The Joint Comprehensive Plan for Northern Berks County

Hamburg Borough
Strausstown Borough
Tilden Township
Upper Bern Township
Upper Tulpehocken Township
Windsor Township

February 2005
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The Joint Municipal Comprehensive Plan
for Northern Berks County

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CHAPTER 1
INTRODUCTION TO THE COMPREHENSIVE PLAN

Why This Comprehensive Plan?

Northern Berks is a special and unique place. It has beautiful, unspoiled rural areas affording scenic views; interesting main streets in downtowns; traditional neighborhoods; recreational opportunities in and along its parks, game lands, woodlands, trails, streams, and river; attractive, historic rural churches; a vivid history and interesting historic resources; a rich agricultural heritage; all against the Blue Mountain as a backdrop. In Northern Berks there is still an opportunity to really plan and make a difference. The purpose of this Comprehensive Plan is to proactively work to assure that the future of the Northern Berks area will be shaped by the municipalities' own vision, rather than by reactions to forces acting upon the Boroughs and the Townships. This plan will manage rather than react to growth, work to retain the vitality of its existing settlements, and protect its many assets and resources.

The Boroughs and the Townships have prepared individual comprehensive plans in the past. This Comprehensive Plan is the first joint planning effort by all municipalities, and was initiated because of the recognized need to examine overall planning for the area in light of development trends and pressures in the Region; determine common goals and objectives for land use, circulation, community facilities, housing, open space and recreation, natural resources, municipal services, and resource preservation; analyze interconnections with and connections to surrounding municipalities; coordinate land use, housing, transportation, community facility and utility, economic development, and resource preservation planning; and recognize the Comprehensive Plan for Berks County. Shoemakersville and Perry Township have been included in other individual or joint planning efforts, so they were not a part of this Comprehensive Plan.

Planning jointly allows allocation of land uses, housing types, densities, and development patterns over the entire region, rather than trying to fit all types of uses and densities into each municipality. It also allows for coordinated land use planning along municipal boundaries; coordinated planning for trails, recreation and open space, and transit throughout the Region; and coordinated planning along the common road corridors in the Region. Coordinated input can be provided to County and State agencies. An overall approach to economic development can be provided, addressing retention of the major component of the economy, agriculture, and allowing for appropriate commercial and industrial development which complements rather than detracts from existing downtowns at appropriate locations.
What does a Comprehensive Plan Accomplish?

The Comprehensive Plan contains a vision of what the Boroughs and the Townships want to be and includes goals and objectives for realizing that vision. Through accomplishing those goals and objectives and realizing the vision, the quality of life for the Region’s residents will be enhanced.

The Comprehensive Plan is also an educational document, providing discussion of conditions, strengths, issues, concerns, and opportunities, and identifying resources that are worthy of protection and preservation.

The Comprehensive Plan contains policies for land use, circulation and community facilities which will serve as a guide for public and private decision-making to accomplish the goals and objectives, and thus the vision, for the Boroughs and the Townships. The appropriate location, amount, and pattern of development is established. Standards for developers to meet are identified.

The Comprehensive Plan provides a basis for implementation techniques, such as land use ordinances, administrative actions, official maps and capital improvements programs, which will implement the policies contained in this plan.

This Comprehensive Plan is a Living Document

This Comprehensive Plan is just a start. It is the foundation for the attainment of the goals and objectives established within the plan, which can be accomplished only with the support of the municipal governments, municipal commissions, boards and committees, area businesses, area residents, and surrounding municipalities and regional planning groups.

The objective has been to prepare a plan which will not sit on a shelf and gather dust, but a plan that will be implemented and used by municipal governing bodies, planning commissions and other groups within the municipalities to guide their actions in attaining the goals of this Plan.

This Plan presents a strategy to guide municipal officials and other agencies in making decisions that will assure that the Northern Berks area will continue to be attractive places in which to live and work. This Comprehensive Plan is not an ordinance or regulation, but is a basis for proposing regulations and undertaking specific functional plans designed to implement the policies established within this plan. Implementation of the action plan is critical.
Need for Continuing Planning

Planning is an ongoing process and this Comprehensive Plan must be continually reviewed in light of development trends, the state of the economy, unforeseen influences, availability of public infrastructure, changes in community goals, and the appropriateness of the Plan's objectives, policies, and implementation program.
VISION FOR THE NORTHERN BERKS REGION

Northern Berks will remain an attractive and desirable community in which to live and work by preserving major features of the landscape, such as Blue Mountain, water courses and agricultural lands. This will assure the retention of rural character, open space, scenic areas, and wildlife habitats. Moderate residential growth will be managed and concentrated around existing centers where public sewer and water can be made available. Light industrial development will occur at designated locations near interchanges with Interstate 78. Agriculture will remain an important part of the regional economy and additional tourism will be promoted. Recreational opportunities in the Region will be enhanced and expanded. There will be increased cooperation among the municipalities in the provision of facilities and services for area residents. The cultural heritage of the community will be identified and made more accessible so the nature and history of Northern Berks will be an integral part of and blended with the future of the Region.

GOALS AND OBJECTIVES

This chapter of the Comprehensive Plan presents the goals and objectives of the Townships and the Borough. Goals are general statements indicating the desired direction for the municipalities, and reflect the relatively long term conditions which they wish to maintain or establish. Objectives are more specific, relatively short-term policy guidelines for the municipalities to follow. Goals are achieved through accomplishment of the stated objectives.

Natural and Scenic Resources

Goal: Protect, preserve and enhance the natural and scenic resources and beauty of Northern Berks for current and future generations, and assure visual and physical access by the Region’s residents and visitors for viewing pleasure and recreational use.

Objectives:

- Protect water resources within the Region to assure the quantity and quality of surface and groundwater for recreational use, wildlife habitats, and water supply. Of particular concern will be the water courses, such as the Schuylkill River;
Hassler, Lesher and Rattling Runs; and Maiden, Northkill, Little Northkill, Wolf, Mill, Little Swatara, Jackson, Mollhead, Birch, Spring, Stony, Pigeon, Furnace and Kaercher Creeks; tributaries to these creeks; wetlands and floodplains along the creeks; and steep slopes draining to the creeks.

- Protect groundwater from pollution throughout the Region.
- Protect and manage woodlands within the municipalities and promote the retention and return of indigenous species of flora and fauna.
- Protect the steep slopes within the Region.
- Protect watersheds and wellhead areas for the existing Hamburg reservoir and potential future community water supplies within the Region.
- Identify the scenic areas in the Region, and encourage the preservation of these areas for enjoyment by residents and visitors by limiting the encroachment of development.
- Encourage the preservation of the scenic road corridors and viewsheds along them within the Region.
- Protect and maintain the rural character of the Townships, including agricultural areas and rural areas both north and south of I-78.
- Protect and preserve unique natural areas in Northern Berks, such as Blue Mountain, the Schuylkill River, Kaercher Creek, and Kernsville Dam.
- Preserve hunting and fishing environments so these activities will continue to be available to area residents.
- Preserve the woodland and trails within the Blue Mountain area.
- Maintain the natural beauty of the region.
Historic and Cultural Resources

Goal: Identify, mark, preserve and enhance the remaining historic, architectural and cultural resources of Northern Berks.

Objectives:

- Encourage the preservation, protection, and enhancement of historic resources and their context within the Region.

- Establish written histories of the Region and map historic resources within Northern Berks.

- Generate increased public awareness of the history of and historic resources within the Region and the historic and cultural impact the Northern Berks Region has had within Berks County and on surrounding counties.

- Support efforts of organizations to register, identify, mark and protect historic resources.

- Support the integrity of the Strausstown Historic District.

- Require new development to reflect and consider the history, architecture and development patterns of the municipalities in order to preserve the important historic and architectural resources of the Region.

- Create an agency and sites to display and promote the historic aspects of Northern Berks.

- Determine the role which the municipalities should play in historic preservation through land use ordinance incentives and regulations, and efforts to create historic districts and historic overlay zoning.

- Encourage adaptive re-use of historic structures where appropriate.

- Discourage inappropriate development in the historic areas of the Region, require impact studies for development near historic resources, and require mitigation of any potential adverse impacts on historic resources.

- Foster appreciation of the role of the Schuylkill River in the history and culture of the area and foster an appreciation of the Pennsylvania Dutch heritage.
Agricultural Resources

Goal: Preserve and encourage continuation of agricultural uses in the Region.

Objectives:

• Promote the preservation of agricultural areas within the Townships through conservation development, agricultural security areas, purchase and donation of development rights, and conservation easements, and increase the number of farms so protected.

• Continue and consider opportunities for expansion of effective agricultural zoning in the Townships.

• Encourage cooperative municipal efforts to address agricultural issues such as support for the continuation of family farms, regulation of intensive agricultural activities, and relief of tax pressures on farmers because of land values.

• Encourage safe agricultural practices.

• Establish policies regarding public sewer and water and other infrastructure improvements that do not encourage development pressure on designated agricultural areas.

• Minimize adverse impacts on agricultural uses from non-agricultural uses around the perimeter of designated agricultural areas.

Open Space

Goal: Provide open space throughout the Northern Berks Region by preserving farmland, river and stream corridors, woodlands, and steep slopes, and retaining and planning recreation and park areas such as Kaercher Creek Park and Kernsville Dam.

Objectives:

• Establish concentrated growth areas near existing developed areas to reduce pressure on existing open spaces.

• Encourage infill development in existing developed areas and maintenance and restoration of existing housing resources to reduce development of open space.
• Plan infrastructure improvements so they do not encourage development in areas desired as open space.

• Link recreation areas and natural areas within the Region through open space and trail systems.

• Use innovative land development techniques, such as conservation development, which will minimize land consumption and preserve natural resources and open space.

• Require developers to provide open space and recreation areas for active and passive recreation and to coordinate open space systems among adjoining developments.

• Encourage developers to provide both visual and physical access to the open space system.

• Encourage the preservation of existing open space and mountain land north of I-78.

• Continue regional efforts to encourage protection and maintenance of existing open spaces and provide additional recreational facilities in the Region.

**Land Use and Housing**

*Goal:* Prepare a regional land use plan which will retain the existing character of the Northern Berks Region and will further the goals of preserving the natural, scenic, historic, cultural, open space and agricultural resources of the Region.

*Objectives:*

• Identify growth areas which are logical extensions of existing concentrations of development in Hamburg, Shartlesville, Strausstown, Edenburg, and West Hamburg, have appropriate access, can be efficiently served by the circulation system, and can be efficiently served by public sewer and water systems in the future.

• Direct new development in the Region to the growth areas.

• Encourage the continuation of agricultural activities in the Region and the preservation of farmland.
• Discourage development in areas not suitable for on-site sewage disposal which cannot be feasibly sewered.

• Encourage preservation of the Blue Mountain as open space.

• Identify appropriate future land uses for the Hamburg Center.

• Minimize the conflict between non-residential and residential uses through proper allocation of land use and utilization of performance and design standards and buffer yards. Discourage proximity of incompatible land uses within the Region and along adjoining municipalities.

• Identify appropriate future land uses for the vacant industrial buildings in Hamburg Borough.

• Allow a variety of housing densities and attractive residential housing types in appropriately designated areas, with an emphasis on single family homes, consistent with the natural constraints, service constraints and existing character of the municipalities.

• Maintain Hamburg as a vital commercial, service, cultural and residential center of the Region, and support revitalization efforts within the Borough.

• Encourage land development techniques which will preserve natural resources, agricultural lands, and open space.

• Appropriately allocate land use on a regional rather than municipality by municipality basis in Northern Berks.

• Maintain community character, including the rural character of the Township’s, the regional center role of Hamburg, and the small-town character of Strausstown Borough and Shartlesville village.

• Provide for suitable, attractive and compatible commercial, office, and environmentally responsible industrial activities at appropriate locations, consistent with existing land use patterns, support services, transportation networks and concerns and environmental concerns.

• Encourage industrial and commercial development near existing identified concentrations: commercial, office, light industrial, and service development in the vacant industrial area of Hamburg; commercial, office, and service development in the 4th Street and State Street areas of Hamburg; industrial and commercial development near the Route 61 interchange with I-78 in Tilden
Township; commercial development near the Route 183 interchange with I-78 in Upper Tulpehocken Township and Strausstown Borough; and industrial and commercial development near the I-78 interchange at Shartlesville.

- Provide for adequate, safe and sound housing for present and future residents.
- Provide for the maintenance of the character, and any necessary restoration or improvement, of existing residential areas and housing stock through appropriate coordinated land use controls, enforcement policies, and programs throughout the Region.
- Encourage a more compact development pattern.
- Support appropriate tourist-oriented businesses that provide services to visitors to Northern Berks.
- Provide for a mix of land uses which will balance reasonable growth with the need to preserve open land, manage traffic, maintain the quality of life in the area, and have manageable tax structures.
- Provide for retention of the character of the Villages within the Region.

Circulation

Goal: Plan for a circulation system comprised of highway, bus, rail, and pedestrian facilities, which will allow safe and efficient vehicular and pedestrian travel throughout Northern Berks.

Objectives:

- Improve rail and bus service to the Region, including rail service to Reading, bus service to communities outside the Northern Berks Region, and bus connections between the Boroughs and Villages in the Region.
- Coordinate land use and road improvement policies.
- Preserve and improve the capacity of the existing roads within the area as future development occurs through cooperative efforts with developers and PennDOT.
- Establish a program to provide additional parking opportunities in Hamburg Borough.
• Monitor impacts on roadway capacity from new development and require developers to address projected increased traffic volumes in the road system by improving the existing system.

• Promote coordinated access management programs along the major road corridors within Northern Berks, such as Route 61, Route 183, and Old Route 22, to minimize the number of access points to the road system.

• Preserve the scenic road corridors and vistas within the Region.

• Provide maintenance and upgrade of the existing road system as warranted and encourage PennDOT to improve state-controlled roads and intersections.

• Because substantial traffic within the Region is generated outside Northern Berks, work with State, County, and other municipal officials to address areas of concern, such as Route 183, Route 61, and detoured traffic on Old Route 22.

• Encourage and support the development of a network of pedestrian and bicycle trails, including sidewalks, shared trails and paved shoulders. Coordinate this network with the existing and proposed trail system, including the Schuylkill River, Bartram and Appalachian Trails.

• Link Hamburg to Shartlesville and Strausstown through a pedestrian/bicycle trail system.

• Address existing deficiencies and safety concerns in the circulation system with landowners, PennDOT and developers as appropriate, such as construction of shoulders along Route 183.

• Facilitate bus, pedestrian and bicycle access to commercial areas and community facilities such as schools and recreation facilities in the Region.

• Promote appropriate, coordinated land use and circulation patterns at the interchanges with I-78.

• Establish consistent signage policies along the major roads within the Region.

• Address concerns over large trucks using roads which are not constructed to accommodate those trucks and their loads, and identify appropriate truck routes.
Community Facilities and Services

Goal: Provide facilities and services, on a coordinated regional basis where possible, to meet the existing and future needs of Northern Berks residents consistent with the financial capabilities of the Boroughs and Townships.

Objectives:

- Identify services and facilities which can be provided on a regional basis and work toward intermunicipal cooperation.
- Continue to evaluate the need and opportunity for additional, expanded or improved community services and facilities and plan for the efficient and economical provision of those services and facilities.
- Review proposed developments to ensure that required infrastructure and properly planned and located recreation facilities are constructed by developers.
- Review opportunities for regional sharing of equipment, services and facilities.
- Provide appropriate passive, wildlife-related and water-related recreation facilities at the Kernsville Dam area.
- Investigate the possibility of establishing an emergency services plan for the Region and the position of emergency services coordinator.
- Work with the School District to assure adequate, local school facilities are available to area residents and new facilities are located to be consistent with the goals and objectives of this plan.
- Investigate the possibility of a regional police force to provide greater flexibility and protection in all municipalities.
- Investigate opportunities for cooperation among municipalities and school districts in providing facilities and programs to area residents.
- Improve the facilities at Kaercher Creek Park by addressing the geese problem.
- Provide additional athletic fields for area youth at the location deemed best for the Region.
• Require developers to adequately manage stormwater runoff and erosion and sedimentation in manners consistent with the protection of water resources in the area.

• Coordinate regional efforts to regulate intensive agriculture activities and the handling of sludge.

• Work toward the provision of a wide variety of active and passive recreation facilities and programs for all age groups of existing and future area residents.

• Plan for needed recreation facilities on a regional basis at appropriate, accessible locations.

• Assure that the scale of development in the area is consistent with the capacity of the area’s infrastructure.

• Identify opportunities for expanded public water service in the Region and investigate the feasibility of regionalization.

• Coordinate sewer and water planning with land use policies.

• Encourage cooperation among the fire companies in the Region to address the fire protection needs of the community.

• Plan for the potential closing and conversion of the Hamburg Center to an alternative use with positive economic and/or social benefits and impacts.

**Economic Development**

**Goal:** Provide for appropriate environment-friendly economic development in the Region consistent with goals of preserving rural character, open space, and natural, scenic, historic, cultural, and agricultural resources.

**Objectives:**

• Work together on a regional basis to provide for economic development and support regional organizations such as the Northern Berks Chamber of Commerce and Industry.

• Encourage adaptive re-use of vacant and underutilized properties in Hamburg Borough.
• Work with Berks County, State, and Federal agencies to provide infrastructure to promote light industrial development at locations designated on the future land use plan.

• Encourage the continuation of agriculture as a major component of the economy of the Townships.

• Address tax base issues on a regional basis, with consideration of the needs of all municipalities.

• Coordinate the location of businesses and transportation systems to limit traffic impacts on residential areas.

• Protect and enhance historic and cultural resources and promote their identification and marking to provide for additional tourist trade in the Region. Support appropriate commercial uses to serve tourists.

• Expand and identify recreational opportunities in the Region to enhance the tourist trade.

Planning

Goal: Assure that this Comprehensive Plan will guide the decision making of Township and Borough officials and commissions by identifying an effective action plan.

Objectives:

• Encourage the municipalities to continue to meet to discuss planning issues of common concern which arise in the future. Yearly, review the goals, objectives and policies of the Plan, their continued relevance, the extent to which they have been accomplished, and the need for revision, and establish a work program for implementation of the Plan.

• Work with surrounding communities and counties, regional planning and development organizations and PennDOT to address vehicular, pedestrian, and mass transportation, land use, community facility and economic development issues which impact Northern Berks.
Implementation

Goal: Accomplish the goals, objectives and policies of this Comprehensive Plan through identified implementation techniques.

Objectives:

- Implement techniques to manage and control growth in the Region.
- Identify opportunities for intermunicipal cooperation to accomplish the goals and objectives of the plan.
- Participate in State grant programs which will aid in the implementation of this Plan.
- Participate in Berks County and State programs designed to encourage intermunicipal cooperation.
- Establish the basis for land use regulations which will implement this Plan, and provide for regional allocation of land uses.
- Encourage PennDOT and Berks County cooperation in achieving transportation objectives.
CHAPTER 3

OVERVIEW OF THE NORTHERN BERKS REGION

A drive over the roads of Northern Berks is at once both relaxing, as you are transported to a region where you experience rural quiet and beauty, and exciting as you come across lovely rural churches, a covered bridge over the Maiden Creek, charming villages, panoramas of farmland, woodlands and streams, historic sites, all against the backdrop of the Blue Mountain.

