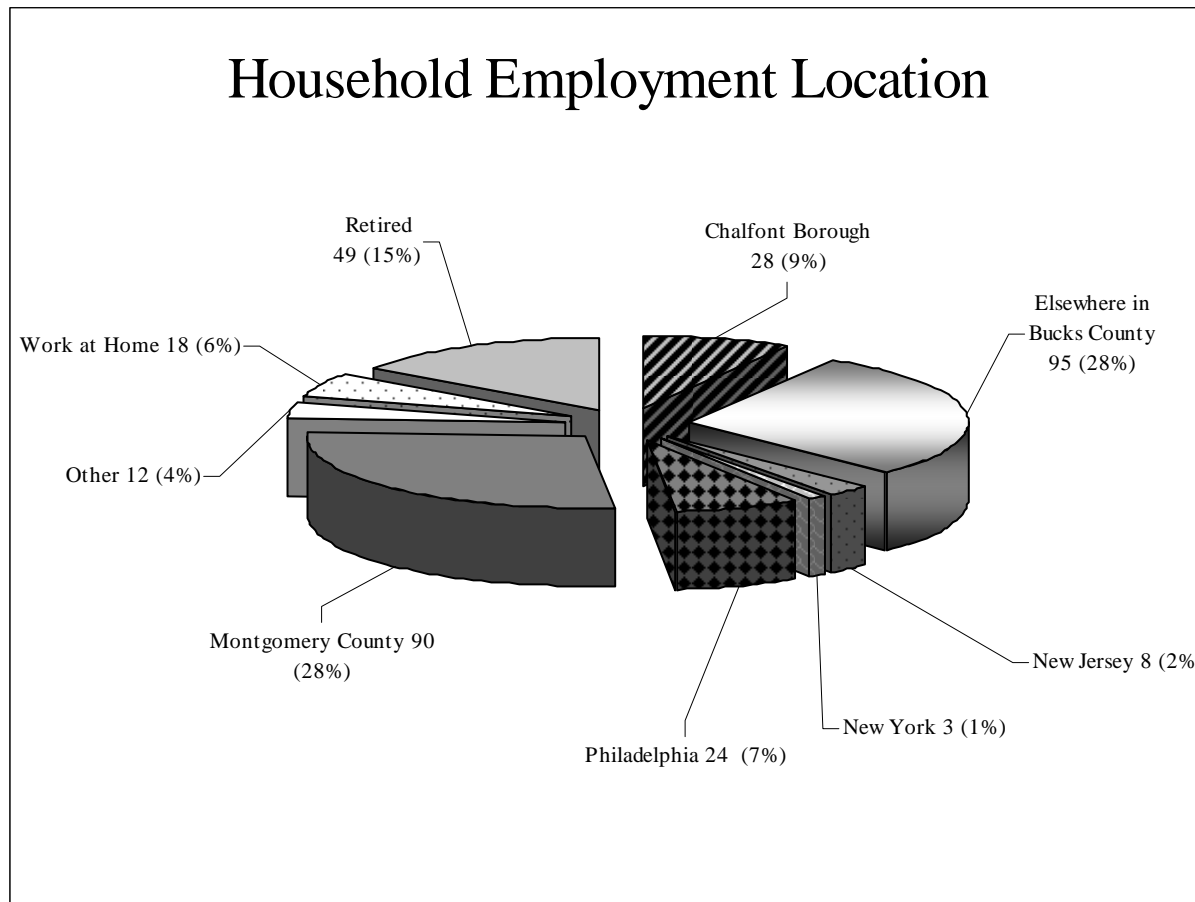
Got a "section 8" apartment

3. Do you own or rent your home? (179 responses)

The vast majority of respondents (96.4 percent) own their own home. The survey was mailed only to property owners which may have had an effect on the number of respondents who rent. The percentage of those who rent was only 3.6 percent.

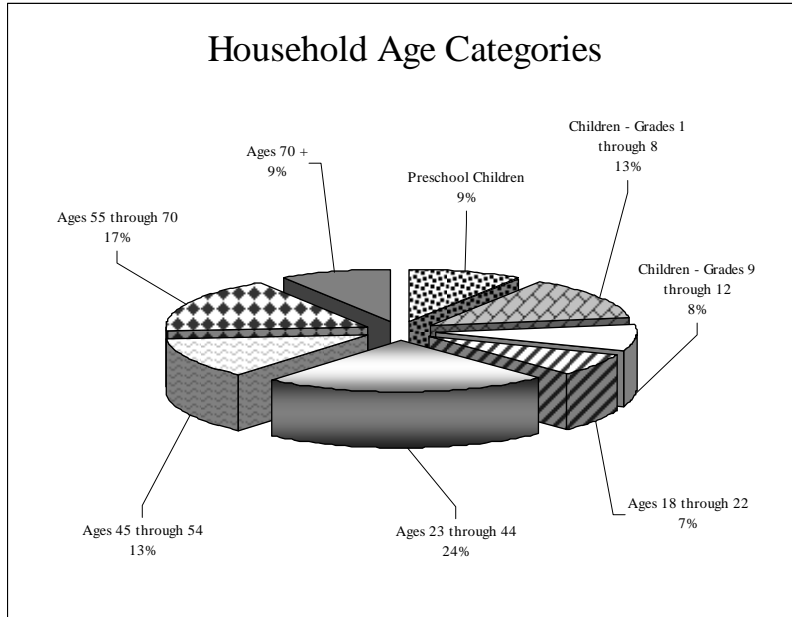
4. Where are members of your household employed? (178 responses)

The survey elicited responses from 178 households containing 325 employees. The majority of household members work in Bucks County but outside Chalfont. The second most selected response was Montgomery County. Fifteen percent of the households contained at least one retired member.



5. Please check the number of household members that fit the following age categories. (176 responses)

Of the households that responded to this question the greatest age cohort was 23–44 (22.9 percent). The households which had children under 18 constituted 21 percent of the responses. Of the households with children, 96 percent had two children under 18. Those households with at least one member over 55 constituted 26 percent of the respondents while they constituted 17 percent of the 2000 population. Some of the respondents, particularly parents of children, did not count themselves as members of the household because some of the responses included children but no one over 22. These adults were not counted.



6. What do you like best about Chalfont Borough? (159 responses)

Respondents were asked to rank the six most important characteristics from 1 to 6 with 1 being the most important. The issues were ranked as follows:

- | | |
|--|---|
| 1 Sense of Community | 9 Recreational/Cultural Opportunities |
| 2 Parks/Open Space | 10 Public Transportation |
| 3 Housing Variety/Affordability | 11 Growth Management |
| 4 Emergency Services (Police/Fire/Ambulance) | 12 Infrastructure Maintenance |
| 5 Neighborhood Preservation | 13 Other (16 varied responses) |
| 6 Sidewalks/Trails | 14 Business District |
| 7 Historic Preservation | 15 Senior Citizens Activities |
| 8 Taxes | 16 Job Opportunities/Economic Development |

Respondents were also given an opportunity to list other characteristics they like best about Chalfont. These included:

Location

Safety

Family-oriented

Convenience to shopping, culture & medical services

LV swim club

Low crime

close to work

Do not see anything positive, parents live here

People

Close to family

Traffic

No parking on Borough streets between 1AM - 6AM

School District

Cleanliness of the community & seasonal decorations.

Location

Close proximity to everything

7. What do you believe are the most important issues facing the borough? (168 responses)

Respondents were asked to rank the six most important characteristics from 1 to 6, with 1 being the most serious problem or issue. The issues were ranked as follows:

- | | |
|---|---|
| 1 Traffic | 11 Recreational/Cultural Opportunities |
| 2 Taxes | 12 Historic Preservation |
| 3 Growth Management | 13 Housing Variety/Affordability |
| 4 Parks/Open Space/Environmental Protection | 14 Sense of Community |
| 5 Sidewalks/Trails | 15 Business District |
| 6 Infrastructure Maintenance | 16 Public Transportation |
| 7 Neighborhood Preservation | 17 Other (13 varied responses) |
| 8 Making Chalfont “greener”/Climate Change Issues | 18 Senior Citizens Activities |
| 9 Emergency Services (Police/Fire/Ambulance) | 19 Job Opportunities/Economic Development |
| 10 Flooding/Stormwater Controls | |

Respondents were also given an opportunity to list other issues facing the borough they think are most important. These included:

Closed/abandoned businesses, dilapidated buildings.

Lindenfield Bridge not done.