Unique rural settlements are found in the region, such as Strausstown, Shartlesville, Edenburg and West Hamburg. They have mixed use, small town character, and maintaining that character and their vitality is important. These rural centers also are, will, or could be served by public infrastructure which can support concentrated development which would be logical expansions of these settlements. Concentration of future growth in these areas could help maintain the open spaces and farmlands which give Northern Berks its rural character.

Rural churches such as St. Michael’s, St. Paul’s, Friedens, Zion Blue Mountain, and Berne have played an important religious and social role in the community for almost two centuries.
The Blue Mountain plays many roles: scenic resource, wildlife habitat, watershed, recreational resource for hunting and hiking, and environmental moderator of runoff, sedimentation and pollution.

Northern Berks has a history and resources which are often underappreciated. They need to be identified, marked, interpreted, accessed, and enjoyed.
The Region has a nucleus of trails such as the Bicentennial and Appalachian Trails. Additional trails can link these trails, link the Region’s villages and boroughs (such as Hamburg to Shartlesville and Strausstown), and link the Region’s recreational and historic resources. Analysis of and designation of routes will be necessary.

Agriculture is the major component of the Region’s economy, a major land use, and prime contributor to the rural atmosphere of Northern Berks. Upper Tulpehocken, Upper Bern, Tilden, and Windsor Townships contain agricultural security areas and farms for which conservation easements have been purchased. Upper Tulpehocken, Upper Bern and Windsor Townships have effective agricultural zoning. Support for continued agricultural operations in the Region is strong. Continuation of family farms in the Region cannot always be assured, and if large farm operations become more prevalent in the area, regional coordination in regulation and oversight of these farm operations would be necessary because of water extraction and pollution and other environmental impacts, effects of truck traffic on inadequate roads, deposits on roads, flies, odors, and other impacts.
There is a variety of recreational opportunities in Northern Berks. Kaercher Creek Park and the Kernsville Dam will likely be further developed as major resources. School district and municipal facilities are complemented by active and passive opportunities in the Blue Mountain (within State gamelands, woodland, and the Hamburg Watershed) and along the Schuylkill River and streams, and commercial recreational facilities. Tourism could be promoted by supplementing these recreational resources with linkages to appropriate services and enhanced historic resources. Adequate infrastructure, parking, roads, and signage would be necessary to support increased tourism. An important need is to provide additional active recreational facilities for the youth of Northern Berks. In the provision, management and scheduling of recreational facilities and the promotion of the history of and tourism within Northern Berks, region cooperation can be a plus. Indoor recreation facilities could be located in some of the vacant industrial buildings in Hamburg.

Hamburg has been the residential, commercial, service and industrial center of Northern Berks. It contains a number of community facilities such as its park, pool, trails, movie theater, library, field house, and schools. It is expected to continue to play this role in the future, but to enhance the vitality of the Borough, revitalization efforts have begun along the Borough’s “Main Streets”. Other keys to the continued vitality of the Borough are appropriate adaptive re-use of the vacated industrial buildings west of 4th Street, assuring adequate parking within the Borough, managing traffic on its streets, and meeting needs of its elderly.
The Schuylkill River was important in the economic and residential development of the Region. Its importance in transportation has lessened, but its importance for recreation continues to increase, as evidenced by interest in utilizing Kernsville Dam and constructing trails along the River.

The Hamburg Center has been a major use and employer in the region, but its future is in doubt. The facility can be a major asset to the region, and its future use, as is the future use of industrial buildings in Hamburg, is a major consideration. One future use mentioned for the Hamburg Center includes a veterans home. The Reading Area Community College will have a satellite campus there. Continued industrial uses of the vacant buildings in Hamburg is made more difficult by the narrow road system and proximity of residential areas. Providing adequate parking is necessary.
I-78 links Northern Berks to other portions of the State and its interchanges provide economic development opportunities. On the other hand, traffic in the Region increases as people drive to and exit the expressway. Traffic detoured from I-78 to Old Route 22 is a major problem, tying up traffic, damaging the road, and highlighting the need for coordinated emergency management in the Region. The Hamburg Interchange is scheduled for much needed improvements. Traffic to that interchange impacts downtown Hamburg. Interchanges at Route 61, Shartlesville and Strausstown have experienced commercial and/or industrial development, and this development could continue in the future. Proper land use allocation and management of traffic patterns is key near interchanges.

Routes 183, 61 and Old 22 and 4th Street in Hamburg are the other major roads in Northern Berks. Access management to them is crucial to promoting mobility and safety. Route 183 carries substantial through traffic, but is narrow and has inadequate shoulder and bridge widths for the volumes and truck traffic it experiences. The Route 61 intersection at the south end of Hamburg is of particular concern to area drivers, but is under the jurisdiction of PennDOT. The nearby intersection of 4th Street and the Hawk Ridge Shopping Center is also of concern. As additional business development occurs along Route 61, intersections with the northern portion of the road will be of increasing concern. Old Route 22 is a rural two-lane road, and not adequate for major development. Such development would also affect the scenic character of portions of this road which links many of the settlements, recreation resources, and historic sites in Northern Berks.
The I-78/Route 61 Interchange area has experienced substantial industrial and highway commercial development, and this may be the prime location for such development in the region. Cabela’s will build its retail outlet near the interchange. The Leak-Goforth Study of Berks County has recommended that additional industrial development occur at this interchange. Other recommendations in the study which need review are linking Route 222 to I-78 in Tilden or Windsor with a new road corridor and identification of the Hamburg Center and Strausstown Interchange as potential industrial areas. Business development can provide jobs and balance residential development by increasing the tax base. Additional industrial development will require appropriate handling of truck traffic, including designation of routes and making necessary road improvements. Roads in the region such as Route 61, Old 22, Route 183 and the Bernville-Shartlesville Road already experience substantial truck traffic, much of it externally generated. Coordination with PennDOT is essential.
The greatest population and business concentration in Northern Berks are found in the Hamburg-Edenburg-West Hamburg area and Route 61 Corridor. This is made possible by the public sewer and water service of Hamburg Borough, which is extended to adjoining areas in Tilden and Windsor. Tilden is now planning for significant expansion of sewer service in the West Hamburg area. Construction of a sanitary sewer system to serve Shartlesville has been completed. Public sewer service will be provided to the Strausstown area in the future. Service to these two areas is generally designed to address existing problems, with little initial capacity for additional users. In the future, public sewer could be used to concentrate growth around the areas so served. A key issue is to restrict extension of public sewer into those areas planned for agriculture and open space.

The Hamburg area is the only area currently served by and planned for public water, but public water may be feasible in the Shartlesville and Strausstown areas in the future. Hamburg is served by wells and its reservoir in Windsor Township. The geologic formations in Northern Berks tend to have low to moderate yields of groundwater. Efforts should be made to protect existing and potential water supplies.
To retain the rural character of Northern Berks, housing development must be managed and sprawl prevented. Residents do not want to experience overdevelopment and the resultant traffic, infrastructure, tax and quality of life consequences of that overdevelopment. Concentrating limited growth near existing centers such as Hamburg, Shartlesville and Strausstown is essential to managing growth.

Concern about traffic on Northern Berks roads helps to build support for alternative modes of travel, including rail service to Reading; bus service on Routes 61 and 183 to the Reading area; bus and paratransit service within the region connecting the villages and Boroughs and residents to commercial and recreational uses, with particular concern for the mobility of the elderly and youth; park and ride facilities at major roads and interchanges near the Boroughs and villages and at multi-modal facilities such as the train station; and additional walking and bicycling trails.

The residents of Northern Berks highly value the rural character, open spaces and natural, historic and recreational resources of the region, and a challenge of this plan will be to preserve them for current and future generations.
CHAPTER 4

NORTHERN BERKS REGION PLANNING QUESTIONNAIRE AND PHONE SURVEY

In the course of developing this Comprehensive Plan, 74 planning questionnaires were sent out to households in Northern Berks. The people to receive questionnaires in each municipality were identified by Joint Planning Committee members from the municipality. The results of each questionnaire are contained in Appendix I. The highlights of the Northern Berks questionnaire results are given below. Most of the residents who responded have lived within their municipality for 20 years or longer, own approximately 10,000 square feet to one acre of land or 6 to 49 acres of land, and are between the ages of 45-64 years old.

Questionnaire Results Highlights

1. Respondents appear willing to continue to accept new residential growth in the area at the same rates of growth the area experienced from 1990 to 2000 (13%).

2. The preferred types of development are village pattern, with a mix of uses and emphasis on human scale and walkability; on remaining vacant land in Hamburg, Shartlesville, Strausstown, Edenburg and West Hamburg; conservation development in which conservation areas containing special features of a tract are protected and large areas of the tract remain in open space; and cluster developments in which higher density housing concentrations are offset by open space and recreation areas.

3. Approximately half of the responses were in favor of industrial development, and a clear majority of those residents who were in favor of industrial development were in favor of light manufacturing in planned industrial parks or on individual sites near existing industries within the Region.

4. A clear majority of respondents do not favor new commercial area in the Region. Those in favor of commercial development would prefer new restaurants and entertainment, motels, home furnishing stores, and day care centers in Hamburg, Shartlesville, and off of the I-78 interchanges.

5. An overwhelming majority of respondents were in favor of the agricultural land in the Townships remaining as agricultural land, to keep farmland available for future generations to farm and to limit development in the community.
6. The majority of respondents were in favor of programs to increase landscaping, decorative lighting, benches, building façade appearance and similar amenities in the Boroughs and villages.

7. The major transportation concerns are intersection improvements, inadequate parking, inadequate public transit, lack of bikeways and walking trails, inadequate road maintenance, and congestion. The 4th Street intersections with Route 61 and entrance to Hawk Ridge Shopping Center were the intersections most noted in need of improvement.

8. A majority of residents would use new biking and hiking trails and see a need for these trails to connect existing recreation facilities and settlements.

9. Half of the respondents were in favor of providing additional public recreation facilities in the area, particularly the addition of multi-purpose athletic fields.

10. The majority stated the level of commercial development along Route 61, Route 183, and Old Route 22 should stay the same, while commercial development at the interchanges with I-78 should increase.

11. Respondents regarding the level of industrial and office development along Route 61 and I-78 interchanges were split between staying the same and increasing. Route 183 and Old Route 22 should remain the same with regard to industrial and office development.

12. When asked what use should be made of vacant industrial buildings in Hamburg, the majority of respondents stated that they should be used to attract other industries.

13. When asked what they liked most about living in Northern Berks County, the majority responded they liked the rural character/scenery, the amount of open space, and the Blue Mountain.

14. The majority said that the most important issues facing Northern Berks today are development pressure/planned development/sprawl; industrial development/ providing jobs; and agricultural preservation.

15. When asked what kind of community you want Northern Berks to be in the future, the majority responded with “much the same as it is”, and “staying an agricultural/rural community.”
Northern Berks Phone Survey Summary

Fifteen people in Northern Berks were interviewed over the phone to determine their views on certain issues and identify issues of concern to them. The people to be interviewed were identified by the Joint Planning Committee and included residents, resident business people, and municipal officials and employees.

The majority of the people surveyed like the country aspect of the Region. The presence of agriculture and rural settings were mentioned frequently. Most of the people were in favor of preserving agriculture and saving the rural character of the area. It was noted that the Region has good water and clean air.

Regarding the concept of intensive agriculture, respondents were split between being opposed and in favor (but only if done properly).

Most of the people felt Hamburg has a good school system. The majority of the respondents felt the taxes were not a problem, but they did not want to see them go any higher and were in favor of methods to keep them in check. One person mentioned that perhaps the State should contribute more to the schools in the future.

All the people felt that the Borough of Hamburg was the regional center and the need to revitalize the Borough was of high importance. Finding a use for all the vacant buildings was also very important. The need to rejuvenate the hometown feeling was also an issue raised by a lot of respondents. A few people mentioned that the architecture of some of the buildings was well worth preserving.

Several people said they would like to see more industry and commerce locate in the area to create more jobs, to aid the tax base and provide balanced land use.

Several people suggested Hamburg should become a stronger economic center with more jobs. They wanted to see more people that live in the area also work in the area and the region not to be a bedroom community for other towns/cities.

Many of the people interviewed felt planning was very important for the area. Sprawl is a concern. Development should occur where sewers are available, at interchanges with I-78, and on non-prime agricultural soils.

One person said they liked the area for all the recreational opportunities, such as the mountains, the wildlife, the low traffic volumes on the country roads, but would like to see more trails, specifically rails-to-trails projects.

One person felt the mom and pop stores are decreasing and do not have a bright future in the town.
One person mentioned the Tilden Trailer Park has too much traffic for only two windy roads that serve it.

One person mentioned they liked the ability to do all their shopping in the area.

All the people that were projected to be hooked-up to public sewer in the near future were in favor of the hook-up.

Almost all the people wanted to see the area stay much the same as it is now, maintain the agricultural presence and the rural character of the area. Any new development should occur in or around the Boroughs of Hamburg and Strausstown and the village of Shartlesville, where public sewer and water are or will be available.

Several issues were cited as being a concern:

- The intersection of PA 61 and Lowland Road needs attention. It is hard to get into the flow of traffic from Lowland Road.
- The odors emanating from the duck farm near West Hamburg and a garbage dump near Strausstown.
- The large number of driveways coming out onto PA 183
- The I-78/Hamburg exit interchange
- Preservation of the Blue Mountain
- Continued beneficial use of Hamburg Center
- Intersections in Windsor Township along Route 61, south of Hamburg
- Geese at Kaercher Creek Park spoil use of a major regional asset
- Joint emergency management planning
- Landfill site in Windsor Township
- Addressing and administering the State-wide building code

In June 1998, Berks County Planning Commission staff members met with residents of the Hamburg Area School District to gather public input to be used in developing the County Comprehensive Plan. Fifteen (15) residents attended. The following are what
the residents indicated they liked about their region, what they did not like, and changes they would have liked to see occur in the region, as listed in the draft Berks Vision 2020. The responses were generally consistent with those received from the questionnaire and phone survey conducted for the Northern Berks Comprehensive Plan.

*Likes*

1. Rural character
2. Agricultural preservation
3. Water quality and wildlife
4. Amount of available recreation
5. Safe secure feeling
6. Schools
7. Zoning
8. Proximity to city
9. Local government structure and system
10. Quality of living

*Dislikes*

1. Loss of farmland
2. High density development pressure/mobile homes and effects on taxes
3. Lack of regional planning
4. Lack of public sewer/water
5. The number of traffic lights/lack of intersection control in PA 61 and PA 183
6. Onerous property tax system and nuisance tax (head tax)
7. Lack of public transportation
8. Outside developers – development pressure

9. Cell towers pressure

Emphasis

1. Village/Future Growth Areas – around existing developed areas
2. Regional Zoning Plan
3. Have or develop public transportation
4. More public parks/recreation
5. Desire for Tilden to stay the way it is
6. Revitalize downtowns/villages
7. Increase economic opportunities – light manufacturing – industrial park setting
8. Wellhead/surface water protection – true conservation planning
9. Control commercial development – specifically big chain stores
10. Expand public sewer and water where necessary – specifically West Hamburg
CHAPTER 5

PLAN INTERRELATIONSHIPS

RELATIONSHIP OF PLAN COMPONENTS

The Future Land Use Plan allocates land uses and indicates the recommended types of land uses and density range for those uses. The availability of sanitary sewer and water facilities plays an extremely important role in the shaping of development patterns, including location and density. It is necessary to coordinate land use and utility planning so future land use reflects the availability of public sewer and water facilities and public sewer and water facilities are not planned for areas not intended for intensive development.

Through land use planning, such as designation of the Agricultural Preservation and Blue Mountain Preservation areas, watersheds and wellhead protection areas for community water supplies can be established. Intensive residential development is not proposed where there are not sewers planned, available, or nearby, and where the soil is not suitable for on-site sewage disposal.

It is important that community facilities, including recreation and open space, are available to serve the residents of the municipalities. The Community Facilities Plan notes existing recreational facilities, proposed recreational facilities, and potential areas for recreational facilities. The Plan discusses a series of trails for recreational purposes and to better connect residential areas to community facilities.

Sewage treatment plant discharges and standards should be consistent with the highest stream fishery standards classification for receiving streams. Future public facilities should be sited to be consistent with the objectives of the Land Use Plan, such as maintaining open space and recreation uses.

The Future Land Use Plan can encourage economic vitality by providing areas for commercial and industrial development and agricultural activities. Preservation of residential neighborhoods can provide support for local businesses and provide a work force. Providing for open space and preservation of community resources contributes to the quality of life in the area and can encourage additional investment.

It is necessary to maintain a road system, which can accommodate generated traffic volumes. In turn, future development should not adversely affect the circulation system. Land use decisions are influenced by the existing circulation system, while at the same time those land use decisions affect circulation systems and the functions, which the roads are expected to perform. Existing rural and residential areas should be protected as
## Interrelationships of Plan Components

<table>
<thead>
<tr>
<th>Land Use and Housing</th>
<th>Sewer and Water</th>
<th>Community Facilities</th>
<th>Transportation</th>
<th>Natural and Cultural Environment</th>
<th>Economic Development</th>
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</thead>
</table>
| - Support existing centers  
- Provide housing opportunities for all | - Policies coordinated with land use goals | - Make available to serve area residents | - Must consider impacts of growth on the system  
- Accommodate volumes at acceptable levels of service  
- Existing rural and residential areas should not have excessive volumes and speed | - Provide open space system through their protection | - Impacts on residential areas should be mitigated  
- Provide jobs and services for residents |
| Sewer and Water | - Growth should occur where have adequate facilities  
- Consider existing facilities and plans, interrelationships | - Locate with consideration of ability to serve, consistent with land use goals | - Should be coordinated in support of growth areas | - Water Supply sources should be protected | - Should not overburden system or deplete supplies |
| Community Facilities | - Include facilities to service residents and growth areas  
- Major facilities should be adequately served | - Consider existing facilities and plans, potential cooperative efforts | - Should adequately service facilities in the region  
- Consider linkages of community facilities | - Can provide recreational opportunities | - Can provide a tax base to support provision of facilities |
| Transportation | - Growth should occur where have adequate system  
- Maintain functional operation and safety when growth occurs | - Should be coordinated in support of growth areas | - Consider existing facilities and plans, where can be adequately serviced  
- Concerns for school transportation system  
- Consider impacts on system | - Can provide scenic roads and vistas | - Access management and necessary road improvements must be considered |
| Natural and Cultural Environment | - Development should occur where land is suitable | - Should not extend to areas where irreparably harm important resources | - Can incorporate natural features | - Existing natural resources should be protected, enhanced and interpreted | - Support agricultural component of economy  
- Protect the natural environment |
| Economic Development | - Identify appropriate land uses for sensitive areas  
- Protect water supplies  
- Provide for agricultural uses  
- Provide for commercial, industrial, business uses  
- Neighborhoods provide workforce and market | - Can support development at appropriate locations | - Contribute to quality of life and the attractiveness of the area | - Contribute to quality of life and attractiveness of area to businesses | - Support existing business centers  
- Consider abandoned uses |
much as possible from the impacts of through traffic, which can be accomplished by proposed improvements to the circulation system.

RELATIONSHIP TO BERKS VISION 2020

The existing and proposed development of Northern Berks is generally consistent with the objectives and plans of the County Comprehensive Plan, Berks Vision 2020.

In the County Plan, the northern portion of Northern Berks is designated Permanent Open Space/Recreation or Rural Conservation, reflecting the area of the Blue Mountain and Land at the foot of the Mountain. This is consistent with the Blue Mountain Preservation designation in the Northern Berks Future Land Use Plan.

In the County Plan, in the four townships most of the land south of the Mountain area is designated Agricultural Preservation, except for Existing Development and several Rural Conservation areas in Tilden and Windsor Townships. In the Northern Berks Future Land Use Plan much of this land is also designated Agricultural Preservation, but more Rural land is found in Tilden and Windsor on the Future Land Use Plan for Northern Berks, reflecting the reluctance of some property owners in those two Townships to support an Agricultural Preservation designation.

The County Plan indicates Designated Growth and Future Growth areas in and near Strausstown, Shartlesville, West Hamburg, Hamburg and Edenburg. Industrial areas are indicated at the Strausstown and Route 61 interchanges with I-78 and in Windsor Township along Old Route 22. This is consistent with the Future Land Use Plan for Northern Berks.

RELATIONSHIP TO ADJOINING MUNICIPALITIES

The existing and proposed development of Northern Berks is in many cases compatible with the existing and proposed development and plans in contiguous municipalities. Where there are disparate uses, buffers are recommended.

Adjoining land in northern Bethel Township is zoned Environmental Protection. Land in Schuylkill County, except for some multi-family residential-zoned land in Port Clinton, is zoned Conservation Recreation or Rural Conservation. Adjoining land in Albany Township is zoned Woodland Conservation. This is consistent with the designation of Blue Mountain Preservation in Northern Berks. Port Clinton residential land is buffered by the Schuylkill River.

Agricultural preservation land in Bethel, Tulpehocken, Jefferson, Centre, and Perry Townships is generally consistent with Agricultural Preservation and Rural categories in
Northern Berks, though any residential development on Rural land in Northern Berks should be buffered along agricultural lands in adjoining townships.

Low Density Residential and Rural land in Penn Township is not consistent with Agricultural Preservation in Upper Bern, and residential development should contain buffers. Low Density Residential in Centre is generally consistent with Rural land in Tilden Township.

Land in Greenwich Township is zoned Public Recreation/Open Space, Conservation, Rural and Commercial along Old Route 22. This is generally consistent with the Blue Mountain Preservation and predominantly Rural classifications in Windsor Township. Any commercial development along Old Route 22 should be buffered from Low Density Residential land along Old Route 22 in Windsor Township.
CHAPTER 6
COMMUNITY FACILITIES AND SERVICES PLAN

Introduction

The goal for community facilities and services is to provide facilities and services, on a coordinated regional basis where possible, to meet the existing and future needs of Northern Berks residents consistent with the financial capabilities of the Boroughs and Townships. The following are the objectives for community facilities:

Objectives:

• Identify services and facilities which can be provided on a regional basis and work toward intermunicipal cooperation.

• Implement a region-wide public transportation system.

• Continue to evaluate the need and opportunity for additional, expanded or improved community services and facilities and plan for the efficient and economical provision of those services and facilities.

• Review proposed developments to ensure that required infrastructure and properly planned and located recreation facilities are constructed by developers.

• Review opportunities for regional sharing of equipment, services and facilities.

• Provide appropriate passive, wildlife-related and water-related recreation facilities at the Kernsville Dam area.

• Investigate the possibility of establishing an emergency services plan for the Region and the position of emergency services coordinator.

• Work with the School District to assure adequate, local school facilities are available to area residents and new facilities are located to be consistent with the goals and objectives of this plan.

• Investigate the possibility of a regional police force to provide greater flexibility and protection in all municipalities.
• Investigate opportunities for cooperation among municipalities and school districts in providing facilities and programs to area residents.

• Improve the facilities at Kaercher Creek Park by addressing the geese problem.

• Provide additional athletic fields for area youth at the location deemed best for the Region.

• Require developers to adequately manage stormwater runoff and erosion and sedimentation in manners consistent with the protection of water resources in the area.

• Coordinate regional efforts to regulate intensive agriculture activities and the handling of sludge.

• Work toward the provision of a wide variety of active and passive recreation facilities and programs for all age groups of existing and future area residents.

• Plan for needed recreation facilities on a regional basis at appropriate, accessible locations.

• Assure that the scale of development in the area is consistent with the capacity of the area’s infrastructure.

• Identify opportunities for expanded public water service in the Region and investigate the feasibility of regionalization.

• Coordinate sewer and water planning with land use policies.

• Encourage cooperation among the fire companies in the Region to address the fire protection needs of the community.

• Plan for the potential closing and conversion of the Hamburg Center to an alternative use with positive economic and/or social benefits and impacts.

**Coordination of Sewer and Water Facilities and Land Use Planning**

One of the objectives is to coordinate sewer and water planning with land use planning. It is critical that policies on provision of public sanitary sewer and water facilities be coordinated with the Future Land Use Plan. The municipalities should work with the Hamburg Municipal Authority and other authorities which might be created with regard to water and sewer to assure coordination of policies. If sanitary sewer and water
systems are expanded and sewage treatment plant capacities expanded or sold, they should be expanded or sold to serve the Medium Density Residential Areas, Borough and Village Center, Business Development, Commercial, and Industrial areas shown on the Land Use Plan. Public sanitary sewer and water facilities in general should not be extended into Agriculture, Blue Mountain Preserve, Rural, and Village Commercial areas unless to address pressing health concerns or in the case of West Hamburg. Extension to Low Density Residential areas could be appropriate if such areas are extensions of Medium Density Residential areas, and would not increase development pressure on areas not intended for intensive development.

It is important to preserve stream corridors within the area and maintain the quality of streams as habitats, water resources and recreational resources. Sewage treatment plant discharges and standards should be consistent with the highest Stream Fishery Standards classification for receiving streams so the streams will not be degraded by the discharges through the plants. This should be monitored with the owners and operators of the plants. A number of the objectives above relate to cooperative efforts.

Cooperative Efforts

The municipalities should continue to review opportunities and/or needs for regional cooperation in the provision of services and facilities as demands for services and costs increase. Municipalities can also work with the school district in providing facilities and programs to area residents. A number of the objectives above relate to cooperative efforts.

Fire companies are finding it more difficult to get adequate numbers of volunteers, and cooperation among and management and staffing of fire companies in the Region to address the fire protection needs of the community should be encouraged. Where appropriate, water systems within the region should be created to address emergency situations and provide service to area residents. Water planning should also involve fire companies in the area to insure that there will be adequate fire hydrants and volume and pressure of water to provide adequate fire protection.

Other potential opportunities for regional cooperation which should be reviewed include purchase or use of equipment, such as road equipment, emergency services planning and coordination, police services, regulation of intensive agriculture, and biosolids handling, recreation facilities and programs, water service, and building code administration.

If new school facilities would be proposed by the school district, the municipalities should work with the school district to assure that school facilities are located to be consistent with the Comprehensive Plan. For instance, it would be desirable to consider location of school facilities in areas, where development has or is expected to take place, rather than locate school facilities in Agriculture, Blue Mountain Preservation or Rural
areas, which are intended to preserve the rural and open space character of the area. School facilities should be located where public sewer and water is available.

To facilitate implementation of this Comprehensive Plan, and to address the needs and possibilities for cooperation in the future, municipalities should formalize the joint planning process that has begun with formation of the Joint Municipal Planning Committee. A committee comprised of representatives from all the municipalities should be created which will meet on a regular basis to review the Comprehensive Plan and to identify what steps should be taken to foster realization of the Plan. This committee would supplement the efforts of the Northern Berks Recreation Commission and the ongoing community visioning efforts.

**Monitoring of Needs**

It is important to continue to monitor the need, and opportunities, for additional, expanded or improved community services and facilities. Municipalities must plan for the efficient and economical provision of services and facilities and determine what efficiencies can be obtained in the provision of services either on an individual basis or in cooperative efforts. It is necessary to monitor needs at the municipal level as well as area-wide, but also for specific groups, whether it be the elderly, the youth, or families. Provision of needed services to and facilities for area residents can be coordinated with community agencies within the area and those serving larger geographic areas.

For preparation of this Comprehensive Plan, a committee composed of Townships’ and Boroughs’ residents was created. This concept of using committees composed of area residents to address major issues of concern within the area could be used on other issues.

**Recreation**

On the Future Land Use Plan, an area in Upper Tulpehocken Township near the Route 183-Old Route 22 intersection has been indicated as a new recreation area to be used for recreation fields constructed by the Township and administered by the Northern Berks Recreation Commission (NBRC). Two baseball fields and one soccer field would be phased. The Strausstown Athletic Association would use the fields. The NBRC is also working to construct three soccer fields, a baseball field, parking lot, and pedestrian access at Kaercher Creek Park. Recreation fees should be charged of developers to help fund development of the recreation area.

Blue Mountain Wildlife is planning development of a passive outdoor recreation and wildlife area at Kernsville Dam. This facility would include trails, wildlife habitats, fishing areas, wildlife observation areas, gazebo, and boat launch.
Upper Bern Township will expand and improve the Township park in Shartlesville with land and recreation fees secured from developers. Continued use will be made of the other recreation facilities in the Region detailed in Chapter 21, Parks, Recreation, and Open Space.

The Borough of Hamburg owns 9 acres along the Mill Creek in the northeast portion of the Borough. This has been acquired for possible future recreation use, such as stream access. It is large enough for development of recreation fields, but provision of parking could be a problem.

The Borough may consider additional improvements in the vicinity of the towpath of the Schuylkill Navigation Canal, including coordination with NBRC. Work could include cleaning up brush and poison, thinning trees at some areas, and making provision for ice skating. The Borough owns the remnants of the Canal. It should be determined to what extent the Hamburg Area Historical Society should be involved in restoring and interpreting the Canal.

Additionally, the NBRC will continue to work to provide recreation opportunities within Northern Berks and monitor available sites for recreation. The recreation committee in Hamburg is working to finalize a program of projects and priorities for the Borough.

The municipalities should continue to work together with the School District, NBRC and community organizations such as Hamburg Area Soccer Association, to coordinate use of the recreation facilities within the Region.

**Trail and Greenway Planning**

**Introduction**

We see in Northern Berks settlements that were formed along major travel routes, either along the Centre Turnpike (now Route 61), Schuylkill River and railroads paralleling it, or along Old Route 22. Residential neighborhoods, employment, community facilities, and cultural facilities were within walking distance. Motor vehicles have made pedestrian travel less safe and less possible. Many portions of the River have been removed from pedestrian orientation.

A goal of this plan is to facilitate pedestrian circulation and connection of neighborhoods, commercial and industry areas, cultural and community facilities, the River, as well as the countryside. An inviting, convenient and safe pedestrian system is required. This may include sidewalk repairs, new sidewalks, and trails. Continuous routes, marked, safe crosswalks, handicapped access, and streetscape amenities such as benches, lighting and trash receptacles (where appropriate) must be considered. Access to downtowns and
their businesses can contribute to the continued vitality and viability of the Region’s settlements.

The Schuylkill River Greenway Association is working to provide a continuous recreation trail parallel to the Schuylkill River from its headwaters in Schuylkill County to its confluence with the Delaware River. Key elements of this planning include:

The John B. Bartram Trail – This proposed northernmost section of the 128 mile Schuylkill River trail runs from Hamburg north to Frackville and Morea. The trail will provide a connection to state-owned lands in Tilden Township, including the Kernsville recreation area, and Port Clinton, a historically significant canal village and important hub for the Appalachian Trail.

Bicentennial Trail - parallels old Schuylkill Canal alignment along the eastern bank of the Schuylkill River. Runs from Hamburg Park to terminus north of Mountain Road-Port Clinton Avenue intersection. East of the Bicentennial Trail, at the Olivet Blue Mountain Camp, there is an off-road trail connecting the campgrounds to the Appalachian Trail. Completing this connection would facilitate access of hikers to Hamburg.

The southern end of the Bicentennial Trail connects to the Bartram Trail at the Hamburg-Tilden pedestrian bridge. Northern and southern routes from the pedestrian bridge will be necessary. The next section would be from Hamburg to Shoemakersville.

The Bartram Trail from Lowland Road in Tilden Township to Hamburg Park follows the former Pennsylvania Railroad line. The proposed route to the north will run along the former railroad right-of-way, but will have to follow alternative routes in some areas because of outparcels sales; including a mile section north from Lowland Road.

A conceptual trail system throughout the Region is shown on the Pedestrian Circulation Plan. The trail system would accomplish several things, including providing a recreational resource for bicycling and walking, and in some areas perhaps horseback riding; providing connections to the Appalachian Trail, Schuylkill River Trail, and Bartram Trail, and thus the rest of the trail network in Berks and surrounding counties; and providing an alternative circulation system throughout the area which would provide access between developed areas, access to businesses and jobs, access to community facilities and recreation facilities, and access to historic resources. Connections will be made to the existing pedestrian circulation systems within the Boroughs and the Villages of Shartlesville, West Hamburg, and Edenburg.
On a County-wide basis, eventual connections would be available to the Thun Trail being developed by the Schuylkill River Greenway Association and the Horseshoe Trail which passes through the southern portion of Berks County.

It should be emphasized that this is a Conceptual Plan, and it will be necessary to refine the Plan with the Northern Berks Recreation Commission and any Joint Trail Commission of the municipalities. Issues to be addressed are listed below.

**Issues to Address in Detailed Planning for a Trail System**

The first item to address is establishing destinations for the trail system. The conceptual trail plan has generally done this, but the destinations to be reached would have to be finalized and prioritized.

It also has to be determined what routes would be used to reach the destinations. The trail system could follow roads, creeks, railbeds, pipeline rights-of-way, sanitary sewer easements, electric company rights-of-way, and drainage easements.

It will also be necessary to determine the users to be accommodated, whether it be hikers, walkers, bikers, or horseback riders, or a combination.

Trail design studies would be necessary to actually design the trails. These studies would determine the actual locations, the extent to which existing pathways and sidewalks would be incorporated into the system, materials of the trails, and the width of trails.

It will be necessary to determine costs, including construction costs, land costs, and maintenance. It will also be necessary to determine what method would be used to control the area necessary for the trail, including usage of existing or dedicated road rights-of-way, donations, easements, lease or purchase.

Sources of funding for trail construction would have to be identified, such as Keystone Grants, TEA, and Land and Water Conservation Fund.

If roadside lanes will be utilized, standards for road design should be established referencing the *Pennsylvania Statewide Bicycle and Pedestrian Master Plan*.

The planning agency will have to determine what are the primary trail routes and secondary routes. Once the trails are prioritized, if it is determined that some trails will be within PennDOT rights-of-way, PennDOT should be approached for assistance in providing the trails. Bicycle lane width and shoulder width will vary with the average motor vehicle operating speed for a road, the average annual daily traffic volume, and the adequacy or inadequacy of sight distance along the road. PennDOT could be requested to pave wider shoulders where the rights-of-way permit. Developers should be required
to build sections of the trails within their developments. Appropriate shoulder improvements should be required along the frontage of tracts and open areas should be retained along stream corridors.

Recommendations of North Berks Land Utilization and Reconnections Planning Study, prepared for the Schuylkill River Greenway Association and Northern Berks Recreation Commission, for Pedestrian Circulation

Hamburg Borough

1. Historic walking trail which highlights the Borough’s historic sites, unique features, commercial district, architecture, and key destinations. The route should be marked with interpretive signs which mark the route.

Downtown Hamburg has an intact Commercial district focused on 3rd, 4th and State Streets, providing retail and service businesses for the area. It has restaurants and interesting specialty shops which can be walked to. The architectural heritage of the Borough is visible in the 19th Century buildings located in the Commercial area.

There is also a transportation heritage which helped form the Borough – the development of Schuylkill Canal, Centre Turnpike, and railroads spurred development of the Borough. Hamburg was the gateway to Schuylkill County and Pennsylvania’s coal regions and connected to industrial centers of the eastern United States.

2. Trail connection to Strausstown. The Hex Highway Trail would be a pedestrian/bicycle and automobile touring route linking Hamburg, Shartlesville, and Strausstown along Old Route 22, including a separated bicycle touring lane and interpretation facilities. This route affords views of agricultural fields and the Blue Mountain. The agricultural heritage of the Region is evident. Historic barns can be viewed, many decorated with hex signs. The charming towns along the route are another attraction, with interesting architecture and mixture of homes and businesses. Signage along the route and promotion of the route would be necessary.

Improvements which would be necessary along Old Route 22 include shoulder expansion, widening of two bridges, State Street Bridge improvements, safety signage, interpretive signage, and parking facilities for bicycles and motor vehicles. Existing parking facilities in settlement might be sufficient.

3. Signage warning motorists of pedestrian and bicycle crossings at intersections.
4. Improved gateways into town. Long-term improvements could be changes or improvements in land use. Short-term improvements could be signage and uniform landscaping and lighting.

5. State Street Bridge improvements, including sidewalk improvements and pedestrian scale lighting. The State Street Bridge over the Schuylkill River links Hamburg and West Hamburg and Lowland Road. After the Hamburg interchange with I-78 is reconstructed, this bridge will be repaired. The bridge is also a pedestrian route, though the sidewalks are now in disrepair. Views of the River are available for those crossing the bridge. Access to Tilden Corporate Center, Cabela’s and the Hamburg/Tilden Pedestrian Bridge could be provided along Old Route 22 and Lowland Road.

6. Sidewalks and crossings, including sidewalk repairs, additions, and completions. Crosswalks should be identified by painting or a change in materials, such as concrete, unit pavers, bricks or cobbles.

7. Trail connection to Shoemakersville.

**Recommended Route**

The Hamburg/Shoemakersville trail segment begins at the Hamburg/Tilden pedestrian bridge. From this point it will head south and cross State Street traveling along Front Street, a lightly traveled, wide street.

Many industries continue to operate in this section of Hamburg. For 800 feet, adjacent open lands owned by the Municipal Sewer Authority and Mid-Atlantic Canners Association could be used to accommodate the trail improvements up to the canal alignment. At this point the trail crosses Front Street at the intersection of Pine Street onto the Old Schuylkill Canal alignment. The canal has been filled and is now a dense vegetative hedgerow. The trail will continue to follow the canal alignment, owned by the Borough of Hamburg.

At this point the trail intercepts an inactive portion of the Reading Blue Mountain & Northern Railroad (RBM&N). The Route 61 bypass blocks the old canal alignment, so the trail turns to follow the railroad alignment. This upper segment of the rail line is not currently used. As the rail approaches Route 61, the RBM&N line accesses a rail car storage and repair facility. Coordination with the RBM&N will be necessary to route the trail around this facility to the west.

The railroad passes under Route 61, a busy four-lane highway. This is a key feature of this route because it allows the trail to remain off-road and avoids crossing a busy Route 61. The trail can share the service road on the west side through the underpass.
The trail reemerges on the southern side of the 4-lane highway and returns to the Schuylkill Canal alignment. At this point, the canal is watered. The South Hamburg Railroad Station is located between the railroad and the canal. This period piece of architecture has heritage, preservation, and interpretation opportunities.

South of Hamburg Borough, the trail could follow one of three alternative off-road alignments. One parallels the inactive railroad bed. The second retraces the canal towpath and the third follows the Schuylkill River shoreline.