Over night parking

Traffic Growth

I see a lot of construction on 152 new bank, retail office & business complex

Safety

Too much gov't regulation. Zoning Ordinance standardization

Appearance on Rt. 202-where Pina's and bowling alley are

Sewer Costs

Helping young people grow up in a good health & wellness.

Teenagers need something to do - how about a teen center. I believe if we don't keep them busy - they will find trouble.

Sidewalks/bike lanes to Peace Valley Park from Main St.

Lack of cultural amenities

8. How would you describe the quality of life in the borough? (181 responses)

Quality of life was judged as good or better by almost 97.8 percent of respondents. No one selected poor.

Excellent	18.8%
Very Good	57.5%
Good	21.5%
Fair	2.2%
Poor	0.0%

Respondents were also given an opportunity to provide comments on the quality of life in the borough as listed below. Twelve comments related to traffic patterns and four focused on the relative quiet in the borough.

Traffic.

Quiet.

Has a great potential & just need to be fostered in a positive way.

Only problem is growing traffic especially from Hilltown and new townhouse construction when existing units are still.

The property tax bill here is as much in one year as I paid over 8 years (combined total) in Kentucky. The cost of living here is obscene compared to other states we have lived in - only CA comes close.

Do something about the traffic problem. Especially Rt. 202 & 152 - the "Bottleneck of Bucks"

Out of control development, stagnant government & leadership, poor emergency services.

We live in a very quiet friendly community.

Chalfont is a nice quiet community. Police, fire and ambulance do excellent job.

It is getting over built.

Except for horrendous traffic issues

Traffic is horrible, crime starting to increase, lots of pot holes.

We lived in Phila. for 25 years. We feel like we live on Mayberry now. Everyone knows everyone. I love when they put out the flags.

We have only lived here for a few months but really love our neighborhood.

Build Bristol Rd. extension & Bypass-too much traffic-more open space. Have citizens build play area at little cost.

I wish there were more things to walk to however still keeping small town feel.(i.e.-smaller version of Doylestown Borough would be nice.)

Except for traffic

The people are wonderful here! We love it!

It's quiet and clean.

For me Rt. 202/152 traffic is unbelievable. The two lights at Park, Sunset & 152 are a clog to traffic particularly people going south on Rt. 152 & turning left on Park, need left turn lane.

Please stop approving big buildings - either residential or commercial.

Generally good quality. Improvements are needed to bring more of a town element for all to envy (i.e. park your car and visit Chalfont)

I love that I feel safe, and that my kids are safe playing & walking around the neighborhood. The Police patrolling the neighborhoods is good-love the parades down Main St. or the 4th of July etc.

Depends where you live

I love it here! It is wonderful place to raise your family!

When we moved to Chalfont in 1968 there was lots of open space, farms, meadows, so much less traffic.

Very clean area - people take care of their homes & properties. Emergency responders have a presence & are personable with the kids.

Noise: Motorcycles, traffic

I love the borough but I feel we need more culture. I believe we would benefit from having a library, even a small one (like in Newtown Borough).

I love this borough!

Friendly, safe, low crime

I'd like to see the corner of Bristol Rd. and 202 developed as soon as possible (eyesore). I'd like to have the borough encourage the owners of the historic homes at 202 & Limekiln Pike (west). To be better maintained.

Main St and 202: the center of the community & 152/202 at the burnt-down Gulf gas station - HORRIBLE. Eyesore, traffic congestion. Once parkway/202 is built it will enhance the areas!

9. What one thing would improve the quality of life in the borough? (151 responses)

Traffic/transportation issues were mentioned 90 times, Sidewalks 10 times, Trails 9 times, and Parks/Recreation 10 times. Below is a listing of all the comments:

Fun park for all ages - tennis, bike trails, ice skating pond, basketball (for both young & old), playground, fishing hole, pavilion for monthly concerts.

Preserve the historic character & make the borough attractive but unique

More Parks

Selection of better dedicated public office holders, employees and elimination of "back room" deals or other secret agreements creating conflicting interest or illegality.

Block parties - extend sidewalks on 202, 152 & major roads to shopping areas.

More activities for older kids & teens. Once they pass the "playground age" even New Britain has nothing for them.

Bowling

Less dependence on cars. Better traffic management.

Improving/Developing the old Getty, PT Cathor, Pina's Area.

Less traffic on 202 & 152

Traffic Control

Less traffic, more of a "downtown" area so one could walk more instead of being so reliant on cars.

Traffic relief.

Less traffic congestion would improve the quality of life in the borough.

Traffic Improvement

Lindenfield bridge being built. Being able to park in neighborhoods without being ticketed overnight (very inconvenient & embarrassing for guests to our community).

Less traffic

Less traffic congestion

202 Bypass

Safe transportation other than cars! Sidewalk, trails, a transportation network where cars are considered last in regards to importance.

Slow down traffic! Enforce speed limits and driver stepped over white lines at traffic lights! Patrol neighborhoods a lot more and slow down drivers!

Traffic Control

Reduce auto traffic

Traffic light at Hamilton St. & Rt. 152. Every AM it is a safety issue turning Left from Hamilton St. onto Rt. 152 S.

Can't pick just one, but they all come under "getting greener" - expand recycling, expanded public transit (buses) safe walking and biking, ordinances that DON'T get in the way of solar power and other energy efficiency

Demolish the eyesore abandoned looking buildings on 202. Have zoning fine and clean up commercial and residential area.

Community park equipment.

Improve traffic at Rt. 202 & 152.

Less traffic

Lower taxes.

Traffic at center of town at rush hour.

Tie in the trails to park systems & through to Peace Valley.

Less traffic on 202.

Less Traffic

Better control of land for commercial development. Restrict strip malls. How many drug stores do you need within 2 miles? Restrict repetitive shops. If malls have trouble being fully leased, there are too many malls!!

Reduce traffic on 202/152

Adequate infrastructure.

Transportation - taxi's.

Bristol Rd. & 202 corner. CVS should not have variance.

More trees - by carwash 202&152 intersection where there is an open field & Manor point downtown.

Alleviate the traffic congestion at 202 & Main Street - it's just awful.

Less signs. More sidewalks & trails.

Less traffic on 202

Traffic on 202

Less barking dogs & fewer dogs relieving on my property.

More community gatherings, socializing.

Reduce traffic on Butler Pike.

Lower taxes for Senior Citizens

202 & Bristol Rd. right turn lane - bring it back! Wasting gas, adding traffic congestion. Straighten Rt. 152 - go through the car wash reroute to around Lindenfield. Keep old intersection for local traffic.

More community activities.

Road improvement.

Clean up the 202/152 corridor - houses not kept up. Traffic issues are a huge concern. Encourage small businesses - esp. retail in town - need parking facilities through.

Street lights in Oxbow Meadows. Public transportation.

Traffic control

Not having so much traffic backed up on 202

Decrease the traffic Volume

Traffic growth management the corner 202 & 152. Condemn businesses and move them locally to easy traffic flow. Move them up 152 towards new post office. Open Bristol Rd. extension.

Less Traffic

Less Traffic; build the bypass or parkway

Stop open Burning

Improved traffic management - 202 project.

Less building more open space.

Develop Hellberg tract as a park for kids, please.

Allow overnight parking on streets

Traffic!

Traffic Improvements

More activities to bring community together. Perhaps fund concerts in park.

Build the Bypass!!

Less traffic!!

Better traffic controls

Public Transportation

Traffic issues at 152 and 202. It is awful!

Lower taxes and utilities!

Building Route 202 Bypass

Traffic at 152 & 202

Traffic from Moyer to 202? Doing something to clean up the old bowling alley & Pina's - it looks so "sad."

Build Bristol Rd. Extension

Adding some restaurants/shops etc.

Light at Lindenfield & 152

No More Building!!!!!!

Traffic on 202 & 152

Traffic control/Growth management

Bristol Rd. extension & parkway

Lower taxes for those on fixed income

Relieve traffic at 202 & 152!!!

Traffic 202 bypass, Improve Rt. 202 & 152 intersection

Less Traffic

Recreation; Park Area

More Recreation/Open Space

Fix Rt. 202!

Traffic

Lower the taxes/clean up bureaucracy!

Would love to have curb pick up of leaves in the fall it would be better than the street sweeper!

More parks for children/open spaces & play areas. We drive to other communities to use more updated facilities.

Fix the traffic problems.

Traffic.

Those giving 202 S turning 152 N at Manhattan Bagel, why no right lane there?