The trail briefly passes through Windsor Township and then enters Perry Township, intersecting Five Locks Road.

**Shartlesville**

1. Local interpretive trail highlighting the town’s history and directing pedestrians and bicyclists to attractions and destinations within town.

2. Trail connection to Hamburg and Strausstown.

3. Signage warning motorists of pedestrian and bicycle crossings.

4. Sidewalks and crosswalks, including a connection to the Township Park, connection to the west of town to and along Mountain Road (including the fruit stand), and reducing the number of vehicular entry points to the fruit stand. Crosswalks on Main Street should be clearly marked and signed.

5. Pedestrian link to Roadside America and adjacent businesses.

**Strausstown**

1. Local interpretive trail.

2. Trail connection to Shartlesville and Hamburg.

3. Signage warning motorists of pedestrian/bicycle facilities and crossing.

4. Pedestrian connections beyond the immediate downtown, including to the proposed Township park, to the Church east of town, and homes at the west end of town.

In repairing existing sidewalks, establishing crosswalks and adding new sidewalks, connections from residential neighborhoods to schools, parks, commercial and public
resources are priorities, because these routes are used by children. Needs of senior citizens should be addressed, as well as facilitating access to mass transit.

Many of the areas in downtown have on-street parking, which is important to businesses. It was recommended that where on-street parking exists, the sidewalk at crosswalks should be extended into the street, narrowing the distance from curb to curb and removing parked cars immediately adjacent to the intersection. The extended walk can accommodate site amenities such as benches, trash receptacles, landscaping, information signs or community bulletin boards. Pedestrian crossings at street intersections are facilitated by utilizing crosswalks, stop signs, and pedestrian buttons where traffic lights exist, and minimizing cartway radii.

**1994 Berks County Open Space and Recreation Plan**

The County Plan identifies three major greenways in Northern Berks:

- The Schuylkill River Corridor, along which the Schuylkill River Greenway Association is planning a Heritage Park that would include trail and fishing facilities. This concept is endorsed by this Comprehensive Plan.

- Northkill Creek Corridor, which would connect the North end of Blue Marsh Dam with State Game Lands and the Appalachian Trail.

- Maiden Creek/Pine Creek Corridor, which would link the Schuylkill River to Lake Ontelaunee, the Appalachian Trail, and Leaser Lake in Lehigh County.

These greenways should be reserved along the streams within any parcels which are proposed for development.

**Tulpehocken Creek Watershed Act 167 Stormwater Management Plan**

Strausstown Borough and portions of Upper Tulpehocken and Upper Bern Township are located in the Tulpehocken Creek Watershed. This plan identifies obstructions within the watershed, and problem areas of flooding, sedimentation, and groundwater due to storm water volume and velocity along Northkill and Wolf Creeks and tributary to Wolf Creek.

The plan addresses open space planning/development techniques in maximizing open space in the watershed; provides a Model Act 167 SWM Ordinance; and encourages Best Management Practices, including groundwater recharge and infiltration.

The plan also contains required design, criteria and standards and recommended criteria and standards for stormwater management; alternative runoff control techniques; and
nonstructural stormwater management measures, including natural area conservation, stream buffers, and environmentally sensitive rural development.

**Plan for the Reliable Supply of Water**

The Hamburg Municipal Authority serves the Borough of Hamburg, Edenburg and the portion of Windsor Township along Old Route 22 in-between. Water service is also available in the Tilden Industrial Park. The Hamburg Municipal Authority maintains water storage at the Hamburg Reservoir in Windsor Township. The primary source of supply is an intake on the Furnace Creek. The Authority has wells located in close proximity to the Reservoir on Reservoir Road as a supplementary supply. The facilities of the Authority are generally provided protection because their watershed contains extensive public holdings in the Hamburg Watershed, State Game Land, and State Forest. Other areas of the Region rely on private wells and springs. Both surface and groundwater are used as sources of water supply in the Region, and both sources should be protected with regard to quality and quantity.

In the Berks County Sewer and Water Systems Study, Hamburg Borough and Tilden and Windsor Townships were identified as municipal entities which should seek regional solutions for public water. West Hamburg and Shartlesville were identified as needing to look at short term (2008) public water needs. Strauststown Borough and the surrounding Upper Tulpehocken Township areas were identified as needing to look at long term (2018) public water needs.

In planning for water systems, it will be necessary to identify service areas, which should be consistent with existing population concentrations and designated growth areas. It will be necessary to determine demand, sources of supply, methods of distribution, methods of operation, methods of maintenance, methods of protecting these supplies, conservation techniques, and drought contingency plans.

In order to protect the surface water within the Northern Berks area, Stream Corridor Preservation areas have been identified. These areas include floodplains, wetlands, and hydric soils in the Region. It is intended that the areas now in private ownership would be preserved as open space by private property owners. The granting of conservation easements or dedication of land to municipalities and conservation groups will be encouraged. If adjoining land is developed, developers will be encouraged to establish linear stream parks. Riparian forest buffers will also be encouraged.

The Blue Mountain Preservation area has been established on the Blue Mountain. Extensive State game lands and forest lands are included within this area, as well as the Auburn Reservoir area. Only limited development will be permitted on privately-held land in order to protect the watersheds of watercourses and water supplies, and to protect
vulnerable steep slopes and protect woodlands in order to minimize erosion and sedimentation.

Large areas of the Region have been designated Agricultural Preservation. Agricultural areas can serve as groundwater recharge areas, but Best Management Practices should be used by farmers.

Land along the Schuylkill River is generally designated Blue Mountain Preservation Institutional/Public/Recreation, or Rural.

In areas where development would be permitted, the density of development would be established through consideration of natural features and resources at each site, and steep slopes, woodlands, floodplains and wetlands will be protected.

Where developments, businesses, or other uses propose to utilize ground water or surface water supplies in substantial amounts, hydrologic studies should be required and the party causing the extraction should be required to demonstrate that there will be no adverse effects on the water supplies of other entities in the region.

Where watershed areas are used for public recreation purposes, public access and usage should be consistent with the need to protect water supplies.

Municipal Zoning Ordinances should contain provisions to protect sources of water supply through the following techniques:

1. Natural Resource Protection standards (net out provisions) protecting floodplains, wetlands, wetland margins, steep slopes, watercourses, water bodies, and lake and pond shores.

2. Lot averaging provisions to allow flexibility in lot layout so houses can be sited away from natural features and resources.

3. Conservation zoning in Blue Mountain Preservation and Rural areas to protect natural resources.

4. Steep slope protection provisions

5. Woodland protection provisions

6. Wetlands, wetland margin and hydric soil protection provisions

7. Floodplain protection provisions
8. As municipal water supplies are developed, wellhead protection provisions pursuant to wellhead protection planning

9. Stream Corridor Overlay Zoning

This should be coordinated with efforts of the Berks County Conservation District, Penn State Cooperative Extension and Berks County Conservancy to fence stream banks and use other Best Management Practices to protect stream quality. Stream stabilization and restoration should repair damaged stream channels and eroding banks that contribute excessive sediment loads downstream. Development of impervious surfaces should be limited and set back from streams, riparian buffers established, and stream habitats improved. Vegetation should be protected, and planted where none exists.

10. Environmental performance standards and environmental assessment requirements for industrial and commercial uses. Businesses should have Spill and Pollution Prevention Plans.

11. Minimizing impervious cover

When development plans are reviewed, developers should be required to adequately manage storm water runoff and erosion and sedimentation in manners consistent with the protection of water resources in the area. Storm water management should be considered as part of the hydrologic cycle with less emphasis on detention, more emphasis on infiltration to reduce volume and rate of runoff, reducing pollution, and reducing thermal impacts through BMPs.

Developers should also be required to identify the resources within their tracts, analyze the impacts of development and mitigate those impacts. Natural resources should be incorporated into the open space system.

It should be noted that lawful activities such as extraction of minerals impact water supply sources and such activities are governed by statutes regulating mineral extraction that specify replacement and restoration of water supplies affected by such activities. Commercial agricultural production impacts water supply sources and Best Management Practices should be applied to mitigate the impact on water supply sources from nutrients and pesticides.

Municipalities can consider appointing Environmental Advisory Councils and foster creation of watershed action committees to protect water resources in the Region. Public education programs can encourage the community to be aware of sources of potential sources of water supply in their watersheds and to exercise good “housekeeping” and stewardship practices to help protect them.
The construction of public sewer systems in Upper Bern and Tilden Townships and Strausstown Borough will help address groundwater and surface water pollution from malfunctioning on-site sewer systems. (The implications of the water quality of effluent from treatment plants on water quality downstream should be considered.) The Future Land Use Plan directs future growth to areas which will be served by public sewer or could potentially be served by public sewer in the future. In areas not to be served by public sewers, municipalities should work to establish programs to have malfunctioning systems addressed by lot owners (on-lot septic system management programs).

Landscape management programs can be formulated to encourage residents to reduce nutrients and pesticides reaching streams and ground water. The County should be encouraged to have a regular program of household hazardous waste collection and public education programs.
CHAPTER 7
FUTURE LAND USE AND HOUSING PLAN

INTRODUCTION

The Future Land Use Plan establishes policies for guiding future land use within the area and serves as a guide on which to base regulatory controls, such as municipal zoning maps and zoning ordinances. The Future Land Use Plan is not a zoning map nor does it change zoning in a municipality. The zoning ordinances and maps separately adopted by the municipalities establish zoning district boundaries, permitted land uses and the permitted density of development. In the land use categories established below, the types of land uses recommended in each category will be indicated, as well as the proposed density range.

The Future Land Use Plan has been developed in recognition of the special and unique character of Northern Berks: its beautiful, unspoiled rural areas; scenic views; agricultural lands; interesting main streets in its villages and boroughs; barns with hex signs; historic sites in the settlements and rural areas; existing traditional neighborhood development; outstanding recreational opportunities, trails, stream valleys, and river valley; all against the backdrop of the Blue Mountain. This plan is intended to preserve and enhance these assets held so dearly by the residents of Northern Berks, not transform them.

Scenic roads, such as the Hex Highway (Old Route 22), should retain their character. Where commercial development occurs, design and sign controls should be applied.

Development is not prohibited, but it is managed and controlled. The appropriate locations for development have been determined with the intent to direct development to infill existing settlements where public sewer is or could be available, and in some cases allow for appropriate orderly expansion of existing developed areas. This logical growth pattern will allow for the preservation of the Region’s resources and retention of rural character.

Two synergies in particular can be attained with Cabela’s in the Region. If Cabela’s is appropriately linked to Hamburg and visitors to Cabela’s can be encouraged to visit the Borough, on-going revitalization efforts in Hamburg may receive a boost. This Plan supports the revitalization of Hamburg and recognizes that Hamburg should be a hub of commercial, residential, and community facility uses within the Region.

Second, recreation opportunities are major assets in the Region. Commercial recreation is an important component of the economy. Recreational opportunities at Kernsville
Dam are intended to be expanded. Visitors to Cabela’s could use the recreational facilities in the Region and support recreation-related businesses. The Northern Berks Region is an ideal setting for an outdoor-oriented business-like Cabela’s.

But major land use changes should not occur because of Cabela’s. Additional commercial areas have not been established along Old Route 22. It is a two-lane, scenic, historic road not appropriate for major commercial development. Commercial areas at the interchanges have not been expanded, except at the area of Route 61 and I-78, close to Cabela’s. Managed, appropriate growth should occur at the interchanges in designated areas before new areas for development are established. New resort commercial areas have not been established. Again, logical development and use of existing areas should occur. Road and utility infrastructure in the Region is limited and development which occurs should be appropriate to that infrastructure. The rural character of Northern Berks should be retained and enjoyed by its residents.

 Goals and Objectives

The stated goal for land use and housing is to prepare a land use plan which will retain the existing character of the Region and further the goals of preserving the natural, scenic, historic, cultural, agricultural, and open space resources of the Region. The goal for natural and scenic resources is to protect, preserve and enhance the natural and scenic resources of Northern Berks for current and future generations and assure visual and physical access by residents and visitors for viewing pleasure and recreational use. The goal for open space is to provide open space by preserving farmland, river and stream corridors, woodland and steep slope, and the planning and retention of recreation areas and parks. The goal for historic and cultural resources is to identify, mark, preserve and enhance historic, architectural and cultural resources. The goal for agricultural resources is to preserve and encourage continuation of agricultural uses in the Region.

The following are the specific objectives the Future Land Use Plan is designed to meet:

- Identify growth areas which are logical extensions of existing concentrations of development in Hamburg, Shartlesville, Strausstown, Edenburg, and West Hamburg, have appropriate access, can be efficiently served by the circulation system, and can be efficiently served by public sewer and water systems in the future.

- Direct new development in the Region to the growth areas.

- Encourage the continuation of agricultural activities in the Region and the preservation of farmland.
• Discourage development in areas not suitable for on-site sewage disposal which cannot be feasibly sewered.

• Encourage preservation of the Blue Mountain as open space.

• Identify appropriate future land uses for the Hamburg Center.

• Minimize the conflict between non-residential and residential uses through proper allocation of land use and utilization of performance and design standards and buffer yards. Discourage proximity of incompatible land uses within the Region and along adjoining municipalities.

• Identify appropriate future land uses for the vacant industrial buildings in Hamburg Borough.

• Allow a variety of housing densities and attractive residential housing types in appropriately designated areas, with an emphasis on single family homes, consistent with the natural constraints, service constraints and existing character of the municipalities.

• Maintain Hamburg as a vital commercial, service, cultural and residential center of the Region, and support revitalization efforts within the Borough.

• Encourage land development techniques which will preserve natural resources, agricultural lands, and open space.

• Appropriately allocate land use on a regional rather than municipality by municipality basis in Northern Berks.

• Maintain community character, including the rural character of the Township’s, the regional center role of Hamburg, and the small-town character of Strausstown Borough and Shartlesville village.

• Provide for suitable, attractive and compatible commercial, office, and environmentally responsible industrial activities at appropriate locations, consistent with existing land use patterns, support services, transportation networks and concerns and environmental concerns.

• Encourage industrial and commercial development near existing identified concentrations: commercial, office, light industrial, and service development in the vacant industrial area of Hamburg; commercial, office, and service development in the 4th Street and State Street areas of Hamburg; industrial and commercial development near the Route 61 interchange with I-78 in Tilden
Township; commercial development near the Route 183 interchange with I-78 in Upper Tulpehocken Township and Strausstown Borough; and industrial and commercial development near the I-78 interchange at Shartlesville.

- Provide for adequate, safe and sound housing for present and future residents.
- Provide for the maintenance of the character, and any necessary restoration or improvement, of existing residential areas and housing stock through appropriate coordinated land use controls, enforcement policies, and programs throughout the Region.
- Encourage a more compact development pattern.
- Support appropriate tourist-oriented businesses that provide services to visitors to Northern Berks.
- Provide for a mix of land uses which will balance reasonable growth with the need to preserve open land, manage traffic, maintain the quality of life in the area, and have manageable tax structures.
- Provide for retention of the character of the Villages within the Region.

Land Use Categories

The following is a summary of the categories shown on the Future Land Use Plan:

Agricultural Preservation - Agricultural Preservation areas are intended to be retained as areas where agriculture will be practiced. Uses related to agriculture, including agricultural support businesses, would also be encouraged. Residential development is discouraged. If municipalities utilize effective agricultural zoning, as Upper Bern, Upper Tulpehocken, and Windsor Townships now do, the intent is to severely restrict residential development through zoning. Typically, residential development would be permitted on a sliding scale, with the number of residential units permitted from a farm depending upon the size of the farm. Often, one dwelling may be permitted per 20 acres, but this is decided by the municipality at the time it enacts agricultural preservation zoning. Administrative means for agricultural preservation detailed in Chapter 14 could also be used.

If a municipality determines that it does not want effective agricultural zoning or wants to consider it in the future, primarily reliance would be an administrative means detailed in Chapter 14 to preserve agriculture.
Blue Mountain Preservation – The Blue Mountain is a tremendous asset to and key natural area within Northern Berks. The intent of this land use category is to preserve the rural character of the Blue Mountain and protect woodlands, steep slopes, Hamburg watershed, headwaters, wildlife habitats and recreation areas such as game lands and the Appalachian Trail. Conservation and related recreation uses and acquisition for public or quasi-public open space are encouraged. On privately owned land, low-density single family residential development would be allowed, preferably via conservation zoning in order to maximize open space. Typically, the density would be one dwelling per 3 to 5 acres, depending upon the lot size adopted by each municipality.

Borough and Village Center - This category is found in Strausstown, Shartlesville, and the center of Hamburg. The intent of this category is to permit a mix of residential development and commercial uses intended to serve the day-to-day needs of the residents of the borough or village and surrounding areas. The density of residential development would depend upon the availability of public sewer and water facilities. Typically, if public sewer and water facilities were available, the types of residential uses permitted would include single family, two family and multiple family at a density ranging from 2 to 10 dwelling units per acre, depending upon the type of dwellings. If public sewer and water were not available, single family and two family dwellings would be permitted at lower densities. Hamburg now has public sewer and water. Shartlesville has public sewer. Strausstown likely will have public sewer by 2005. The commercial uses would be such uses as groceries, restaurants, offices, banks, and retail shops.

Business Development - The Business Development category is intended to allow for appropriate commercial, industrial and office uses near an interchange with I-78 or where a mix of similar uses now exists or would be appropriate. The types of commercial uses permitted would be more inclusive than that found in the Borough and Village Center category, and could include some highway oriented commercial. The type of industrial uses would generally be light industrial and warehousing. The actual uses will vary by municipality. In the case of Hamburg, the option to allow apartment and recreation conversions would be considered for vacant commercial and industrial buildings.

Commercial - The intent of the Commercial areas is to provide for a wide range of commercial uses, including those serving the day-to-day needs of area residents, as would be included in the Borough and Village Commercial, and some "heavier" commercial uses, which could include highway oriented commercial uses and tourist-oriented uses. Typically, residential development is not permitted.

Industrial - The Industrial area is intended for industrial, office, warehouse, and similar type uses. Typically, commercial and residential uses are not allowed, unless there would be an outlet for goods manufactured in the area.
Institutional/Public/Recreation - This category includes public buildings, such as municipal buildings and schools, large institutional uses such as the Hamburg Center, and recreational uses such as the Kernsville Dam area, Kaercher Creek Park, and municipal parks.

Low Density Residential - The Low Density Residential areas are intended to provide for single family residential development at a density of one acre per dwelling. They typically are not served by public sewer and water facilities.

Medium Density Residential - The Medium Density Residential areas are intended to accommodate residential growth in the region. The types of units and density of development would depend upon the availability of public sewer and water facilities. Some Medium Density areas are or will be sewered. Others adjoin areas that will be or are sewered, and might be sewered in the future. Types of units and density of development would also vary by municipality. In the Townships, with on-site sewage disposal, typically single family homes at a density of one dwelling per acre would be permitted. If public sewer and water facilities were available, the municipalities could, if they felt it appropriate, allow two family development and/or apartments and townhouses. With public sewer and water, the typical density for single family dwellings would be two to four dwellings per acre. The maximum density of development, which would be for two-family, apartment, and townhouse development, would range up to five to eight dwelling units per acre with public sewer and water. In the Boroughs, with public sewer and water, single family development would be permitted, and two-family development could be considered. The density for the single and two-family homes might range from three to seven dwelling per acre, depending upon the policy of the municipality.