Traffic flow on 202

Recreational open space: tot lots, basketball/tennis courts, walking trails, sports fields.

Less rush-hour traffic

Traffic control - I live in Lindenfield & cars fly down 152 from Hilltown without restraint.

Less traffic

More sidewalks on SE side, retail. Get rid of the car wash eyesore!

Traffic

Building the Bridge from Lindenfield to North Branch Park - cuts down on traffic and allows children to safely get to the park facilities.

The traffic problems on 202 & 152

Improve the traffic flow.

Less traffic & more activities for our youth.

More bike trails & sidewalks so kids can access different neighborhoods safely.

Traffic!!

Township Restriction Rules for: Barking dogs left loose or tied all day/eyesores that devalue neighbor property such as non registered RV's-old rusty motor parts & down tractors

More complete sidewalks & trails-even if you want to walk to a business it's not safe from one end of Chalfont to the other. Especially given traffic is only getting worse. Example: 202 does not have a continuous side walk from Giant supermarket to St. Jude.

Open up New Jersey Avenue to 202 againPlease

It would be nice if we had a bike trail in the neighborhood.

Inexpensive local transportation.

The Bypass!!!!

Improve 202 & 152 Interchange this takes me 25 minutes to get through

Lower Taxes

No more stores, housing developments - more open space

Less traffic. Traffic light at Lindenfield & 152 & Bridge to Park.

Care of public areas - enforcement of park rules

Building the 202 Bypass (not parkway).

I doubt you have control but the carwash site is horrible & way overdue for repair. Traffic is lousy for residents.

Fix potholes on Main St.

Ban motorcycle noise

Clean up eyesores like old bowling alley and greenhouses off 152, and preserve historic and small town feel.

More Activities

More open space - less building-less traffic (take your pick)

Complete the 202 Bypass Project and reduce the traffic & pollution in the Borough.

202 Bypass

Would like safe bike paths from our neighborhood (Marian Circle) to nearby parks.

Trail and bridge connecting Langhorne Rd. to the North Branch Park

More community events. The 5Ks are a good start. Maybe BBQs in summer at the park? Also, better advertising for the Fire Hall events.

Less Traffic!!!

Community Planning/Zoning

Building the 202 bypass, not just another 2 lane road.

Maintaining open space.

I'd like to see Main Street be a place is more inviting to families i.e. walk to a place for ice cream and meet

Too much noise from traffic, car radios, trucks, and sports announcers - noise control needs to be enforced somehow. We need a noise curfew at night.

Better parks, play mounds, tennis courts.

Construction of the Rt. 202 Bypass.

Re-develop the old car wash at Limekiln & 202. It is the first thing people see when they pull into town. Also, the vacant property at Bristol & 202.

Making our roads safer. Between the amount of traffic & lack of sidewalks our community is very dangerous to walk or ride.

Reduce traffic on Rt. 202

Install more sidewalks. It will cut down on traffic, parking issues and provide a healthier lifestyle. I would prefer to walk around the neighborhood and visit local businesses, but it's too dangerous without sidewalks & traffic signals.

Preserving the last available tall growth wooded & acres across from the veterinarian's office on Limekiln Pike. Before it's lost forever.

Immediately fix the traffic problems at 152 & 202.

Walking & biking trails recreational parks where kids can play. Sidewalks through out town.

Traffic on 202 and nicer/more/bigger parks.

Traffic

Problem of Traffic on Rt. 202

More Sidewalks

Remove gate on New Jersey Ave.

10. Of the three following choices, which one would you prefer? (175 responses)

a. **Same taxes with about the same level of municipal services – 78.3%**

b. **Lower taxes with reduced level of municipal services – 17.1%**

What services would you like to see eliminated? (18 responses)

Street Sweeping mentioned 4 times and Parks 3 times. Below is a complete listing of all suggestions by respondents:

Street sweeping

Reduce public works staff - always see them driving around.

High cost of trash removal for those who don't have much also.

Don't waste any more money on the park systems

Ambulance Tax

General reduction

Street sweeper

Parks & trails

Pay increase every year for all or most employees.

Do your own tax collection and stop paying Berkheimers

Same services

Reduce trash collection to 1x per week

Street Cleaner!

I don't need trash picked up twice a week. One time a week is enough.

Don't need 2x/wk trash collection

Better control of school spending

Sell the street cleaner. Lease twice a year or as needed.

Some Parks

c. Higher taxes with improved municipal services – 4.6%

What services would you like to see improved? (6 responses)

Traffic mentioned 3 times. Below is a complete listing of suggestions by respondents:

Recycling!

Arrange w/a business to collect yard waste to convert to compost and mulch, sell back to citizens and help the planet. Encourage green living.

Leaf pick up (not bagged - loose) at curb

Traffic

Parks & traffic enforcement.

Sidewalks, trails and traffic improvement

11. In which locations do you purchase the majority of the following goods and services? (181 responses)

The responses shown below indicate that residents purchase auto repair, hair and beauty services, and day care more in the borough than other goods and services. Groceries are purchased primarily in New Britain Borough and Township. More specific categories of goods such as Sporting Goods and Hardware/Home Improvement materials are purchased in Montgomeryville. The responses may be misleading due to perceptions about municipal boundaries. For instance, there are no grocery stores or pharmacies in Chalfont although respondents noted they purchased these items in the borough.

	Chalfont Borough	New Britain Borough / Township	Doylestown Borough / Township	Montgomeryville	Other (Specify)	
Groceries	13.7%	60.4%	7.5%	11.3%	7.1%	Warrington (7)
Prescriptions	32.5%	45.9%	2.6%	5.7%	7.7%	Mail (7)
Clothing / Shoes	0.0%	2.1%	8.5%	39.7%	10%	Internet (4)
Sporting Goods	3.4%	3.4%	4.7%	75.8%	12.8%	On-Line (3)
Restaurants	25.4%	15.8%	22.1%	26.5%	10.3%	Variety of Locations (5)
Health Care	32.6%	11.2%	37.2%	4.2%	14.9%	Philadelphia (5) Lansdale (5)
Gasoline / Heating Oil	19.9%	14.4%	11%	21%	33.7%	Lansdale (7)
Auto Repair	29.6%	13.4%	27.9%	7.8%	21.2%	Lansdale (7)
Banking / Financial	46%	28.5%	10.5%	7%	8%	Philadelphia (3)
Hardware / Home Improvement	30.3%	2.8%	2.8%	61.6%	2.4%	Warrington (2)
Hair Salon / Beauty Services	30.6%	18.2%	18.8%	13.5%	18.8%	Warrington (5)
Day Care	40.6%	21.9%	6.3%	6.3%	18.8%	Various

12. Are there any businesses that you would like to see in the borough? (109 responses)

Restaurants, specifically ethnic and family type, were noted 19 times, convenience stores, specifically Wawa, were suggested 15 times and bowling 6 respondents. Fast food eateries were not desired.

Candy shop

Car wash

Wawa

Small retail shopping, restaurants

Small video store, yoga studio, Dollar Store within walking distance. Nothing “big box.”

Bowling.

Restaurants (not fast food or pizza), bookstore

Any commerce at car wash, bowling alley, old Pina/gas station – We look run down.

Wawa at the corner of 202 & 152

Pet store.

Farmers Market, music & areas, *Coffee shop, *ice cream parlor, movie, *bookstore, *yarn shop. *Could all be same shop.

Bakery, Wawa. No more Italian, pizza places.

Recreation (miss the bowling alley), less office buildings (enough already_, affordable restaurants.

Non-smoking Family Restaurant

Twice yearly drop offs for electronics and their batteries with in the Boro or at least New Britain Township.

Convenience store.

A Super Wawa.

A dollar store.

Coffee shop – café

Public bus service. If you don't drive, you are very limited as to where you can go.

No, but some I would not like to see.

N/A Prefer open space & residential.

Wawa.

Grocery Store.

A convenience Store

Indian restaurant. More upscale restaurants.

No preference – don't want to see more drug stores or banks or bars.

Convenience Store.

New car wash – miss the one that shutdown. A new Chinese buffet – Miss Star Buffet, deli or a butcher or something like Lansdale meats. Also – store to get quick gift items. Pain to run to Walmart/Target – CVS doesn't have big selection.

Grocery store.

Wawa, more ethnic restaurants, farmers market, antiques.

NO More

There are enough businesses.

No

None

Family oriented restaurant.