Resort Commercial - The Resort Commercial category is intended to provide for campgrounds and related activities, where campgrounds now exist in the Townships.

Rural - The intent of the Rural category is to encourage the retention of rural character of portions of the Townships that are not going to be designated Agricultural Preservation or Blue Mountain Preservation. These areas now contain a mix of agriculture, woodland, and single-family development. The density of development for single family dwellings would range from one acre to two acres per dwelling, depending upon the municipality. Conservation development is the preferred means of development. Each municipality could consider encouraging retention of agricultural uses through various available government programs and other administrative means.

Village Commercial - The Village Commercial designation is found along Route 183 in Upper Tulpehocken Township, the Jalappa area in Tilden Township, and the Windsor Castle area in Windsor Township. The intent is to recognize a mix of Commercial and Single Family Residential uses found in rural village settings. Typically, the minimum
density would be one acre per single family dwelling. The commercial uses would be those intended to serve the day-to-day needs of the nearby residents.

AGRICULTURAL PRESERVATION

Agricultural Preservation areas are found throughout the southern two-thirds of Upper Bern and Upper Tulpehocken Townships, the southeast portion of Windsor Township, and interspersed in the central and western portions of Tilden Township. Upper Bern, Upper Tulpehocken and Windsor Townships have had agricultural preservation programs in place. Tilden Township currently does not have an agricultural preservation program, but such a land designation is appropriate due to the extent of prime agricultural soils, agricultural operations, agricultural security areas, conserved land in the Township and the presence of agricultural preservation in adjoining municipalities in the region. The Agricultural Preservation areas in Upper Bern, Upper Tulpehocken and Tilden Townships are connected in the southern portion of the Region and the southern portion of Windsor Township reflects agricultural activities, prime agricultural soils, agricultural security areas and preserved farms in the Township and adjoining Perry Township.

In addition to reflecting existing agricultural activities, prime agricultural soils, agricultural security areas, and preserved farms, Agricultural Preservation also reflects the heritage of farming in Northern Berks County, recognizes a major component of the economy of the Townships, will help to maintain the rural character in portions of the Townships still possessing that character, and contribute to the overall open space system in the Region. The goal of this plan is designate sufficient land as agricultural preservation to support farming infrastructure and culture in Northern Berks and maintain the existing farm community.

BLUE MOUNTAIN PRESERVATION

The northern third of the region is designated Blue Mountain Preservation. This category includes land on and at the base of the Mountain and extensive state-owned lands in the Northern Berks Region. The intent of this land use category is to preserve the rural character of the Blue Mountain, limit development in areas with severe limitations to development, protect critical natural resources, and protect adjacent areas which could be severely impacted by development. Conservation and related recreation uses are encouraged. Only very low-density single family residential development should be permitted on privately-held land.
BOROUGH AND VILLAGE CENTER

Borough and Village Center areas are found in the center of Hamburg Borough, along Main Street in Strausstown Borough, and along Main Street in the Village of Shartlesville. The Borough and Village Center areas currently contain a mixture of one and two family homes and apartments, commercial uses, and community facilities, and it is intended that a mixture of residences, commercial uses intended to serve the day-to-day needs of residents of the area, and community facilities will continue in this area.

The intent of this plan is to assure the continued vitality of the Boroughs and Village, and foster commercial development in the centers of Hamburg, Strausstown and Shartlesville, which can serve the residents of the Boroughs and the Townships on a day-to-day basis. Appropriate uses compatible in scale and design with existing development could also serve visitors to the Region. In Chapter 10, methods of encouraging economic vitality in the existing Centers are discussed.

BUSINESS DEVELOPMENT

Business development areas are located along Route 61 in the “industrial area” of Hamburg Borough, in Tilden Township along Route 61, north of I-78, and north of Strausstown Borough on Route 183. In these areas a mix of commercial, industrial and office uses near interchanges or where a mix of such uses now exists is encouraged. The types of commercial uses permitted would be more inclusive than that found in the Borough and Village Center category, and could include some highway oriented commercial. Light industrial and warehousing would be permitted. In the case of Hamburg, this category will allow for appropriate adaptive re-use of existing occupied and vacant industrial buildings. In Tilden Township, this category will allow completion of the Tilden Corporate Center, light industrial development, and appropriate complementary uses to Cabela’s. In Upper Tulpehocken Township, logical development north of the interchange with I-78 will be allowed.

COMMERCIAL

Commercial areas are found along Route 61 in Windsor Township, north and west of the Village of Shartlesville along Old Route 22 and Forge Dam Road, and in the vicinity of Strausstown Borough. The Commercial areas contain existing commercial concentrations and will allow for expansion for similar uses. Commercial uses, including those serving the day-to-day needs of area residents, highway oriented commercial uses and tourist-oriented uses would be allowed.
INDUSTRIAL

Industrial areas are found in the eastern portion of the Region along Old Route 22 in Windsor Township, north of Shartlesville, and in the area of Post Precision in Strausstown and Upper Tulpehocken Township. Light industrial uses would be permitted in the industrial parks at Edenburg and Shartlesville and expansions of those existing industrial areas.

INSTITUTIONAL/PUBLIC/RECREATION

This category reflects existing public buildings, such as municipal buildings and schools, large institutional uses such as the Hamburg Center, and recreational uses such as the Kernsville Dam area, Kaercher Creek Park, municipal parks, and public land along the Schuylkill River.

LOW DENSITY RESIDENTIAL

Low Density Residential areas are found along Old Route 22 in Windsor Township, along Old Route 22 in Upper Tulpehocken Township, and southeast of Strausstown Borough in Upper Tulpehocken Township. Typically, Low Density Residential Development reflects residential development that has occurred in these areas. Land adjoining existing development which is considered appropriate for expansion of low density residential development because of the absence of severe building limitations has also been included in this category. The largest area which is available for future development is southwest of Strausstown. It is intended that single family dwellings at a density of one dwelling unit per acre would be permitted.

MEDIUM DENSITY RESIDENTIAL

Medium Density Residential areas are found around the core area of Hamburg Borough, in the northern and eastern portions of the Borough; in the Edenburg area of Windsor Township; in the West Hamburg area of Tilden Township; in areas east and south of Shartlesville along Shartlesville Road, Schoolhouse and Valley Roads; around Strausstown Borough in Upper Tulpehocken Township; and in Strausstown Borough. The Medium Density Residential areas contain existing developed areas, areas where infill development could occur, and land for future development. The Medium Density Residential areas are within existing service areas of public sewer or near such areas, and may have the potential to be served by public sewer in the future. Public sewer is available in Hamburg, Shartlesville, and Edenburg, and will be available in Strausstown and West Hamburg within the next two years. Land outside sewer areas, particularly that Upper Bern Township near Shartlesville and in Upper Tulpehocken Township, could not be served without municipal decisions to extend sewer lines and expand treatment capacity.
Encouraging development to locate in areas where public sewer and water can be utilized allows for a greater density of development to occur, which will minimize the land necessary to accommodate future growth, and can protect groundwater supplies by not relying on on-site sewage disposal and individual wells. Much of the Northern Berks region is considered unsuitable for on-site sewage disposal. Providing for compact, orderly growth within the municipalities allows for more efficient provision of utilities. Encouraging infill growth near areas where the road system is most developed and where improvements are more likely can help reduce traffic pressures on rural roads not intended for higher traffic volumes. A nucleus of community facilities is found in and near the Medium Density Residential areas.

RESORT COMMERCIAL

This includes and provides areas for campgrounds and related activities, where such uses already exist in Upper Bern and Upper Tulpehocken Townships.

RURAL

Rural areas are shown interspersed with Agricultural Preservation areas in the southern two-thirds of Tilden Township; south of West Hamburg; in the central and western portions of Windsor Township near Hamburg Borough, and along the Old Route 22 Corridor; and in Upper Tulpehocken Township along the southern portion of Route 183, in the area of Club Road, and between Old Route 22 and I-78. Some of the land has restrictions to development because of steep slopes, floodplains, wetlands, and woodland. Some of the land has been developed for very low density single family use, and the Rural category would allow similar development nearby. Some of the land, particularly in Tilden and Windsor Townships, is farmed; continuation of agricultural and rural character is desired, but it has been determined that there is no land owner support at this time for active agricultural preservation programs. Retention of agriculture should be encouraged as a means of protecting the rural character of these areas. Development density would range from one to two acres per dwelling unit. Use of conservation development is encouraged where development occurs.

VILLAGE COMMERCIAL

Village Commercial areas are located along Route 183 in Upper Tulpehocken Township, the Jalappa area in Tilden Township, and the Windsor Castle area in Windsor Township. These areas reflect existing the commercial areas, and would allow for such uses in the future. The commercial uses would be those designed to meet the day-to-day needs of the nearby residential areas. Performance standards would be developed to ensure adverse impacts to nearby residential areas are minimized.
Available Acreages in Land Use Categories

The following table indicates the available acreages in each category on the Future Land Use Plan. To arrive at available acreage, land classified as Vacant and Farm on the Existing Land Use Map has been totaled.

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<th>Future Land Use Plan Category</th>
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</table>

Designated Growth Area

The Pennsylvania Municipalities Planning Code creates the concept of a Designated Growth Area, which is a region within a multi-municipal plan that preferably includes and surrounds a borough or village, and within which residential and mixed use development is permitted or planned for densities of one unit to the acre or more, commercial, industrial and institutional uses are permitted or planned for and public infra-structure services are provided or planned. The intent of the designated growth area is to provide for orderly and efficient development to accommodate the projected growth of the area, provide for the economic and employment needs of the area, and allow for increase of the tax base of the region.

In the Northern Berks region, the designated growth area includes land within the Medium Density Residential, Borough and Village Center, Commercial, Business Development and Industrial land use categories. The Medium Density Residential and Borough and Village Center areas are intended to accommodate Residential, and in the case of the Borough and Village Center area, mixed residential and commercial development. The density of development would be higher with utilization of public sewer and water facilities. The Borough and Village Center, Commercial, Business Development and Industrial areas will allow for economic development and job formation and contribute to the tax base in the area. As developers can secure capacity...
from the municipal authorities and/or municipalities, they could serve developments with public water and sewer where such facilities are not already available within the designated growth areas.

**Future Growth Area**

The Municipalities Planning Code also includes the concept of future growth area, which is an area of a multi-municipal plan outside of and adjacent to a designated growth area where residential, commercial, industrial and institutional uses and development are permitted or planned at varying densities and public infrastructure services may or may not be provided, but future development at greater densities is planned to accompany the orderly extension and provision of public infrastructure services. The future growth area includes the Low Density Residential area around Strausstown Borough, which would be a logical extension of the designated growth area if adequate infrastructure could be made available.

**Public Infrastructure Areas**

Another concept identified in the Municipalities Planning Code is public infrastructure area, which is a designated growth area or all or any portion of a future growth area described in a multi-municipal comprehensive plan where public infrastructure services will be provided and outside of which such public infrastructure services will not be required to be publicly financed. No area within the Northern Berks area has been designated as a public infrastructure area because the municipalities within the area will not guarantee the financing of public infrastructure services to and for developments on the behalf of developers. Municipal policy is that the cost of expanding the necessary infrastructure to developments be borne by the developers, and not by the municipalities.

**Rural Resource Areas**

Rural resource areas are areas described in a multi-municipal plan within which rural resources including, but not limited to, agriculture, timbering, mining, quarrying and other extractive industries, forest and game lands and recreation and tourism are encouraged and enhanced, development that is compatible with or supportive of such uses is permitted, and public infrastructure services are not provided except in villages. Rural resource areas are further categorized as areas where: (1) rural resource uses are planned for; (2) development at densities that are compatible with rural resource uses are or may be permitted; (3) infrastructure extensions or improvements are not intended to be publicly financed by municipalities, unless the participating or affected municipalities agree that such service should be provided to an area for health or safety reasons or to accomplish one or more of the purposes set forth in Section 1101 of the Municipalities Planning Code.
No rural resource areas have been designated in this Comprehensive Plan because no areas appropriately fit all the criteria which have been established. In the proposed Future Land Use Plan, areas for agriculture, mining, quarrying and other extractive industries, forest and game lands, recreation, tourism and development compatible with or supportive of such uses are found in separate land use categories, which may allow some of these uses. No area has been established for the wide range of these uses. For example, in Agricultural preservation Areas, typically extractive industries are not permitted. Extractive industries will typically not be permitted where residential development, forest and game lands, recreation and tourism are encouraged. The Blue Mountain is not appropriate for extensive timbering and extractive industry because of its ecological importance. Some rural resource uses, such as quarrying and other extractive industries, could be permitted within industrial areas which are considered designated growth area.

**Considerations for Future Residential Development**

As development occurs in the region, particularly in the Rural and Blue Mountain Preservation areas, which contain the greatest extent of sensitive environmental resources in the area, care must be taken to preserve and protect the resources identified in these areas.

- An ongoing awareness of and sensitivity toward the natural resources of the area should be encouraged.

- Development should be concerned with geologic stability, soils suitability, groundwater supplies and stream flows.

- Groundwater resources should be protected against depletion and contamination.

- Methods of encouraging replenishment of the groundwater supply should be encouraged.

- Streams, ponds and wetlands should be protected against pollution from point sources and runoff.

- Floodplains and wet soils should be protected from encroachment.

- The loss of topsoil should be minimized.

- The retention and establishment of trees and other vegetation should be encouraged to control erosion, shade surface waters, control stormwater flow, create wind breaks, provide animal habitats and provide visual amenities.
• The preservation of scenic viewsheds and scenic road corridors should be encouraged.

• Steep slopes should be avoided.

• The protection, preservation and enhancement of historic resources should be encouraged.

• The adaptive reuse of historic structures should be encouraged where appropriate.

• Innovative land development techniques should be used to minimize land consumption, preserve ecosystems, preserve agricultural lands and preserve natural resources and open space.

• The provision of open space and recreation areas for active and passive recreation should be encouraged. Visual and physical access to the open space system should be provided.

• The coordination of open space and circulation systems among adjoining developments should be encouraged.

• A system of bicycle paths and sidewalks should be encouraged.

• Incorporation of resources into development plans should be encouraged.

• Flexible approaches to site design to recognize resources should be encouraged.

It is crucial that when development occurs, infrastructure to support that development be available. Traffic impact studies should be performed by developers and necessary improvements made by them. Municipalities should review the merits of transportation impact fee studies. Developers should also be responsible to assure adequate sewer and water facilities are provided by them.

**Housing**

The objectives for housing are to provide for adequate, safe and sound housing for present and future residents; to allow for a variety of housing densities and attractive residential housing types in appropriately designated areas, with an emphasis on single family homes, within the natural and service constraints of the municipalities; and to provide for maintenance of the character and any necessary restoration or improvements
of existing residential areas and housing stock through appropriate coordinated land use controls, enforcement policies, and programs throughout the region.

Provision for a variety of housing densities and housing types in appropriately designated areas is accomplished through the Land Use Plan, which makes provision for low to very low densities of single family development in Blue Mountain Preservation and Rural areas; low density development of one family housing in the Low Density Residential areas; medium density development of one family, two family, multiple family, and mobile home housing in the Medium Density Residential areas; and areas of mixed commercial and residential development within the Borough and Village Center areas at medium density.

Maintenance of the existing housing stock can be accomplished through enforcement of building codes and utilization of property maintenance codes. No significant housing problems within the area have been identified.

As taxes and housing costs rise, there is always concern for the elderly. Long term residents of the area can find themselves in positions where it is increasingly difficult to maintain or keep their properties. The municipalities should work with older residents to identify various programs that are available to help them meet their housing expenses and retain their homes.
CHAPTER 8
CIRCULATION PLAN

INTRODUCTION

The goal for circulation is to plan for a circulation system comprised of highway, bus, rail, and pedestrian facilities, which will allow safe and efficient vehicular and pedestrian travel throughout Northern Berks. Objectives for circulation are as follows:

Objectives:

• Improve rail and bus service to the Region, including rail service to Reading, bus service to communities outside the Northern Berks Region, and bus connections between the Boroughs and Villages in the Region.

• Coordinate land use and road improvement policies.

• Preserve and improve the capacity of the existing roads within the area as future development occurs through cooperative efforts with developers and PennDOT.

• Establish a program to provide additional parking opportunities in Hamburg Borough.

• Monitor impacts on roadway capacity from new development and require developers to address projected increased traffic volumes in the road system by improving the existing system.

• Promote coordinated access management programs along the major road corridors within Northern Berks, such as Route 61, Route 183, and Old Route 22, to minimize the number of access points to the road system.

• Preserve the scenic road corridors and vistas within the Region.

• Provide maintenance and upgrade of the existing road system as warranted and encourage PennDOT to improve state-controlled roads and intersections.

• Because substantial traffic within the Region is generated outside Northern Berks, work with State, County, and other municipal officials to address areas of concern, such as Route 183, Route 61, and detoured traffic on Old Route 22.
• Encourage and support the development of a network of pedestrian and bicycle trails, including sidewalks, shared trails and paved shoulders. Coordinate this network with the existing and proposed trail system, including the Schuylkill River, Bartram and Appalachian Trails.

• Link Hamburg to Shartlesville and Strausstown through a pedestrian/bicycle trail system.

• Address existing deficiencies and safety concerns in the circulation system with landowners, PennDOT and developers as appropriate, such as construction of shoulders along Route 183.

• Facilitate bus, pedestrian and bicycle access to commercial areas and community facilities such as schools and recreation facilities in the Region.

• Promote appropriate, coordinated land use and circulation patterns at the interchanges with I-78.

• Establish consistent signage policies along the major roads within the Region.

• Address concerns over large trucks using roads which are not constructed to accommodate those trucks and their loads, and identify appropriate truck routes.

**Future Functional Classification of Roadways**

The future roadway classification is as follows:

**Interstate/Expressway:** I-78.

**Major Arterials include:** Route 61.

**Minor Arterials include:** Old Route 22, State Street, and Rehrersburg Road, Route 143 and Route 183.

**Major Collectors include:** Port Clinton Avenue, Windsor Castle Road, Mountain Road, Woodland Road, Industrial Drive, Berne Road, Shartlesville Road, Wolf Creek Road, and Tulley Drive.

**Minor Collectors include:** Balthaser Road, Schappell Road, Witchcraft Road, Mountain View Drive, Bachmoll Road, Salem Church Road, Saint Michael's Road, Skyline Drive, Spring Road, Bloody Spring Road, Clauss Road, Tilden Road, Academy/Walnut Road, Pine Road, Mill Hill Road, Valley Road,
Schoolhouse Road, Naftzingertown Road, Leshers Road, South Swatara Drive, Pearl Road, Bricker Road, Pine Hill Road, Winterhill Road, and Manbeck Road.

**Local Access Roads include:** all other roads.

**Proposed Road Improvements**

Proposed road improvements are shown on the Circulation Plan.