Fed Ex store

Parking would be easier for the main shops

I don't think we need anything else really – not another bar or gas station or auto garage.

More restaurants.

Nursery (Gardening goods)

A diner, health food store and another bowling alley possibly.

Many possibilities close by; why add to Chalfont congestion.
Sovereign bank, Walgreen's drugs

Saxby's Coffee Shop/Wawa-Deli

A family restaurant – not a chain type – serving breakfast/lunch/dinner

Deli/coffee shop, library, community pool.

Drug stores, banks / enough already!

Varied eateries – Panera bread, Baskin Robbins, ethnic foods

No-No-No.

More retail & type that says let's go to Chalfont for a couple hours.

Produce stand like Kohler's

Starbucks

I wish there was a business where you could ride your bike (or rent one), inside, like a track of some sort – but one you could use in the winter.

Reliable, affordable dentist.

Video rental

Small restaurants, diner

Grocery

Walmart, Old Country Buffet

More restaurants; Wawa – either where bowling alley or car wash currently is.

Another upscale restaurant, cafes

Library

Reasonable gas station. Restaurants and Kohl's

More specialty shops – less duplication.

Chuckie Cheese/Happy Times

Bowling Alley and/or roller rink (no more banks).
Anything that will stay in business at 202 & Bristol.

No, don't need more traffic.

Au Bon Pain or Einstein Bros or Panera, diner, farmer's market.

Deli

Small restaurants/café with outdoor seating

The borough does not lend itself to business as much as offices or medical facilities. Chalfont should pursue Drs, lawyers & medical.

Library/Cyber Café

Fast food, Chick-fil-A, something other than McDonalds

Dunkin Donuts & Wawa

Bowling

Small Mom & Pop businesses, not large Drug Stores or strip mall

Convenience Store, Video Store

Clothing, restaurants, ice cream shop

A small Library would be great!

A Wawa or convenience store

Wawa with gas station

Wawa Bristol Rd. & Rt. 202

Convenience Store

Chinese buffet

Wawa –Wawa; car wash; more restaurants

I like the small businesses/ quaint shops; stay away from chain stores

Video Store

No More PLEASE

Where would they locate? Traffic is the pits on 152 or 202, Bristol Rd & 202 – can't wait to see what happens there.

Plant nursery

No more dry cleaners & Pizza Places

Another little eatery on Main St. would be nice

A convenience Store – Milk, bread, eggs etc. that you can walk too.

Family restaurant, NO More day cares, drug stores

None

Wawa

Art Galleries

Good family Restaurant

13. What would you like Chalfont to look like in 15 years – what would you like to change, what should stay the same? (148 responses) Traffic was mentioned 75 times and Sidewalks 14 times

Small shops mixed with homes to allow that hometown feeling – but not the big shops – one's that are owed & operated by the small business person – a safe place where we can still allow our children to walk around with.

Quaint, well maintained houses & no traffic.

Eyesores turned into viable businesses. Attractive community with access for bikes & walks
Pedestrian friendly. Recreation for all ages.

Clean & neat – Keep historic aura.

Historic shopping area

A more walkable/bikeable Chalfont. More connections between neighbors so kids can see their friends without adding to our horrific traffic.

Beautify 202 – more cobblestones – like areas. More of an old town feel.

Less traffic connected walking/biking trails to other communities.

Have the feel and look of places such as New Hope, Doylestown – clean up & fix up the borough, particular Main St. & Butler Pike.

More sidewalks, less traffic (impossible!)

Ease traffic snarls.

I would like to see better traffic flow on 202 at 152.

Commercial “downtown” around Main St/Rte 202 and SEPTA station, restaurants, & stores, not banks and professional offices. Of course there would need adequate parking and traffic control.

Less congested traffic. Improved road paving (empty) rundown buildings – renovated.

Something recreational at old greenhouses.

Less growth, maintenance of good quality of homes and infrastructures (roads, water, sewage).

Single family homes along Main (historic homes not apartments). Traffic calming islands at 202 & 152 intersections. Sidewalks all along N. Main & Butler.

Make the 202 Bypass

Less traffic w/restored historic homes, a network of sidewalk/trails, street trees, not being able to walk 5’ without seeing a friendly face and saying hello. We need to do a better job of maintaining and preserving what we have & develop responsible way to the community not the developer.

Get rid of the “eyesores” on 202 where the bowling alley and Pit Catcher are - an embarrassment.

Less office buildings and more resident friendly environment – sidewalks, walking/biking trail, walking bridge to North Branch Park, absolutely slow down traffic and stop putting up traffic lights!

More foot traffic. Less dependence on cars.

Historical looking business district.

Keep historic integrity & plan for open space/tree preservation. Better controls on traffic patterns.

If we’re lucky – the 202 bypass and the Bristol road extension and the bridge widening (202, 152) will be done by then. The old factory behind the park torn down and the park expanded. (No more ball fields! Leave open areas for those of us who don’t have kids – maybe make a dog park)

No traffic congestion. Bike or walking paths. No overdevelopment.

Better traffic controls – no roundabouts, have had experience with them in Ireland & locally they don’t solve anything.

The recycling program here is horrendous. We need to recycle much more plastics & other. Cardboard should be recycled!!

Less trashy on 202 – cleaner!

More frequent and convenient hazardous waste pick ups.

No more new housing development.

Chalfont should remain a community that retains its small town appeal. Historic past should remain important and we should keep our uniqueness.

1. The eyesores at Rt. 202 and Bristol Road improved with small businesses. 2. Bristol Road extended to Park Avenue. 3. Burned out gas station at 202 & 152 removed. 4. The bridge north of the Neshaminy Creek at Meadowbrook Lane and Oxbow Circle repaired.

Keep Chalfont historical, don't tear down the old buildings & keep the open land open. Stop taking down trails – every bit of land doesn't need to be developed.

Maybe a few small restaurants on Main Side.

As is.

The same but the roads only to be used for local traffic.

Few developments. More open space. Country Charm. Simple types of family entertainment – small miniature golf course for younger children, bowling, supervised gathering places for teens – weekly (month) dances??

What Chalfont looked like in 1980.

Traffic that flows. Greater community representation in local government. A quieter community.

No more housing!! More green space.

Trees open space no more housing.

The parkway is not going to eliminate the traffic problems. Big trucks are still going to use Main St. & Butler Ave.

Much less traffic coming through the tiny borough. Especially 202/Main Street. I have a 6 year old and we love to ride bikes & visit parks but there is way to much traffic up there so we have to drive. It is dangerous to bike.

Please do something with the 202/Bristol Rd. intersection. Those old building need to be torn down. And also the burned gas station/car wash. These are all eyesores and bring down the quality of Chalfont.

More side walks & trails. Walkable community.

Maintain the good record on water quality, supply & cost.

I won't be here 15 years from now – but I have always enjoyed the mall town community life style we have in Chalfont. I don't like change – but I'm speaking as a Senior Citizen.

Improved traffic flow.

202 Bypass done. 100% sidewalks.

Stay the same

Change – clean up the boro – get rid of empty business & burnt car wash. Widen the bridge. Creekside bar looks dumpy. Issue citations for littering. Keep quaint feeling small town feeling.

Same – open space, affordable housing

Keep open spaces as is. Better Roads.

Traffic situation resolved, make downtown more “New Hope” or like Mullica Hill. Small shops, parking, connect Derstine Park so Oxbow Meadows can walk to town through Park.

Finish sidewalks, improve traffic control on Main St., enjoy the parade and keep community the same.

Open space should stay the same: Try to find ways to decrease traffic on 202.

I would like Chalfont to take an aggressive approach about traffic at 152 & 202. Clear the corner of Businesses and re plant them North on 152. Take ownership

Less Traffic

Keep small town image/maintain parks

I would like it to keep its charm. I would hate to see it get over built. Too many people too much traffic.

Bristol Road extended. Less traffic on 202.

Demolish the strip mall behind Burgh’s. Remove the bagel shop at 202 & Main and put in a turn lane and town “square” and flagpole.

Less traffic get rid of bowling alley, Pina’s shed storage etc. No more banks or drug store chains!!

Just like it is but without the tie ups on Rt. 202.

Change traffic patterns. Add lanes to 152. Add more greenery. Keep parking regulation the same. Lower taxes. Local Public Transportation needed.

Change all increases of local & R/E taxes

The car wash and gas station on 202 repaired. The 3 empty buildings on 202 just south of Bristol torn down.

The center of town would be nicer if more shops offered clothing, shoes and health & beauty supplies or unique products.