*Intersection Improvements:*

- Route 61 Interchange with I-78, where design should be improved to accommodate Cabela’s and where access must be managed;
- Route 183 and Old Route 22, where a traffic light on Old Route 22 should be installed;
- Strausstown Interchange with I-78, where design should be improved and access managed;
- Shartlesville Interchange with I-78, where design should be improved and access managed;
- Hamburg Interchange with I-78, which will be reconstructed;
- State Street Bridge, which will be repaired and improved;
- Shartlesville Road Intersection with Old Route 22, where design should be improved, given the angle of intersection;
- Mountain Road and Industrial Drive, where alignment should be improved;
- Route 61 and 4th Street, where the traffic light and design should be improved based on area-wide traffic study;
- 4th Street and Hawk Ridge Drive, where a traffic light should be installed, based on area-wide traffic study;
- Woodland Road and Route 61, where intersection should be improved, based on area-wide traffic study;
- Schappell Road and Route 61, where intersection should be improved, based on area-wide traffic study;
• 4th Street and Windsor Street, where a traffic light should be installed;

• Industrial Drive and State Street, where turning radii should be improved;

Proposed Improvements to Existing Roads:

• Route 183, provide access management, widening/shoulder improvements, improve bridges at Anthony’s Mill, design aesthetics and right-of-way preservation;

• Old Route 22, provide access management, design aesthetics, right-of-way preservation, trail accommodation and emergency management planning, design, construction and alternatives;

• Wolf Creek Road, provide for curve improvements and realignment with I-78.

Improvements to Existing Areas of Concern

Each municipality should continue to work toward improvement of these areas through adoption of multi-year road improvement plans in conjunction with Berks County and PennDOT. The cooperation and contributions of developers should be sought where areas of concern are along, within, or affected by proposed developments. Areas for consideration is the Shartlesville Interchange area and the Strausstown Interchange area for access management and design improvements; the State Street Bridge; improvements to the Hamburg Industrial area to improve access and traffic flow as development and redevelopment occurs; Cabela’s area improvements to include improvements to the Mountain Road and Route 61 alignment, the Route 61 and I-78 Interchange, other nearby road improvements determined to be necessary, such as Pine, Mountain and Lowland, and additional links to Hamburg, such as a shuttle, rail or trolley connection and connection with trails and a circulator. An east-west road through the industrial area north of Shartlesville should also be explored.

Cooperation Among Municipalities

While some road improvements will be handled on an individual municipality basis, cooperation of municipalities will be important, particularly along the major roadways, where the impacts of traffic have created congestion and can affect the quality of life in all municipalities. Of particularly regional importance are the I-78, Old Route 22, Route 183, Route 61, and Mountain Road corridors.
Consideration should be given to forming a regional transportation authority. The authority could facilitate looking at all aspects of transportation, including transit, on a regional basis.

**Scenic Roads**

Scenic roads are an important element within the circulation system within the Northern Berks area and maintenance of a system of scenic roads is encouraged. The Future Land Use Plan proposes concentrating most future growth in areas where development has already occurred, and proposes substantial agricultural and open space areas, and this will help maintain the scenic road system. In Blue Mountain Preservation and Rural areas, developers will be encouraged to incorporate natural features and resources into an open space system within developments which do occur, and to site homes with consideration of the natural features and resources.

The municipalities should discuss whether it would be appropriate to adopt scenic road overlay zoning along scenic roads. Within such overlay areas, greater setbacks along the roads could be required, additional landscaping and screening requirements could be established, and design standards for siting of buildings could be established in order to minimize visual impacts of any development.

Discouraging intensive development along the scenic roads also has another benefit. This can lessen traffic volumes and driveway intersections along roads, which are typically not suited for intensive traffic volumes.

**Mass Transit**

Congestion on Route 61, 4th Street, Old Route 22/State Street and Industrial Drive is a major concern, particularly with additional visitors expected within the Region. Incremental steps can be taken to improve conditions along these roads. One of those incremental actions is encouraging use of the BARTA bus system.

An objective will be to maintain and then expand service; including encouraging BARTA to provide service to Cabela’s and downtown Hamburg. Elements in trying to expand service will be well-located stops, attractive and safe stops with shelters and connections to the transit hub in Reading. The proposed trail system is designed to provide connections to public transit routes, pedestrian and bicycle routes to stops, and bicycle racks and safe shelter for bicycles.

If passenger rail service to the Borough is reinstituted, a multi-modal facility should be established at the train station, to accommodate and facilitate pedestrian, bus, automobile and bicycle traffic at the train station.
As additional development occurs within the area, consideration should be given to addressing expanded routes throughout the area and provide access to the BARTA system. The expansion of routes could be planned in conjunction with the municipalities, BARTA, and area businesses. The Region should work with BARTA to encourage BARTA to provide adequate connections of the villages and boroughs via bus routes serving major residential, employment and retail areas, with cooperation with and support from the local business community.

The Transportation Plan shows a proposed Circulator Route which would connect Hamburg, Edenburg, Lenhartsville, West Hamburg, Shartlesville, Strausstown and Bethel. If this would not be a regular BARTA route, then a system of mini-buses should run along Old Route 22 to connect the communities. Circulator access is also shown to the residential area in northern Hamburg, the Tilden Corporate Center, Cabela’s, the High School, Middle School complex and the length of 4th Street in Hamburg.

Additional transit service to the region is important to serve older residents who do not move freely throughout the Region, to provide access to such facilities as the Hamburg Medical Center.

Providing park and ride systems should be encouraged. In the future, it may be appropriate to plan for a transit hub in Hamburg, or where sufficient land would be available along Route 61 if land could not be secured in the Borough. The Pedestrian Circulation Map identifies Park and Ride Facilities near the Strausstown, Shartlesville and Route 61 Interchanges with I-78 (near Cabela’s) and the intersection of Route 61 and 4th Street. The use of carpooling throughout the area should be encouraged. Businesses within the area could take the lead in encouraging employees to carpool. Pedestrian access should be provided from Park and Ride facilities to Circulator stops.

Road and access road design in the future should consider accommodating potential bus traffic. As infill, redevelopment and development occur in the area where bus service is likely, provision should be made for pull-offs, stops and shelters and pedestrian access to the stops and shelters.

An appropriate stop for bus travel beyond the Region should be established in or near Hamburg, and appropriate routes and means of getting people to that stop should be planned.

**Access Management**

Access management will be a concern along all roads within the area, but particularly along Old Route 22, Route 183 and Route 61, and the collector road system. The
municipalities should consider working with PennDOT to develop an access management plan for the area.

The major elements in access management include the following:

- Driveway design standards
- Reduce number of road entrances
- Traffic Impact Analysis where development is proposed
- Left turn lanes and right turn lanes constructed at road and driveway intersections
- Install medians
- Adequate parking lot/internal circulation design in developments
- Shared access to properties
- Interconnect properties developed along roads
- Improve intersection design/spacing
- Signalized high volume driveways
- Control of access
- Direct development access roads to signalized driveways
- Prohibit inappropriate turning movements

**Transportation Development Districts**

The Transportation Partnership Act (Act 47 of 1985 as amended) allows municipalities to create Transportation Development Districts to assist in the financing of transportation facilities and services. Roads, railroads, and public transit are eligible. If municipalities propose a district, property owners who represent more than 50 percent of the assessed valuation within a proposed district must be in favor of the district. The creation of the Transportation Development District allows municipalities to impose assessments upon benefited properties within the District to construct transportation improvements.

While the Transportation Development District approach may not be appropriate at the present time, the appropriateness of it along Route 183, Old Route 22 and Route 61, within Hamburg, and in the area of Cabela’s and Tilden Corporate Center, should be monitored.

**Congestion Management System Strategies**

Congestion management system strategies have been used by some communities in the past to reduce traffic. The major elements are:

- Employee trip reduction plans to increase average vehicle occupancy
Creation of transportation management associations in which municipalities work with local business community in identifying travel demand reduction measures such as:

- reducing vehicle concentrations at peak periods by staggering work hours;
- encouraging commuting by carpool and public transit rather than by single occupancy vehicles;
- eliminating unnecessary commutes;
- funding informal para-transit/vanpool operations; and
- hiring a transportation coordinator to organize transportation alternatives.

As increased commercial and industrial development occurs in the Region, the appropriateness of these strategies should be reviewed.

**Impact Fees and Negotiated Financial Contributions**

The Municipalities Planning Code allows municipalities to assess a traffic impact fee provided municipalities have adopted a traffic impact fee ordinance. With a traffic impact fee system in place, a municipality can collect fees to finance improvements to the road system. No municipality currently has a traffic impact fee system and the municipalities should determine whether they wish to initiate such a system in the future. One possible district which should be investigated for future development is at the intersection of Industrial Drive and State Street.

The Municipalities Planning Code indicates that when municipalities have prepared a multi-municipal plan, in order to allow for the provision of transportation capital improvements in a cooperative manner, the municipalities may collectively cooperate to enact joint transportation impact fee ordinances.

Where traffic impact fee systems are not in place, financial contributions from developers for road improvements should be negotiated. Developer-financed road improvements at existing intersections and along road segments could correct current deficiencies and mitigate traffic increases associated with new development.

**Shoulder Improvements**

Developers should be required to improve shoulders along the frontages of their tracts when they develop. In addition, the municipalities should take it upon themselves to improve shoulders along existing roads. Shoulders should be a minimum of 4 ft. wide,
but should be the minimum width necessary to provide for trails in accordance with the guidelines in the Statewide Bicycle and Pedestrian Master Plan.

**Gateways**

Gateways should be considered at the entrances to the Northern Berks area, especially at the entrances to the boroughs and villages. A gateway is an entrance corridor that defines the arrival point as a destination. Gateway planning concerns arranging the landscape and visual experiences to help create a sense of arrival at the destination and provide a positive image of the destination. The municipalities can work with property owners to enhance the entrances. Consistent road corridor overlay zoning could be adopted along the major roadways.

Along the length of Route 61 and at various points along Old Route 22 and Route 183, municipalities can work with property owners to enhance commercial areas through coordinated landscaping, signage, lighting, street furniture, paving materials, design of site improvements, building facades and window displays. When infill, redevelopment or new development occurs, developers could be required to comply with performance and design standards, which would require them to address these elements. When new parking facilities are constructed, they should be landscaped, buffered and placed to the side, or preferably the rear of buildings.

Signage should be minimal, and appropriate to the character of the municipalities.

Property owners should be encouraged to maintain and improve properties, particularly those that may have negative impacts on surrounding properties. Where the rear of commercial properties face or abut residential properties, attention should be paid to the appearance of the commercial property and its impact on the residences.

Design guidelines addressing the following elements could also be applied within the Region:

- discouraging the use of drive-thru facilities
- encourage new development to be compatible with and integrated into existing streetscapes, by addressing:
  - Maintaining appropriate siting patterns, such as setbacks of buildings on lots
  - Respecting the massing (volume created by sections of the building) within the neighborhood
-- Using materials of similar appearance and texture to those on existing attractive buildings

-- Using similar architectural details as other buildings in the neighborhood

-- Utilizing similar numbers and spacing of windows and doors in the facade

-- Maintaining the scale and proportion of buildings near the building. Scale deals with the relationship of each building to other buildings in the area and proportion deals with the relationship of the height to the width of a building and with the relationship of each part to the whole.

-- Using similar roof shapes

-- Maintaining similar footprints of buildings and rooflines (matching facade masses with existing buildings)

-- Utilizing similar entry treatments to buildings

-- Using similar building heights

-- Having store fronts, upper facades, and cornices of commercial buildings compatible with existing buildings

-- Using colors which are harmonious throughout the area

The use of coverage, density, intensity and yard bonuses for architectural treatments, building design, amenities, street furniture, open spaces and desired parking designs could be considered. The intent of bonuses is to provide incentives to developers, not just regulation, to allow economic use of property.

**Pedestrian Circulation**

As streets are maintained and improved, walkability should be addressed, including the radii at intersections. Limiting radii at intersections to the minimum necessary to allow safe traffic flow can make intersections more pedestrian friendly. Pedestrian crossings at street intersections, particularly along the major trail routes within the area, should be facilitated through crosswalks, stop signs, pedestrian islands, limitation of cartway radii and the use of pedestrian buttons and cycles that signalize street intersections. Access to circulator and bus stops from park and ride areas and neighborhoods should be enhanced.
Gaps in the sidewalk system such as those along 4th Street to Hawk Ridge Drive and the Business Development area in Hamburg should also be addressed. Access to community facilities and commercial areas in the boroughs and villages should be enhanced through expanded and repaired sidewalks and establishing crosswalks. Streetscape amenities such as benches, trash receptacles, information signs, landscaping and lighting should be provided in the downtown portions of the villages and boroughs.

**Parking Programs in Hamburg**

Municipal parking is key to any revitalization effort and to the revitalization of the Borough of Hamburg. A number of issues should be addressed with regards to parking in the Borough of Hamburg:

- There needs to be public/private cooperation
- Identification/Direction to Existing Facilities (such as 4th and Pine and municipal building)
- Sharing of facilities (such as M&T parking lots at 4th and Pine and to rear of building) and First Union Church at 3rd and Pine.
- Sharing of facilities (such as M&T parking lots at 4th and Pine and to rear of building) and First Union Church at 3rd and Pine.
- Acquisition of Land (such as open lot along State Street, next to Hamburg Stand Video) for Future Lot
- Consolidation and improvement of private facilities (such as along side of Washington, between 2nd and 3rd Streets.
- Tenants utilize spaces designated for tenants. Tenants living above commercial uses should not park in front of the commercial uses.
- Maintain existing on-street parking
- Permit and encourage sharing of spaces by private parties
- Investigate use of fee-in-lieu of parking option
- Private cooperation in utilization of underused spaces
- Review of time limit policies
• Periodically revisit and update as appropriate the parking garage feasibility study proposed for the Borough in the late 1980’s.

**Berks Vision 2020**

The proposed Comprehensive Plan for Berks County lists several transportation priorities which would affect Northern Berks.

*Short Range* - I-78 restoration from Hamburg to Lenhartsville, including upgrading the substandard Hamburg interchange. This reconstruction of this interchange is in the preliminary design stage with PennDOT, with a late 2003 start to construction expected. The project includes the following elements:

- The plans call for a new diamond shaped interchange. PennDOT has already acquired some right-of-way in the area for the new design.

- It appears that perhaps three to four homes on the north side of I-78 in the present termination area of Northmont Avenue will have to be removed, but officially it remains unclear. It also looks like a total of 14 properties will be affected by the project. Most of the properties require only a sliver of land to be taken for the purpose of right-of-way.

- The 5th Street bridge will be widened to account for the new acceleration and deceleration lanes for the new ramps.

- The portion of Northmont Avenue on the south side of I-78 will terminate in a cul-de-sac just before where the present road curves eastward to funnel out onto Fourth Street. The portion of Northmont Avenue on the north side of I-78 will also end in a cul-de-sac.

- Chestnut Street, on either side of 5th Street, will also be slightly realigned.

- The whole project starts at the I-78 bridge over the Schuylkill River and extends about three miles eastward. However, all other work not related to the...
interchange area and the 5th Street bridge area will be within PennDOT right-of-way.

**Intermediate Range -**

I-78 restoration between Bethel and Hamburg including upgrades to interchanges to improve capacity and safety.

PA Route 61 – Installation of median barrier, turn lanes, intersection signalization between Shoemakersville and Schuylkill County line. Upgrade of existing Fourth Street intersection at Hamburg as well as providing a second access point to the Borough.

**Long Range -**

PA Route 61 – Provide a new limited access connection between US 222 and I-78. Consideration should be given combining this project with upgrades to existing expressways to provide a new Interstate and from I-76 in Morgantown through the Reading area to I-78 and possibly continuing on to I-81 in Schuylkill County.

This is a very long range project and not on the 20-year transportation plan. No route has been set. This project will have to be discussed with the Northern Berks Committee, as the policy of this plan is that there be no new intersections with I-78 during the life of this plan.

**Traffic Calming**

As development in the Region occurs, and traffic volumes increase, there can be increased traffic flow on residential streets. Means of dealing with traffic volumes discussed previously are road improvements, increased utilization of mass transit, internalized trips within the area, providing increased opportunities for pedestrian and bicycle traffic, supporting efforts to increase automobile occupancy rates and parking lot opportunities, and access management. If those steps are not completely successful, traffic calming techniques can be considered.

The purpose of traffic calming is to manage movement through an area in a way that is compatible with the land usage in the vicinity of the road. Two fundamental principles of traffic calming are that streets are not just for cars and that residents have rights. Streets should be safe for pedestrians and local drivers and traffic should not adversely affect the quality of life along the streets.
The general methods of traffic calming include:

- Active speed reduction (construct barriers to traffic movements)
- Passive speed reduction (installation of signage)
- Streetside design (landscaping changes the appearance of the area and driver attitudes)
- Regional planning efforts (external traffic directed to other routes)
- Opportunities for use of alternative modes (mass transportation, pedestrian, bicycle)

Regional planning efforts and opportunities to use alternative modes have been discussed. The methods available along local streets include active speed reduction, passive speed reduction and streetside design.

1. **Active Speed Reduction (Construct barriers)**
   
   a. Speed bumps and speed tables are raised areas in the street surface, which extend across the width of the street. Speed bumps present liability and are also annoying to local residents. Speed tables, which are really raised pedestrian crosswalks, could be more successful. They would be most appropriate in areas with substantial pedestrian traffic.

   b. Changes in roadway surface - This could include rumble strips, milling, and special roadway surfaces. These techniques can increase noise in areas and raise objections by area residents.

   c. Intersection Diverters - This could involve a barrier placed across an intersection, typically to alter travel plans, such as permitting right turns only, to make travel through a neighborhood more indirect.

   d. Channelization - This could involve provision of pedestrian refuge areas, providing protected parking bays through landscaped islands, altering motor vehicle traffic movements, and restricting movements at intersections by narrowing the space available for vehicular movement.

The active controls require changes in driver behavior. While the active methods send the message that the street is not just for through traffic, the methods are costly, and likely to be viewed negatively by some of the local users of the streets.
2. **Passive Methods of Control**

   a. Traffic signs such as Do Not Enter, Stop, Not a Through Street, Local Access Only, No Trucks, or signs establishing speed limits, indicating one-way nature of street, or prohibiting turns.

   b. Traffic Signals

   c. Pavement markings, including crosswalks, edgelines, and use of different materials for pedestrian crosswalks

   d. Permitting on-street parking

   e. Speed watch

   These methods have lower costs and can be applied to certain times of the day, if appropriate. However, signs are often ignored in usage, and enforcement is necessary.

3. **Changing Driver Attitudes Within Neighborhoods**

   Building design, street trees, landscaping, street furniture, lighting, paving, and land use can change the driver's perception of a road as not just an area to drive, but as a shared space with pedestrians and other occupants of the area. The intent is to have the driver recognize the street as not just a wide-open roadway designed for benefit of a car, but as a place where residents of a neighborhood will also be using the street. Any designs for streets should be compatible with the character of the neighborhood. Landscaping should be easy to maintain and not affect clear sight triangles.

**Implementation**

Prior to implementation of any traffic calming program, it is necessary to clearly identify the specific problems which are to be addressed, identify and evaluate the alternative techniques and their drawbacks, benefits, and cost; identify alternative traffic patterns that could result from implementation of the techniques and the effects of those patterns on other streets and neighborhoods; and involve citizens of the community in the evaluation and selection of techniques. Techniques should not detract from the character or attractiveness of a neighborhood.
Primary Emphasis on Passive Techniques

Primary emphasis should be given to the passive traffic calming techniques. The use of active traffic calming techniques should be employed only if passive techniques are not successful because of the cost and inconvenience to residents.