I would love to see the “historic area” offer more – perhaps those houses could be shops or at least give an opportunity to walk/park there to look around – so congested – turn off to stop & shop.

Bristol Rd. extension to Park Ave. Less traffic on 202.

Historic preservation – No more development.

Like to see senior housing.

Relieve traffic on main roads (202 & 152).

Fix the traffic problems on 202.Keep the police dept. the same.

The historic look. Any new structures should blend into our community.

202!

Same charm/less big box stores/sidewalks.

More parks. More community activities for children. Library brunch?

I think it is at its full housing/business potential. I would like to see the greenhouses replaced with a park.

Stay the same.

Retain historic character; traffic alleviation w/202 Bypass in place; neighborhood preservation; business development

Improved traffic patterns – additional roads to connect Rt. 202 and Park Ave.

Traffic light coordination – relief of 152/202 bottle neck.

No new town homes – No strip malls. Don't over develop our town.

S.E. Side of Borough – side walks to connect New Jersey Ave. via 152 to the rest of town. Loose the car wash and develop land and vacant land adjacent – develop to create more of a destination town/element.

Curb the housing development. Keep traffic under control.

The vacant buildings on 202 occupied or torn down. Reduced traffic on 202 & create sidewalks along 202.

Keep the small town feel – center of town spruced up. Route traffic around town; develop outskirts with residential streets & sidewalks.

More roads to get rid of traffic. Keep the history.

We could improve the housing if needed – but no more building! We need to carefully monitor the traffic situation. We also need to promote Peace Valley Park more! It is a beautiful park, right in our back yard. The boat launches should be better.

Fire house & train station same; more park benches.

Same way but less traffic.

Local traffic only – no interstate traffic on 202. Victorian core should be maintained. Strip along 202 kept up with appropriate businesses/shops.

Historical.

Love the Main Street feel. Love the community in general. Can't wait to see something done with traffic and the carwash – which is a horrible, embarrassing eyesore.

Quieter

Keep small town, historic look – preserve open space

Less traffic on 202 and North Broad.

The same but with more nature landscaping.

Less traffic – build the bypass.

No more development – no additional townhouses. Walking shopping district like in Doylestown – use existing structures.

Easier walking/bike access to Peace Valley Park. The Bristol Rd. connector!! Please! Keep up the good work on quickly repairing pot holes on Main St. Love the American flags on the sidewalks on holidays!

Preserve historic appearance. Keep neo traditional architecture.

Same, except eyesores (i.e. 152 & 202 intersection) replaced with quaint new storefronts.

Add a bit more charm to Rt. 202, preserve the character of the town.

Clean up 202 from Bristol Rd. to Main St vacant unkempt buildings and properties.

Hopefully there will be less traffic and less noise. We need more police – or have police be more visible in neighborhoods. Improved appearance of buildings on Main Street/Rt.202.

A very grown city.

I would like to see an end to housing developments, but if they must build they should be limited to 'age restricted' only. Our schools are already over crowded and many of our older adults may wish to downsize but remain in the area.

Knock down the three vacant properties at Bristol Rd. & 202 and make it a park or something. The two main roads into Chalfont have run down vacant buildings, at least knock down and clear for grass.

I think Chalfont should take Doylestown's lead in setting up a walking friendly community instead of staying a pass through for traffic. Some steps with some traffic lights have helped but more is needed.

Would like Chalfont to keep historical appearance traffic on Rt. 152 & Rt 202 would like a change. No more development.

Improved traffic control, more community events, installation of sidewalks, more businesses to visit while walking around the neighborhood, preservation/enhancement of existing sense of community & community pride.

I'd like to see some of the homes that the zoning changed to commercial returned as Residential home.

No more strip malls, less traffic.

Green along 152/202 area trees (flowering) planters on light posts like Doylestown boro. Small cafes, restaurants along 152. Friendly for walking through out the community.

I'd like to see a historically preserved Chalfont, well maintained traffic problems solved, Sign ordinance like Doylestown that is enforced walking & bike trails connected to the rest of the townships.

Completely change intersection of 202 & 152, create a true town center.

The carwash needs to be taken care of and the corner of Bristol & 202. This is such a nice community. Others have renovated and made their houses beautiful and then these two areas we pass constantly need attention!!!

I would like to see a transformation into a small Doylestown area – small, local business with ease of walking around town.

More roads – staggered work hours to relieve traffic congestion – more parks

Less traffic, otherwise – the same

Less congestion on 202

Keep historic feel - keep out large business - Warrens land old bowling alley nice park with limited business...

Upgrade in appearance at the intersection of 152 & 202 & 202 & Bristol Rd., In addition, less traffic congestion.

I like the charm of Victorian buildings but with more businesses & places to walk too. Improved bridges – don't let real estate sit so long – old eyesores remain while owners argue over money too long.

Traffic light @ Lindenfield & 152. Would like to see Boro officials use their time on more important matters than park trails.

Road improvement – change open space – same

I would like the sense of community to stay the same but for Chalfont to be more accessible to walkers and bikers. Most of Rts 152 & 202 do not even have sidewalks and you risk your life to walk on them. Also many traffic improvements are needed.

Less houses; stop development; more open space

Keep the open spaces & parks – add more if possible. Improve the traffic on 202 – at the minimum, create a right turn lane on south bound side at traffic light at 152 N.

Less traffic – historic homes appropriately renewed

I would like less traffic (i.e. add 202 bypass) I would also like development of more recreational services maybe at New Britain Township Building similar two how Northampton township w/ Health/Exercise Classes.

I'd love 152 not to be so congested (along w/202) O hope neighborhood communities stay as strong as they are.

What it looked like 20 years ago.

Fix the 202 -152 interchange and it will be great

Less traffic thanks to the by-pass. More sidewalks – Chalfont presently is not walker friendly, at least not along Rt. 202

Keep the Historic main area as it is. Get this bypass started to alleviate traffic

Limit townhouses & condo's until traffic problem improves. Recreational & cultural opportunities need to improve for seniors, and young adults with out kids. Work with New Britain Township for a joint community center for lectures, dances, presentations, clubs. Currently, we have to go to stuffy Doylestown or Lansdale or other nearby towns.

Traffic! Make it go away!

No more building/development. I hate those townhouses that stole the scenic view by the Lenape Valley Swim Club. Less traffic congestion by 202/152

I would like to see sidewalks on 202 so people can walk to stores rather than drive, easier access to North Branch Park, careful consideration of open space. No more office buildings – these are a waste!

Keep “downtown” historic, no chain stores -- Better traffic movement

Better traffic movement (North Main & Park & Route 202; Retain Character of Main & Butler Area. Side walks on Butler (Main St to Bristol)

Road conditions/Bridges linking Lindenfield to North Branch/ Traffic back up Park Ave. to 152 (Main Street)

Change Route 202 traffic (using a bypass) eliminated

Better traffic flow, more sidewalks and trails

Traffic congestion on Rt 202 lightened – bypass

1. **Use the remaining space to offer your opinions about the topics addressed above or any other issues you believe borough officials should consider.** (95 responses)

Traffic was mentioned 18 times and Bristol Road - 6 times

Keeping the little businesses here is great – any small shops that won't interfere with the character of the area – some alterations to the homes are fine – as long as the charm still remains. Out the fear of harm coming our way and a variety of places that we can get to via trails to enjoy the outdoors a place for the old and the young to offer to those who already are here and entice the young who are not in the area already. We are in great need of trails that kids and adults can safely ride on.

Community swimming pool like Hatfield.

Do not approve the new building now being built on 152 by the dentist. It is out of character for Chalfont.

Extend Bristol Rd. extend 152.

Teenagers are citizens too. Most are respectful & well behaved. There are no boro services for this population. Busy kids are happy kids. Bored kids will make their own excitement – sometimes with poor choices.

Bridge from Lindenfield to N. Branch Park

I love the Christmas, Halloween/Thanksgiving decorations on 152 and the flowers on the lamp posts in the summer. Thank you.

Clean up graffiti by RR tracks on Sunset. Reduce traffic flow through side Borough streets by making one way, more speed humps, etc. More crack down by police for vehicular violations.

I am comfortable here.

I like the fact that there is no street parking between 1 am & 6 am. It keeps the streets/neighborhoods looking nicer and safer, as well.

More community activities – park/recreational group/camp for kids.

By growth I mean in new homes. Maintain current homes and improve those properties.

Just the Bypass. I live at 202 & 152. Traffic sucks!

We need to build on the great community of volunteers we have. So many people in Chalfont offer their time freely we need to help that grow in a positive way.

Stop pre-salting roads in the winters – what a waste of money; damages the roads unnecessarily and environmental issues of runoff of same. Honestly, we are NOT PennDOT!

Please move the annual 5 K run off the streets and into the parks – at least get it off the primary roads. I'm sure I'm not the only one in the Boro that resents having to arrange schedules around this annoyance.

With all of the increased development & housing why do taxes keep increasing? Where is all that money going?

No parks or recreational facilities for little ones. Grandchildren that I baby sit – 5 yrs. and under – have to depend on New Britain Township – connection to ball fields in NBT would be a help.

Please keep the parking restrictions for overnight in effect.

Get a full time zoning officer and stop operating the municipal service like a hillbilly town. I believe you're 20 years behind the times.

Right turn lane onto Bristol Rd. from 202.

Keep taxes reasonable. Do not get carried away with projects that will put a burden on homeowners.

Lowering taxes by using the interest and/or principle from the sale of the water company for four million dollars several years ago.

Parking!!! Ticketing homeowners parked in front of there home on a clear dry night. Where is the common sense?

Less government, no commercial development.

Have you put in place preventative measures to avoid another issue similar to the David Dryer incident? Really – it never should have happened.

Downtown historic improvements rather than old house w/ paint peeling.

Less traffic on Rt. 152. Traffic light at 152 & Westview.

Maintain the good record on electric brown & black outs.

Lower taxes

Encourage residence through the newsletter to donate the many reusable items presently put out in the trash.

Change – paint historic houses, lower taxes on Main St.

Connect Bristol Rd. to Park Ave. – a must.

Rush hour congestion in traffic. Build a tennis court or 2, bowling alley & sociocultural events and facilities. Farmers market in the park.

Bristol Road extension. The traffic from upper County Line not going to stop. Get the traffic out of the Borough.

Breathing problems container to increase and we should do everything possible to reduce pollutants – with the excellent trash service provided, open burning is unnecessary.

Get borough officials actively involved with construction of the new fire house; put in additional turn lanes at 202 & Limekiln; demolish the burnt out car wash.

Love Chalfont! Nothing bad to say (except traffic).

A playhouse for young actors, art show, car show.

Taxes – Bridge needed to North Branch Park. Dog walker rules – need enforcement. Curfews. More police of neighborhoods.

People with FIXED incomes cannot keep up with the increase in taxes & fuel, water & sewer rates – trash-RX drugs – food. No more vacations or eating out if you live in Chalfont.

If you have laws and rules they should be enforced. Otherwise get ride of them. Chalfont also needs zoning laws to keep “adult” oriented business out of the boro.

I feel like Chalfont is a town to drive through – there is not a lot of space to park & traffic is so built up that is in undesirable to stop & shop /eat at some of our restaurants.

1. Keep taxes and utility rates low for our senior citizens. 2. Allow residents to choose trash haulers on their own.

I would like to keep large gas stations and drug stores out!

We hope the taxes stay close to what they are now.

When will the Bristol Rd. extension be built? When will the bridge to North Branch be built?

Inefficient traffic patterns. Car wash – eye sore!

We're pleased with neighborhood police being quite visible and in communication with neighborhood teens.

I never see our police people on the roads or in the street.

If new business enters, please keep it run by small independent owners. No large chain stores.

Making the light longer in the mornings for people turning off Park Ave. onto 152.

I don't want to see too much "improvement" in Chalfont – this was why we moved here. I consider it a quaint town. We left Newtown because it became too "uptown".

Chalfont has always been a pass through town on the 202 corridor. It needs a core center to make it a destination instead.

The car wash at 202 & 152 needs to be fixed. It looks terrible and brings down the neighborhood. What can be done to remedy this situation?

Historically (40 years) Chalfont has kept taxes down and not gone overboard on trendy projects. This should remain the same. It is kinder to taxpayer's pocket books.

The parks are well kept! We love the park options! Our biggest concerns are really traffic congestion and the partially burned down carwash. Keeping taxes reasonable is appreciated.

Traffic – should have weight limits on Main St.

Reinforce noise laws on motorcycles.

Freeze development at current levels.

152 needs repaving.

I am happy there will be no new home construction.

We live in front of woods at 152 & 202. We are concerned that someone will try to cram houses in there. What can we do to safeguard?

You seem to be doing a good job! I like the style & character of the new buildings on Main ST. Keep up the good work.

It might be nice to have a bus route along Rt. 202 between Montgy. Mall and Doylestown (including stops at the YMCA, library and Hospital) Teen & seniors might benefit most but many might find it more economical with gas prices increasing.

Knock down the old car wash at 202 & Limekiln and make it a park. Why has it sat there vacant for all these years? It is what Chalfont Borough is famous for.

Sidewalks need to be installed on all streets so our children and we have a safer place to walk. Speeding needs to be addressed as does visibility for turning.

Long term dream: Rail line directly to NYC from Doylestown.

The corner of 202 and Limekiln Pike should, before it's too late become attractive gateway to not only Chalfont but Central Bucks itself. This area on both sides of Limekiln Pike across from the burnt out carwash could be the pride of Chalfont!

Yes, why has Bristol Rd. not been extended past Park Ave? Wouldn't this decrease traffic congestion? I find it incredible that this has never been done.

Creating and enforcing a sign ordinance! More of a flow and continuity in zoning w/regards to buildings, stores & houses. No high density housing.

Leaf pick-up. Preserve historic feel of Main Street.

Great place to strive for a more sociable community!

Monitor traffic coming off Rt. 152 into neighborhoods. People speed on Peace Valley Rd. where there are School Bus Stops. Need bridge over creek to North Branch Park from Lindenfield

Concerned about added cost of maintenance of all the additional properties (Hellberg & Braithawt) these properties have now been taken off the tax rolls.

Keep historic feel; keep out large business; Warrens land old bowling alley nice park with limited business

We love Chalfont! We just sold our home and bought another in borough. We are planning on raising our family here.

A small library would be great.

We live in different times. Parents are afraid to let kids run through own yards or neighborhoods. Plus now with gas expenses both parents are working. Not likely that we would go to a park. Tax cuts are more helpful to today's family. Please be the borough that wants to help. Instead of keep taking \$ that we don't have.

The traffic at Rtes 202 & 152 needs to be addressed. The light at Park Ave. needs a turn lane from 152 S. to ease congestion.

Spending more time addressing the water drainage problem and periodically cleaning out the storm drain in my back yard.....

Officer Horn has been extremely helpful to me....

The Borough has become over crowded and the roads cannot handle the traffic. It sometimes takes 15 minutes to get my daughter to school (Pine Run)

If Buckingham Twp. Can stop the 202 bypass, why can't Chalfont start it again?

Please tear down businesses not in use (car wash, bowling alley, etc) and put profitable businesses there (Wawa, restaurants, etc.)

Keep up events like the Tri-County Fourth of July Parade. That gets people out doors and together.

Can we just have open space – no playgrounds, ball fields, just natural areas – more trees, meadows, wood lands? Let's not turn Chalfont into another Montgomeryville...Thank you

Fix 202 & 152 – can I say this again....FIX 202 & 152 Interchange!!!

A couple of years ago we closed our antiques shop & took down our sign a year ago – the choking traffic forced us to do this – way, way, way too much traffic – no point in being open, people would not bother to stop

Coming North on 152 at rush hour towards the car wash is a travesty. Who ever wanted New Jersey Ave closed is an Idiot..... (my neighbor)

I pay taxes here, but never get my street cleaned or swept on 50 Oak Ave.

Keep what rural, small town feel we have left.

For Chalfont to be the leader in a pedestrian friendly community people need to be able to walk easily on 202, 152 without having to walk on the road.....

Park Avenue speeding

Household hazardous waste collected as are our recyclables.

Appendix C

HISTORIC PRESERVATION PLAN PROCESS

Historic Preservation Plan

A historic preservation plan is a program for conserving historic resources. The plan contains a historic resources survey, an assessment of constraints and threats to preservation of those resources, goal and objectives, and implementation strategies. Alternatives to implement the plan include adoption of a historic ordinance, zoning techniques, and financial incentives, among others. The plan may be a chapter in the community's comprehensive plan, or a separate document. The plan can be developed by an existing organization such as the planning commission or by a historic commission or society. This chapter does not serve as a historic preservation plan but describes the components of such a plan. The first step in preparing a plan is to determine what resources exist through completing a historic resources survey.