Areas where more active traffic calming could be used would be on 4th and State Streets and along Old Route 22/Main Street. Bumpouts could be considered at some street intersections. The bumpouts would physically protect parking and shorten the distance across the road for pedestrians.

Optimization of Traffic Signalization along Route 61

In order to increase system capacity and reduce intersection delays, traffic signal timing along Route 61 should be kept current.

Consideration should be given to implementing a closed loop system to enhance the operation of coordinated signalized intersections in the Route 61 corridor. Presently the signals in the Borough could be coordinated with those in Perry, Windsor and Tilden Townships. Currently there are several closed loop systems in operation within PennDOT District 5-0. The systems will require hardware (vehicle detectors) in the field as well as a computer, software and communication lines to a municipal office and to the PennDOT District Office. They will also require a consultant or employee trained to monitor the system. Although the system would allow for real time signal timing adjustments, PennDOT policy currently allows timing adjustments to be made only by PennDOT. This inhibits the ultimate effectiveness of the closed loop system; however as these systems become more prevalent, we expect that PennDOT will respond with a more effective policy.
CHAPTER 9

PLAN FOR THE PROTECTION OF NATURAL AND HISTORIC RESOURCES

Introduction

Existing natural resources are identified in the Basic Studies Portion of this Plan, specifically in Chapter 14 (where agricultural resources are discussed); Chapter 15 (where the Blue Mountain, floodplains, wetlands, hydric soils, streams, steep slopes, wooded areas, streams and watersheds, and natural features of special interest are discussed); Chapter 16 (where geology and aquifer yields are discussed); and Chapter 17 (where scenic resources are discussed). Existing historic resources are identified discussed in Chapter 22.

The following map identifies Natural Resource Preservation Areas, including natural areas, woodlands, water resources, wetlands, floodplains, hydric soils, and steep slopes.

GOALS AND OBJECTIVES

The following goals and objectives have been established for natural and agricultural resources.

Natural Resources

Goal: Protect, preserve and enhance the natural and scenic resources and beauty of Northern Berks for current and future generations, and assure visual and physical access by the Region’s residents and visitors for viewing pleasure and recreational use.

Objectives:

- Protect water resources within the Region to assure the quantity and quality of surface and groundwater for recreational use, wildlife habitats, and water supply. Of particular concern will be the water courses, such as the Schuylkill River; Hassler, Lesher and Rattling Runs; and Maiden, Northkill, Little Northkill, Wolf, Mill, Little Swatara, Jackson, Mollhead, Birch, Spring, Stony, Pigeon, Furnace and Kaercher Creeks; tributaries to these creeks; wetlands and floodplains along the creeks; and steep slopes draining to the creeks.
- Protect groundwater from pollution throughout the Region.
- Protect and manage woodlands within the municipalities and promote the retention and return of indigenous species of flora and fauna.
• Protect the steep slopes within the Region.

• Protect watersheds and wellhead areas for the existing Hamburg reservoir and potential future community water supplies within the Region.

• Identify the scenic areas in the Region, and encourage the preservation of these areas for enjoyment by residents and visitors by limiting the encroachment of development.

• Encourage the preservation of the scenic road corridors and viewsheds along them within the Region.

• Protect and maintain the rural character of the Townships, including agricultural areas and rural areas both north and south of I-78.

• Protect and preserve unique natural areas in Northern Berks, such as Blue Mountain, the Schuylkill River, Kaercher Creek, and Kernsville Dam.

• Preserve hunting and fishing environments so these activities will continue to be available to area residents.

• Preserve the woodland and trails within the Blue Mountain area.

• Maintain the natural beauty of the region.

RELATIONSHIP TO LAND USE PLAN

Preservation Districts Established in the Future Land Use Plan

Blue Mountain Preservation and Agricultural Preservation land use categories have been established to preserve the Blue Mountain and agricultural areas for future generations. These areas are shown on the Future Land Use Plan.

Only limited development will be allowed in the Blue Mountain Preservation area, including conservation and related recreation uses as well as very low-density single family residential development. The intent of this land use category is to preserve the rural character of the Blue Mountain and protect woodlands, steep slopes, and ecosystems. This area contains headwaters to the Region’s streams. To protect the Blue Mountain would also aid in protecting future water supplies for the Region.
Agricultural Preservation areas are intended to be retained as areas where agriculture will be practiced. This will help preserve prime agricultural soils, an important part of the Region’s economy, and the Region’s agricultural heritage. Agricultural areas are also groundwater recharge areas. Uses related to agriculture, including agricultural support businesses, would also be permitted. The intent is to limit residential development. Agricultural Preservation Zoning can be used in these areas. Administrative actions for agricultural preservation are detailed in Chapter 14.

Rural areas have not been identified as preservation areas. The Rural areas do contain agricultural lands, and this Plan encourages continuation of the farming of these areas. The most critical other resources in Rural areas are stream corridors, which are discussed below.

In the Future Land Use Plan Chapter, it was noted that where residential development occurs, the following considerations should be taken into account:

- As development occurs, care must be taken to preserve and protect the resources identified within each tract of land.
- An ongoing awareness of and sensitivity toward the natural resources of the area should be encouraged.
- Development should be concerned with geologic stability, soils suitability, groundwater supplies and stream flows.
- Groundwater resources should be protected against depletion and contamination.
- Methods of encouraging replenishment of the groundwater supply should be encouraged.
- Streams, ponds and wetlands should be protected against pollution from point sources and runoff.
- Floodplains and wet soils should be protected from encroachment.
- The loss of topsoil should be minimized.
- The retention and establishment of trees and other vegetation should be encouraged to control erosion, shade surface waters, control stormwater flow, create wind breaks, provide animal habitats and provide visual amenities.
- Steep slopes should be avoided.
• The preservation of scenic viewsheds and scenic road corridors should be encouraged.

• The protection, preservation and enhancement of historic resources should be encouraged.

• Innovating land development techniques should be used to minimize land consumption, preserve ecosystems, preserve agricultural lands, and preserve natural resources and open space.

**Water Resource Protection**

The Northkill Creek, Maiden Creek, and Schuylkill River stream corridors have been identified as major greenways. DEP has identified two Exceptional Value streams, Rattling Run and Northkill Creek, located within the Northern Berks Region. These are “streams which constitute an outstanding national, state, regional or local resource, such as waters of national, State or county parks or forests; or waters which are used as a source of unfiltered potable water supply, or waters of wildlife refuges or State game lands, or waters which have been characterized by the Fish Commission as “Wilderness Trout Streams” and other waters of substantial recreational or ecological significance.” These streams, as well as all watercourses throughout the Region, should be protected through the use of riparian buffers, thus limiting nearby development that may have detrimental effects to the value of the streams.

General Stream Corridor Preservation areas are shown on the following map. Streams within the Region are identified as well as wetlands, floodplains and hydric soils.

One way to protect watercourses is to establish Stream Corridor Preservation Overlay Districts in municipal zoning ordinances. Regulations for these Districts should establish riparian buffers along these watercourses, protect groundwater recharge areas, protect the quantity and quality of surface and groundwater, and not interfere with floodplain processes. Protecting these corridors will help to establish greenways which will provide residents with open space and recreational resources.

**ACTIONS TO PROTECT NATURAL RESOURCES**

The following actions should be taken to protect the natural resources within Northern Berks:

1. Assure the Blue Mountain is protected through appropriate zoning districts in municipal ordinances or a joint zoning ordinance.

2. Maintain effective agricultural preservation zoning where it exists.
3. In areas designated Agricultural Preservation, where there is not effective agricultural preservation zoning in place, consider whether adoption is appropriate. If not adopted, as a minimum promote administrative means for agricultural preservation (see Chapter 14).

4. In all areas where agriculture is practiced, promote administrative means for agricultural preservation.

5. Update zoning ordinances where necessary to reflect the Goals and Objectives of this Plan to include:
   
   a. Natural Resource Protection Standards (Net Out Provisions) for floodplains, wetlands, wetland margins, steep slopes, watercourses, and water bodies
   b. Steep Slope Protection
   c. Watershed and Wellhead Protection
   d. Groundwater and Surface Water Protection
   e. Tree and Woodland Protection, Management, and Planting
   f. Wetland, Wetland Margin and Hydric Soil Protection
   g. Floodplain Regulations and protection from further encroachment of development
   h. Stream Corridor Overlay Zoning to minimize development and impervious surfaces, provide for riparian buffers, encourage use of Best Management Practices for storm water management and agriculture, and encourage stream habitat improvement through wetland restoration and streambank restoration/stabilization
   i. Provisions regulating forestry that require the management of forests and timberlands in accordance with accepted silvicultural practices. Regulations should address proper stormwater management, erosion and sedimentation control, proper internal roads, and mitigation of impacts on public roads and require a forestry management plan.

6. Include lot averaging provisions in Blue Mountain Preservation and Rural areas to allow flexibility in lotting to protect natural and historic features and resources.

7. Utilize Conservation Zoning in Blue Mountain Preservation and Rural areas to protect historic sites, agriculture, steep slopes, wetlands, and woodlands through inclusion in open spaces.

8. Identify natural areas to the Berks County Conservancy and other conservation groups to encourage acquisition through conservation easements, fee simple, donation and dedication through the development review process.
9. Consider creation of municipal Environmental Advisory Councils to aid in the protection of natural resources and work with property owners to preserve key tracts of open space.

10. Support efforts of the Berks County Conservancy, Berks County Conservation District, and other agencies to manage stream corridors through cooperative efforts with landowners for riparian buffers, best management practices, and stream bank improvements. Cooperate in securing easements along streams.

11. Encourage formation of groups within the community to adopt a stream and provide monitoring and oversight along the stream corridor.

12. Encourage the use of improved farming practices involving the use of fertilizer and pesticides and the application of manure. Aggressive control of animal excretions and feed lot managing should be encouraged.

13. Municipal subdivision and land development ordinances should contain the following provisions to protect natural and historic resources:

   a. Consider stormwater management part of the hydrologic cycle with less emphasis on detention and more emphasis on infiltration, reducing pollution, and reducing thermal impacts through BMP’s.

      Assure developers adequately address storm water management and erosion and sedimentation control.

   b. Encourage developers to identify natural, historic, scenic, architectural and cultural resources in their tracts and incorporate them into the open space system. Management plans for open space should be required as well as mechanisms assuring the continuation as open space.

   c. Require developers to identify the resources within their tracts, analyze the impacts of the development and mitigate those impacts.

   d. Plan data requirements should be expanded to include a specific listing of environmental, scenic, historic and cultural resources.

   e. Require environmental assessment studies, hydrogeological studies, scenic, historic and cultural resources impact studies and plans for preservation of environmental, historic and cultural resources and analysis of the site’s ability to support the proposed use and intensity of use.
f. Guidelines should be established for development in areas of high yield aquifers, such as recharge areas, limits on impervious cover, and limits on on-site sewage disposal.

g. Include provisions for protection of vegetation during site work.

h. In review of Subdivision and Land Development Plans, requirements for setting aside open space could be used to preserve the Stream Corridors identified in this plan.

**Historic and Cultural Resources**

The goal and objectives for historic and cultural resources are as follows:

**Goal:** Identify, mark, preserve and enhance the remaining historic, architectural and cultural resources of Northern Berks.

**Objectives:**

- Encourage the preservation, protection, and enhancement of historic resources and their context within the Region.

- Establish written histories of the Region and map historic resources within Northern Berks.

- Generate increased public awareness of the history of and historic resources within the Region and the historic and cultural impact the Northern Berks Region has had within Berks County and on surrounding counties.

- Support efforts of organizations to register, identify, mark and protect historic resources.

- Support the integrity of the Strausstown Historic District.

- Require new development to reflect and consider the history, architecture and development patterns of the municipalities in order to preserve the important historic and architectural resources of the Region.

- Designate an agency and sites to display and promote the historic aspects of Northern Berks.
Determine the role which the municipalities should play in historic preservation through land use ordinance incentives and regulations, and efforts to create historic districts and historic overlay zoning.

Encourage adaptive re-use of historic structures where appropriate.

Discourage inappropriate development in the historic areas of the Region, require impact studies for development near historic resources, and require mitigation of any potential adverse impacts on historic resources.

Foster appreciation of the role of the Schuylkill River in the history and culture of the area and foster an appreciation of the Pennsylvania Dutch heritage.

State Grants Available to Help Fund the Preservation of Historic Resources

Guidelines pertaining to the PHMC's three primary grant programs are found in this section. The programs and eligibility criteria are described in detail. Prospective applicants may determine how the Commission's multiple funding opportunities can best meet their needs and the needs of their constituents and can best serve the people of Pennsylvania. Guidelines can be obtained for each grant type on the PHMC’s website. The Bureau for Historic Preservation awards competitive grants based on the recommendations of independent review panels. To date, since 1995, the PHMC has awarded more than 2,300 grants, totaling more than $45 million, to communities across the state. Grants are awarded to museums, historical societies, municipal governments, and local institutions to support their programs and operation, preserve historic properties and districts, and assist in a wide variety of projects designed to interpret and protect Pennsylvania’s cultural heritage.

The following are the PHMC’s available grants to preserve historical resources:

1. **Certified Local Government Grant Program** – Funding under this program is limited to federally designated Certified Local Governments. There is only one type of grant.
   - Competitive
   - Matching
   - Maximum Award $25,000
   - Funding in the Categories of Cultural Resource Surveys, National Register Nominations, Technical and Planning Assistance, Educational and Interpretive Programs, Staffing and Training, and Pooling CLG Grants and Third Party Administration.

2. **Keystone Historic Preservation Grant Program** - Funding under this program is available to nonprofit organizations and local governments for capital
improvements on historic resources listed in or eligible for listing in the National Register of Historic Places. (Private property owners are not eligible for funding under this program and may wish to refer directly to PHMC Programs of Interest for information on investment tax credits and historic homesites program.) There is one type of grant.

- Competitive
- Matching
- Maximum Award $100,000
- Funding in the Categories of Preservation, Restoration, and Rehabilitation.

3. **Pennsylvania History and Museum Grant Program** - Funding under this program is designated to support a wide variety of museum, history, archives and historic preservation projects, as well as nonprofit organizations and local governments. There are 10 types of grants listed below with descriptions of each following:

   - Archives and Records Management Grants
   - General Operating Support Grants for Museums
   - General Operating Support Grants for Official County Historical Societies
   - Historic Preservation Grants
   - Historical Marker Grants
   - Local History Grants
   - Museum Project Grants
   - Statewide Conference Grants
   - Statewide Organization Grants
   - Technical Assistance Grants

4. **Archives and Records Management Grants** - PHMC grants help communities share Pennsylvania’s rich and diverse history.

   - Organizations and local governments can bring historical documents and records to life for their communities with grants for archival care and accessibility.
   - Organizations and local governments can contribute to a community’s understanding of its heritage through oral and written histories, public programs of all types, historical research, and educational programs for students of all ages.
5. **General Operating Support for Museums Grants** - Museums are eligible to apply for grant funding to support their general operations.
   - Noncompetitive
   - Matching
   - Maximum Award $10,000
   - No Special Categories

6. **General Operating Support Grants for Official County Historical Societies**
   - Official county historical societies receive general operating support grants as a way to recognize the outstanding work these societies do for their communities. These grants are:
     - Noncompetitive
     - Matching
     - Maximum Award $10,000
     - No Special Categories

7. **Achieves and Records Management Grants are:**
   - Competitive
   - No Match Required to $5,000
   - Matching to $20,000
   - Maximum Award $20,000
   - Funding in the Categories of Access and Preservation Programs, and County Records Improvement Programs

8. **Historic Preservation Grants** - Applicants may apply for grants that cover every aspect of historic preservation, including:
   - restoration and rehabilitation of historic properties
   - cultural resource surveys
   - historic preservation studies and plans
   - educational and interpretive programs
   - nomination to the National Register of Historic Places
   - archaeological research

   **Historic Preservation Grants are:**
   - Competitive
   - No Match Required to $5,000
   - Matching to $15,000
   - Maximum Award $15,000
   - Funding in the Categories of Cultural Resource Surveys, National Register Nominations, Planning and Development Assistance, Educational and Interpretive Programs, and Archaeology
9. **Historical Markers Grants are:**
   - Selective
   - Matching
   - Maximum Award $650
   - No Special Categories

10. **Local History Grants are:**
    - Competitive
    - No Match Required to $5,000
    - Matching to $15,000
    - Maximum Award $15,000
    - Funding in the Categories of Public Programs, Research and Writing, and Educational Programs

11. **Museum Project Grants are:**
    - Competitive
    - No Match Required to $5,000
    - Matching to $15,000
    - Maximum Award $15,000
    - Funding in the Categories of Institutional Development, Collections Management, and Educational and Interpretive Program

12. **Statewide Conferences Grants** - Organizations planning to sponsor conferences with a statewide, regional or national audience may apply for “seed” money to assist with conference preparation.
    - Selective
    - No Match Required
    - Maximum Award Generally Does Not Exceed $5,000
    - No Special Categories

13. **Statewide Organizational Grants are:**
    - Selective
    - No Match Required
    - Maximum Award Generally Does Not Exceed $100,000
    - No Special Categories
14. **Technical Assistance Grants** - Offer options to a wide range of applicants for solving institutional problems, developing staff skills, and increasing overall professionalism. The grants bring experts in the field to the organizations’ sites or provide staff training. These grants are:

- Competitive
- No Match Required
- Maximum Award $1,500
- No Special Categories

**Action Steps for Protection of Historic Resources:**

1. Designate a Regional Historic Commission.

2. Support the activities of individuals and groups, such as the Hamburg Area Historical Society, the Berks County Conservancy, which identify, document, evaluate and protect historical resources and increase public awareness of the area’s history and historic resources.

3. Support the planning of trails to link historic sites with trails and erect informative markers and exhibits at historic resources.

4. Recognize the historic tour of Hamburg which has been established and create other such tours in the Region.

5. Evaluation of Historic Resources – A definitive survey of historic resources for the Region should be prepared.

6. Solicit Citizen Support - The Regional Historical Association can provide assistance in identifying historic resources and developing an educational outreach for broad-based community support.

7. Historic Overlay Zoning - Individual sites and clusters documented and identified on a Historic Resource Map may be protected from inappropriate development that would destroy the character of the historic neighborhoods. Such zoning will require developers to identify historic resources, the impact of proposals on historic resources, and mitigation measures. Adaptive reuse provisions for historic buildings to discourage removal of historic structures and bonuses for design compatible with existing resources and the appropriate reuse of existing resources would be included.

8. Open Space Development - Open space provisions in the zoning ordinance can allow for the preservation of historic resources on parcels being subdivided for
new housing. The required open space may contain the historic buildings and prevent their demolition.

9. Demolition by neglect provisions in Zoning Ordinance can require maintenance of historic properties.

10. Designation of National Register Historic Districts – the comprehensive historic resource survey may identify areas suitable for determination of eligibility and possibly nomination to the National Register of Historic Places. Listing in the National Register would allow contributing resources to qualify for Historic Tax Credits as well as State and Federal Grant programs.