Historic Resources Survey

The foundation of any historic preservation plan is a historic resources survey. A historic resources survey is a process of identifying and gathering data on historic resources. It involves generating data about age, construction, architectural style, and significance of historic buildings and structures. The Heritage Conservancy completed a survey for Chalfont in 1989 but the survey should be periodically updated because as time passes more buildings become eligible for inclusion on historic registers.

Assessment of Threats and Constraints

The assessment of threats and constraints involves an evaluation of the negative influences which impact historic resources. These factors include air pollution and vibration from vehicular traffic, zoning which permits uses in historic structures which may detract from their historic integrity, and inability of property owners to fund improvements.

Goals and Policies

Goals and policies are necessary to guide and provide a focus for a preservation program. These goals and policies should reflect the wishes of the community. It is also wise to consult with historic property owners because their participation in the preservation program is important. The borough comprehensive plan should incorporate preservation policy as well.

The Comprehensive Plan

The comprehensive plan is also an important element in the program for historic preservation. The comprehensive plan should bring preservation concerns to the forefront because it establishes policy for all the activities of a community. The Pennsylvania Municipalities Planning Code, Section 301(1) requires that municipal comprehensive plans contain a statement

of objectives concerning its future development. Identifying historic preservation planning as an objective of a municipal comprehensive plan reflects the desire to preserve buildings and structures with historic value. A historic preservation chapter and objective also provides a historical context for future planning and land use policies in the zoning ordinance.

Implementation Tools

Implementation tools must be developed to make the preservation plan work. These tools may take the form of zoning provisions, historic overlay district, design guidelines and others. In most cases the primary responsibility for protecting historic resources falls to the property owner. However, communities can enact regulations and laws to preserve historic resources. The Pennsylvania Municipalities Planning Code (MPC) Section 605(2)(vi) enables municipalities to devise zoning for regulation, restriction, or prohibition of uses and structures at or near places having unique historical, architectural, or patriotic interest or value.

Overlay District

A historic overlay district is a zoning technique that places special restrictions on development in addition to those of the base zoning district to enhance preservation efforts. Although Act 167, The Historic District Act, permits regulation of historic districts, it does not provide for the designation or regulation of individual historic resources not in a historic district. Overlay district provisions address alterations, additions, and uses that would potentially alter the character of an individual resource. The underlying zoning would not be affected. Examples of historic overlay district provisions are as follows:

- Permitting additions uses within historic structures, with a condition of use being that any alterations meet design guidelines;
- Buffering adjacent to historic properties;
- Review of proposed subdivisions and land developments by a Historic Commission.

Financial Incentives and Grant Programs

Local preservation ordinances and guidelines are effective; however they do not address the financial pressures that face owners of historic properties. To be effective, preservation efforts should also address pressures that may conflict with historic preservation planning. Financial incentives and grant programs are ways local government and local financial institutions can encourage historic preservation.

The provision of financial incentives is another technique that encourages private property owners to become involved in preservation efforts and invest in historic properties. These incentives are intended to eliminate many of the financial advantages of new construction compared with restoration or preservation projects. Financial incentives primarily take the form of low interest loan programs and tax incentives from governmental bodies. Revolving loans administered by a local bank or the borough would assist with the cost of preservation. Banks get involved in preservation loans because of the positive community relations and profit potential.

The federal government provides tax credits for rehabilitation or renovation of National Register listed properties that are income producing.

Local governments may offer tax incentives such as property tax abatements, freezes, or credits. The availability of particular incentives depends on state enabling legislation.

Various grant programs administered by the state and federal governments as well as private foundations may be available for local preservation projects. The Pennsylvania Historic and Museum Commission, the regional office of the National Park Service, and the National Trust will provide information regarding available funding to eligible parties.

Historic Commission or Society

The appointment of a committee or group charged with implementing the historic preservation program in the borough is necessary. The borough has the Historical Architectural Review Board but its jurisdiction is limited to advising borough council about activities within the historic district. An historic commission advises planning commissions and elected officials concerning protection of historic resources throughout the community and comments on development proposals, conducts research and maintains a historic resources inventory and map.

The borough planning commission has an important role also. As the group that develops and assists in the implementation of the comprehensive plan, it should work to implement the historic preservation program. The objectives of the program should also be considered during the routine activities such as subdivision and land development plan review. For instance, in the review of proposals that impact historic resources, the planning commission should seek the opinion of the historic preservation organization. The historic preservation organization can discuss alternatives with the planning commission and applicant.

With an historic preservation plan the borough will have a complete understanding of the challenges and opportunities for preserving historic resources. Effective preservation strategy and techniques can be applied to effectively preserve the borough's past.



BUTLER AVENUE

REVITALIZATION STRATEGIES

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

DECEMBER 2009

NEW BRITAIN TOWNSHIP • CHALFONT BOROUGH • NEW BRITAIN BOROUGH



The **Delaware Valley Regional Planning Commission** is dedicated to uniting the region's elected officials, planning professionals and the public with a common vision of making a great region even greater. Shaping the way we live, work and play, DVRPC builds consensus on improving transportation, promoting smart growth, protecting the environment and enhancing the economy. We serve a diverse region of nine counties: Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey. DVRPC is the federally designated Metropolitan Planning Organization for the Greater Philadelphia Region - leading the way to a better future.

The symbol in our logo is adapted from the official DVRPC seal and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole, while the diagonal bar signifies the Delaware River. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey.

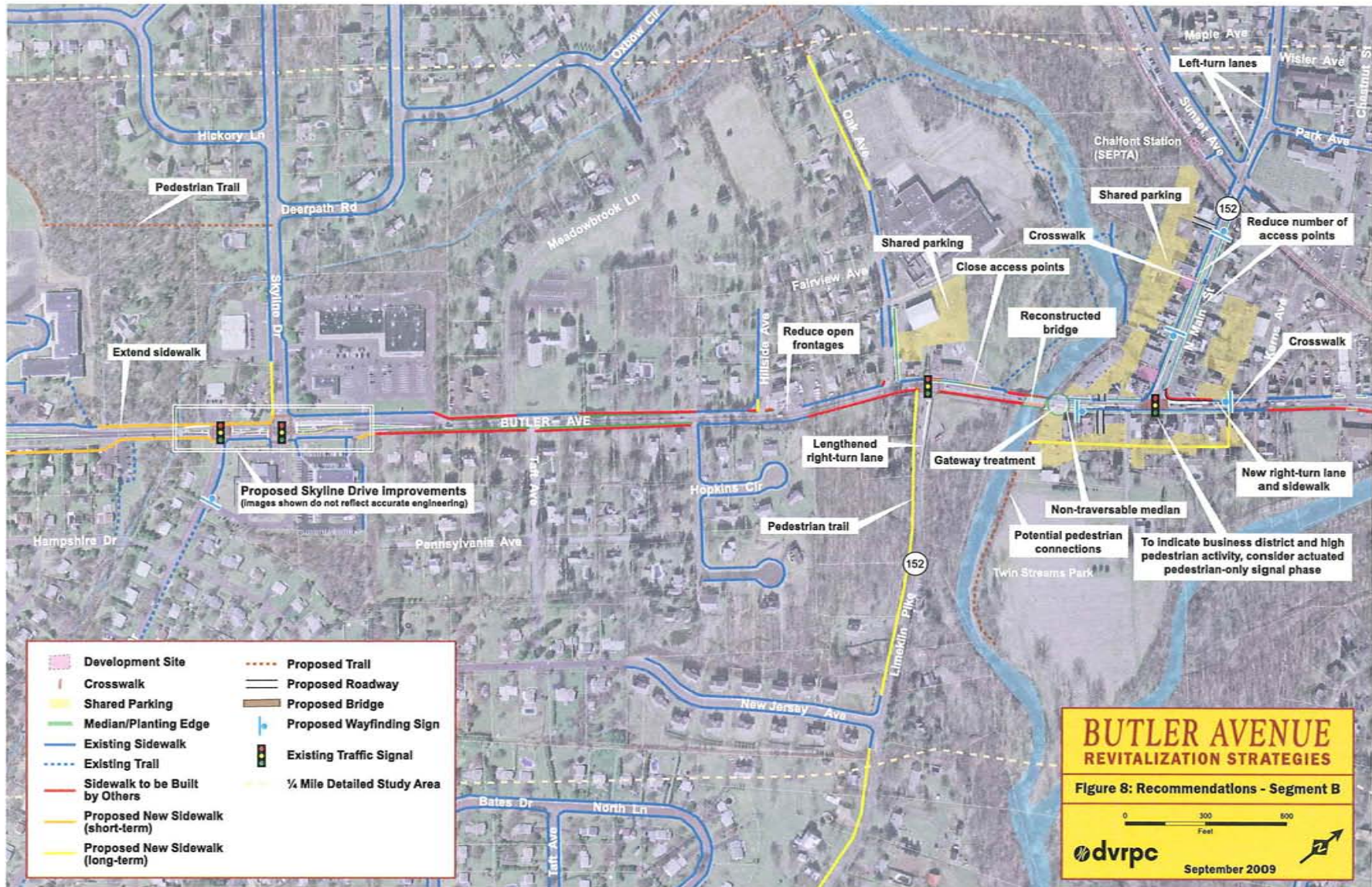
DVRPC is funded by a variety of funding sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, as well as by DVRPC's state and local member governments. (A sentence regarding special sources of funding may be inserted here.) The authors, however, are solely responsible for the findings and conclusions herein, which may not represent the official views or policies of the funding agencies.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC's website may be translated into Spanish, Russian and Traditional Chinese online by visiting www.dvrpc.org. Publications and other public documents can be made available in alternative languages and formats, if requested. For more information, please call (215) 238-2871.

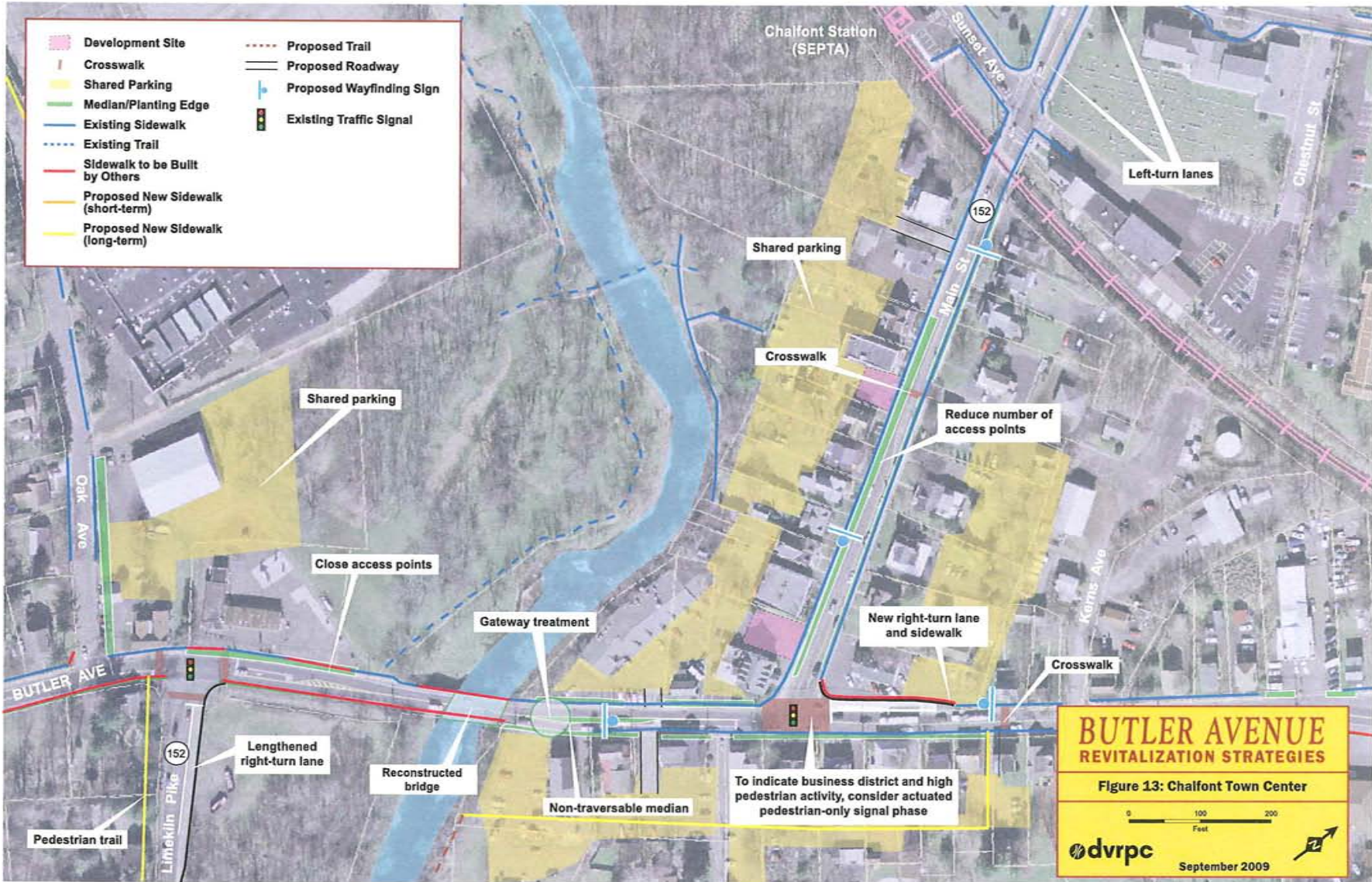
BUTLER AVENUE REVITALIZATION STRATEGIES

December 2009

Delaware Valley Regional Planning Commission
190 N. Independence Mall West
8th Floor
Philadelphia, PA 19106-1520
215-592-1800
www.dvrpc.org



BUTLER AVENUE
REVITALIZATION STRATEGIES



Chalfont Borough Plan

In the Borough of Chalfont's town center pedestrianism and the view from the street are paramount. The concept integrates the PA 152 (Main Street / Limekiln Pike) axis from the train station to the proposed Twin Streams Park. The principal strategies illustrated in the town center are applying streetscaping elements and creating shared parking arrangements (see **Figure 15**). Changes in adjacent land use and roadway environment are introduced or reinforced with a gateway treatment on each side of Chalfont's downtown.

Shared parking allows two or more land uses to "claim" the same parking spaces in fulfillment of the requirements of the municipal zoning ordinance—the underlying assumption being that different land uses experience their respective peak demand for parking spaces at different times of the day. An office building, for example, which typically experiences peak demand during weekday daytime business hours, could share the same parking spaces with a restaurant whose demand for parking peaks in the evening. Parking demand can also vary by day of the week. A typical peak parking period for most professional services is on a weekday. Most religious institutions see parking demand peak on the weekend. The concept is in play at all shopping centers, and in the shared St. James Church / Fire Company parking lot also being used by SEPTA for permit parking spaces to supplement commuter parking at the Chalfont train station.

By encouraging shared parking, a municipality can reduce the total number of parking spaces required relative to the total number of spaces needed for each land use. Developers benefit from lower construction costs by having to provide fewer parking spaces. Less land devoted to parking means less impervious surface and a healthier ecosystem. Shared parking also requires fewer driveways and access points, resulting in safer pedestrian and sidewalk conditions, more efficient traffic flow, and reduced driver conflicts due to fewer intersecting turning locations. One of the greatest benefits of shared parking is that it allows for a more efficient use of land, by significantly reducing the amount of land devoted to parking. Opportunity for potential infill development may result—without the need for additional parking. **Appendix B** contains sample language for use in developing a shared parking ordinance.

In the conceptual plan, downtown sidewalk travel is enhanced by eliminating individual curb cuts to most properties, and relocating parking to the rear of

the buildings (fronting on both Butler Avenue and Main Street). Joint driveways and cross access supplants the present condition. Shared parking and continuous sidewalks support the commercial activities, the proposed Twin Streams Park, and commuter parking for the Chalfont train station. Parking treatments should seek to reduce permeable pavement, as possible, to mitigate stormwater runoff issues.

Traffic improvements in the downtown include a lengthened right-turn lane on the Limekiln Pike northbound approach to Butler Avenue, and a formalized right-turn lane on the Butler Avenue westbound approach to Main Street (i.e., in front of Manhattan Bagel). These will be constructed by PennDOT as components of the Butler Avenue Bridge Replacement over the Neshaminy Creek.

The parking and circulation concepts illustrated for the Chalfont business district are very long-range. The vision needs to be examined more carefully, vetted with the business community and residents, and implemented through a major downtown revitalization and redevelopment plan. All constructed projects will have to conform to applicable state, municipal and historical district codes.