11. Certified Local Historic District - requires appointment of an historic architectural review board to advise the local governing body on the appropriateness of the construction, reconstruction, alteration, restoration, demolition or razing of buildings in the district-contributing and noncontributing. Evaluate the potential for historic districts and support their creation if warranted. If created, support the adoption of Design Guidelines and Sign Controls for Historic District(s).

12. Encourage property owners to restore and/or adaptively reuse historic structures and discourage removal of historic structures.

The Historic Resource Chapter, Chapter 22, identifies historical resources within Northern Berks. Properties listed on the National Register of Historic Places are identified. The following list contains properties which are Eligible for Listing on the National Register of Listed Properties, designated by the Pennsylvania Historical Museum Commission (PHMC), Bureau for Historic Preservation. These are properties that have not yet been placed on the National List; however, they have been nominated to someday be included. If and when the Region’s municipalities adopt a Historic Overlay District and establish certain restrictions within the district, particular attention should be given to protecting these properties.
### Eligible Historic Resources for Northern Berks County

**Properties Eligible for Listing in the National Register of Historic Places**

The Pennsylvania Historical Museum Commission Bureau for Historic Preservation

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Historic Resource</th>
<th>Location</th>
<th>Eligible Since</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hamburg Borough</td>
<td>Hamburg Historic District</td>
<td>Downtown Hamburg Borough</td>
<td>11/15/1993</td>
</tr>
<tr>
<td>Hamburg Borough</td>
<td>Saint John’s Evangelical Lutheran Church</td>
<td>99 Church St.</td>
<td>09/09/1999</td>
</tr>
<tr>
<td>Hamburg Borough</td>
<td>Schuylkill Navigation Canal Culvert</td>
<td>Near Port Clinton Ave.</td>
<td>11/15/1993</td>
</tr>
<tr>
<td>Strausstown Borough</td>
<td>Strausstown Historic District</td>
<td>Main Street</td>
<td>05/07/1991</td>
</tr>
<tr>
<td>Tilden Township</td>
<td>Berne Station Bridge</td>
<td>Fisher Dam Rd. T-558</td>
<td>08/11/1998</td>
</tr>
<tr>
<td>Tilden Township</td>
<td>Benjamin Sontag Farmstead</td>
<td>Walnut Road</td>
<td>11/19/1996</td>
</tr>
<tr>
<td>Upper Tulpehocken Township</td>
<td>Valentine Boltz House</td>
<td>Bloody Springs Rd.</td>
<td>01/12/1995</td>
</tr>
<tr>
<td>Upper Tulpehocken Township</td>
<td>Michael Ney Farm</td>
<td>Bloody Springs Rd.</td>
<td>01/12/1995</td>
</tr>
<tr>
<td>Upper Tulpehocken Township</td>
<td>Benjamin Wagner Farmstead</td>
<td>Off Campsite Rd.</td>
<td>01/12/1995</td>
</tr>
<tr>
<td>Windsor Township</td>
<td>Kershner Bridge</td>
<td>Woodland Rd.</td>
<td>08/18/1998</td>
</tr>
<tr>
<td>Windsor Township</td>
<td>Merkel, Shollenberger, B., Tavern</td>
<td>Old Rte. 22</td>
<td>11/15/1993</td>
</tr>
<tr>
<td>Windsor Township</td>
<td>Hamburg State Hospital</td>
<td>S.R. 4028</td>
<td>06/10/1984</td>
</tr>
<tr>
<td>Windsor Township</td>
<td>Jacob Stein Farmstead</td>
<td>Old Rte. 22</td>
<td>11/15/1993</td>
</tr>
<tr>
<td>Windsor Township</td>
<td>David Zettlemoyer Farmstead</td>
<td>Mountain Rd.</td>
<td>11/15/1993</td>
</tr>
</tbody>
</table>
This plan for the protection of natural and historic resources is not intended to be inconsistent with and exceed the requirements imposed under acts identified in Section 301.(a).(6) of the Pennsylvania Municipalities Planning Code, nor prohibit the conduct of forestry operations.
CHAPTER 10

ECONOMIC AND COMMUNITY DEVELOPMENT

HAMBOURG REVITALIZATION EFFORTS

Hamburg Borough has historically been the residential, commercial, community facility and service, and industrial center of Northern Berks, but Hamburg has lost about 600 industrial jobs as industries like Pennsylvania Steel Foundry and Machine Shop, Exide Battery, and Wright Knitting Mills have closed. The Borough is addressing the tasks of finding appropriate uses to fill these empty sites and assuring a bright commercial future. The Our Town Foundation is working with the Northern Berks Chamber of Business and Industry, the Greater Hamburg Business Association, Hamburg Borough government, the Hamburg Area Historical Society, and Hamburg Rotary Club, to preserve, enhance, and promote downtown Hamburg. The Our Town Foundation administers the Borough’s Main Street Program which will spearhead revitalization efforts. Activities which have been accomplished, are in process, or are being discussed include:

- Inventory of downtown commercial properties
- Hiring of a Main Street Manager
- Development of a web page to list available recreation, business, and other activities
- Placement of a billboard(s) along I-78 urging motorists to “Shop Historic Hamburg”
- Placement of banners which read “Welcome; Historic Hamburg”
- Placement of smaller billboards at the southern entrance to Hamburg along Route 61 and at the I-78 interchange west of town
- Publishing a directory of businesses, professionals and services in the area
- Planning a walking tour of Hamburg
- Placing planters in downtown Hamburg
- Enhancing parking opportunities
- Music festival, art show, and summer concerts
• Landscaping the Borough parking lot at 4th and Pine Streets
• Create a fish feeding area in Mill Creek
• Placement of Christmas lights
• Relocating utility lines to alleys or underground
• Sidewalk and street repairs
• Building façade improvements
• Inventory of available commercial properties

Revitalization of Hamburg is designed to lessen pressures for sprawl throughout the Region, protect Borough property values, encourage local spending by retaining and increasing customers, enhance the image of the community, retain younger people within the area, and attract visitors.

Location of Cabela’s outdoor sports superstore, expected to attract over 6,000,000 visitors annually, in Tilden Township could contribute to revitalization efforts in Hamburg. Motels, restaurants, and stores that will follow Cabela’s will locate near the store along Route 61. If visitors to Cabela’s are attracted to Hamburg, existing businesses could expect increased customers and new businesses might locate in the Borough. Business expansions and façade improvements could result. Cooperation of local businesses to lure customers is essential. Initial efforts at this cooperation have begun, including a Northern Berks Chamber of Business and Industry general meeting in November, 2002. The Berks County Office of Community and Economic Development has also offered to host seminars for local businesses to gain from the expected increase in tourism from the store opening.

Planning will have to be done to determine the best vehicular routes for cars between Cabela’s and Hamburg. Appropriate road improvements and signage would be necessary. Cabela’s intends to operate a shuttle, and that could be used to run people to and from the Borough. In the Circulation Plan, it is noted that trail and bus connections should be made to Cabela’s. A trolley-like bus is another option.

Another potential attraction in the Borough is the proposed museum of the Reading Company Technical and Historical Society at a former industrial site at 3rd and Windsor Streets, along railroad tracks. The Society has also talked of instituting weekend railroad excursions along the Reading and Northern line between Temple and Hamburg, and eventually to Schuylkill Haven. The former Hahn Motors building and Penn Steel
Foundry would be used to house equipment and artifacts relating to the Reading Railroad.

**Regional Attractions**

The Northern Berks Region has a number of attractions which will be of interest to visitors to the area, particularly those who appreciate the outdoors. The Hex Touring Route, the proposed regional trail system, and proposed circulator system will allow residents and visitors to the region to experience the Region’s natural, man-made and cultural resources such as:

- Blue Mountain Gap
- Appalachian Trail
- Hex Sign tour
- State Game Lands
- Weiser State Forest
- Historic Railroad Tunnel
- Schuylkill River Navigation System Remnants
- Former railroad grades and alignments
- Historic Sites
- Historic neighborhoods, churches and architecture
- Traditional neighborhoods in boroughs and villages
- Scenic Beauty
- Schuylkill River and Region’s streams
  - Access via I-78 and Route 61 – to Bethlehem, Easton, Allentown and Harrisburg
  - via I-78, to Shoemakersville, Leesport, Reading, Port Clinton, Schuylkill Haven and Pottsville via Route 61
- Cultural institutions
- Agricultural lands
- Pennsylvania Dutch restaurants
- Roadside America
- Campgrounds
- Kaercher Creek Park
- Hamburg Watershed Area
- Kernsville Dam

Efforts to capitalize on the influx of visitors to Cabela’s should also involve areas outside the Borough of Hamburg. Appropriate identification and interpreting of resources should occur, as well as routes and tours to experience what Northern Berks has to offer.
TAX BASE ISSUES

As more development has occurred in the Region, concerns have increased over the costs associated with that development. One way to address the issue of increased costs is to more cooperative efforts of the municipalities and volunteer organizations to try to control costs of services.

Another approach to addressing increased costs is to try to increase the tax base within the area. Additional industrial development and commercial development in the area can increase the tax base. The Penn State College of Agricultural Sciences Cooperative Extension has published a study entitled, "Fiscal Impacts of Different Land Uses, the Pennsylvania Experience." Eight Pennsylvania Townships were studied to determine the potential fiscal impact of land uses. For residential, commercial, industrial and farm and open land uses, the ratios of revenues to expenditures were calculated. Residential land, on average, contributed less in revenue to the municipality and school district than it required in expenditures. Much of the negative fiscal impact was because of school expenses. Commercial, industrial and farm and open land provided more revenue than they required in expenditures. The study also indicates that these results are consistent with other states' experiences. In all but one Township, farm and open land had the best ratio of income to expenses among commercial, industrial and farm and open land uses.

The Joint Planning Committee has recognized the important role that agriculture plays in the economy of Northern Berks County, and agricultural preservation areas are proposed in the Future Land Use Plan. In addition to encouraging the continuation of an important part of the area's economy, this also makes sense from a fiscal point of view. Farm supply and processing-marketing activities should also be encouraged.

In the Future Land Use Plan, provision is made for industrial development around the I-78 interchange in Upper Bern Township, along Old Rte. 22 in Windsor Township. Provision is made for commercial and office development near the interchanges of I-78 in Upper Tulpehocken and Upper Bern Townships, and to the south of Hamburg Borough, in Windsor Township. Though the Plan provides for commercial development, consolidation of existing commercial areas is stressed. New strip commercial development is strongly discouraged.

Business development is proposed along Rte. 61 in Tilden Township, around the proposed Cabela’s development site; north of I-78 in Upper Tulpehocken Township, and in southwest Hamburg. The Business Development category is intended to allow for a range of commercial, industrial and office uses near an interchange or where a mix of uses now exists. The types of commercial uses permitted would be more inclusive than that found in the Borough and Village Center category, and could include some highway oriented commercial. The type of industrial uses would generally be light industrial and warehousing. The actual uses will vary by municipality.
Borough and Village Center mixed-use areas, including provision for commercial uses, are established in the center of Hamburg and Strausstown, as well as along Old Rte. 22 in Shartlesville. The intent of this category is to permit a mix of residential development and commercial uses intended to serve the day-to-day needs of the residents of the boroughs and village and surrounding areas and visitors to the Region. The commercial uses would be such uses as groceries, restaurants, offices, and retail shops.

The Village Commercial category also provides land for certain types of commercial establishments. The Village Commercial designation is found along Route 183 in Upper Tulpehocken Township, along Mountain Road in Upper Bern Township, the Jalappa area in Tilden Township, West Hamburg, and the Windsor Castle area in Windsor Township. The intent is to recognize a mix of Commercial and Single Family Residential uses found in rural village settings. The commercial uses would be those intended to serve the day-to-day needs of the nearby residents.

The last commercial land use category found on the Future Land Use Plan is Resort Commercial. The Resort Commercial category is intended to provide for campgrounds and related activities, where campgrounds now exist in the Townships.

**Encouraging Economic Vitality**

Economic vitality can be approached directly, such as providing land for commercial and industrial development, providing opportunities for adaptive reuse of older buildings, fostering municipal/business partnerships to support the business community, marketing opportunities within the area, strengthening the streetscape of the commercial areas along Old Rte. 22, at the interchanges of I-78, along Route 61, and in downtown Hamburg, and strengthening entry images at entrances to the municipalities. This is not the entire solution, however.

It is important to preserve residential neighborhoods which support the commercial areas and provide a workforce. Planning to achieve a desirable quality of life makes economic sense, as it can encourage additional investment in the area. Preserving community architecture, history and culture helps maintain a sense of place and attracts people and businesses to the area. "A sense of place" is a term used more and more in community planning. To say that there is a sense of place is to say that there is a location which is distinctive, to which people attach meaning, where there is a sense of a physically defined area, and where past and future experiences can be shared with other people.

To maintain a sense of place, it is necessary to maintain human scale and provide places for people to live, work and play safely and securely. Particularly in the Boroughs and settled communities, this involves maintaining pedestrian scale, recognizing streets are for people not just for cars, providing adequate parking opportunities, providing for trees and attractive streetscapes, and encouraging humane architecture which is pleasing to and
does not overwhelm people. Throughout the Region, it is necessary to provide safe
neighborhoods; provide convenience to jobs and necessary services; provide
opportunities for human interaction by providing for open space, recreation, public
places, pedestrianways and sitting areas, community facilities and special events;
providing diversity and experience in sensory involvement; providing awareness of
history; maintaining unique characteristics; and recognizing the boundaries of the
community.

Route 61 Corridor Commercial Development

Encouraging development that enhances the visual character of the Route 61 Corridor
makes economic sense, as it can help prevent decline of the area in the future. Design
principles for commercial and industrial development should be established. Such design
principles would result in continuity in the design of development along the corridor and
take into account such factors as signage, screening, landscaping, setbacks, architecture
and streetscape improvements.

Downtown Hamburg, West Hamburg, Shartlesville and Strausstown

These settlements have historically been important business centers in Northern Berks.
Developments outside these commercial centers at interchanges and the Route 61
corridor should be designed to connect to and complement the centers, not detract from
them, so the centers can remain viable. As noted before, active planning to attract people
to existing centers should occur. Creation of village greens should also be encouraged
where feasible, even if long-term projects. The greens serve as places for people to meet
neighbors, interact and hold community functions.

Pedestrian scale and additional human interaction can also be fostered by development of
the trail system throughout the Region. The trail system can provide bicycle and
pedestrian access to downtown Hamburg, West Hamburg, Shartlesville, and Strausstown.
It would be desirable to have appropriate bicycler and pedestrian-friendly facilities,
including bike racks, sitting places, and plazas at the destination points.

In programs designed to strengthen downtowns, the following should be key elements:

• **Improving the image by enhancing physical appearance**

  This includes enhancing the appearance of buildings, street lights, window
displays, parking areas, signs, sidewalks, benches, landscaping, trash receptacles,
utility poles and lines, graphics and public phones. Design in the area should
recognize existing desirable physical elements, be compatible with the area's
character, and be unified.
• **Securing a consensus and cooperation among the groups that are involved in Downtown**

Parties which should be involved include Borough and Township officials, business people, bankers, real estate agents, customers, the media, residents of downtown and civic groups.

• **Promoting the Downtown Area**

The unique characteristics should be promoted to customers, investors, existing businesses and potential new businesses. A positive image can be fostered through appropriate special events, and other programs. A brochure promoting the businesses downtown should be prepared.

• **Strengthening the Economy of the Commercial Core**

If the economy is strong, it is possible to maintain and upgrade the buildings in the existing communities. Existing businesses should be helped to expand, new businesses should be recruited, and increased use of any underutilized buildings should be promoted.

• **Affecting Attitudes towards the Commercial Core**

Consumers and investors have more positive attitudes toward downtown as they see changes taking place such as building improvement projects and new street furniture. Owners of buildings will be more likely to make improvements to their buildings.

Specific tasks to help maintain economic vitality can include:

-- Helping businesses identify new sales opportunities

-- Promoting the downtown as a cohesive shopping area to market groups

-- Listing potential new businesses

-- Keeping track of prospective businesses

-- Improving the quality of downtown businesses by helping them be more customer responsive and competitive

-- Having coordinated business hours that meet consumer needs. Encourage businesses to work together.
-- Encouraging attractive window and interior merchandise displays

-- Maintaining information on the downtown

-- Marketing and promoting downtown businesses

-- Conduct an advertising campaign for downtown

-- Helping to maintain existing businesses and encouraging patronage of those businesses

-- Working with financial institutions to establish loan pools

-- Working to maintain realistic rent structures

-- Maintaining a good working relationship between public and private sectors

-- Finding new uses for any underutilized or vacant downtown buildings

-- Recruiting businesses to complement the downtown's retail and service mix

-- Identifying sources of grants for physical improvements or providing matching grants for such improvements

-- Assuring promotional activities create a consistent, positive image for the downtown, consistent with community characteristics and history

-- Scheduling events to bring people into the community on a regular basis.

-- Understanding downtown's history

-- Managing parking spaces

-- Linking Cabela’s with local downtowns, such as Hamburg Borough, through public transportation. Expand this public transportation into other sites throughout the County such as the VF Outlet Center.

Balance

In the report of the Pennsylvania 21” Century Environment Commission, sustainable communities are encouraged. Sustainable communities are those that provide for a good
economy while protecting the environment and consider issues of social equity and quality of life.

The overall goal of this Plan is to preserve the quality of life and conserve and enhance the special features of Northern Berks, assuring that they will remain attractive communities in which to live and work. This will be accomplished by managing the pace, quality and location of development, while preserving natural features, open space, buffers and stream corridors. The intent of the Plan is to balance growth with providing open land, maintaining the quality of life and managing traffic. The municipalities wish to retain and enhance their character and uniqueness in the face of impacts of growth in the region, while providing for reasonable and appropriate development at locations designated in the Future Land Use Plan.
CHAPTER 11

ACTION PLAN

The following is an outline of actions for implementation of this Comprehensive Plan. Upon the adoption of the Plan, each municipal governing body should assign responsibility for beginning the process of implementation. Some actions can be accomplished individually, but some will require continued cooperative planning among the municipalities.

1. Consider preparation of a joint zoning ordinance and map for the Boroughs and the Townships or update individual municipal zoning ordinances and maps.

   Preparation of a joint zoning ordinance or update of individual ordinances should be a short-term high priority action, begun upon adoption of the Comprehensive Plan. Initial responsibility would be with a joint planning committee or municipal planning commissions upon direction of the governing bodies.

   A. Update zoning maps and zoning ordinances to reflect the Future Land Use Plan.

      (1) Agricultural Preservation
      (2) Blue Mountain Preservation
      (3) Borough and Village Center
      (4) Business Development
      (5) Commercial
      (6) Industrial
      (7) Low Density Residential
      (8) Medium Density Residential
      (9) Resort Commercial
      (10) Rural
      (11) Village Commercial

   B. Update zoning ordinances to reflect the resource protection Goals and Objectives of this Plan.

      (1) Natural Resource Protection Standards and Net Out Provisions (consider in all districts)

          (a) Floodplains
          (b) Wetlands
          (c) Wetland Margins (buffers)
(d) >25% slope
(e) 15-25% slope
(f) Watercourses
(g) Waterbodies
(h) Lake and pond shores

(2) Steep Slope Protection Provisions

(a) Slope Protection Provisions

Control and limit development on steep slopes

- Consider larger lot sizes and impervious restrictions for steep slopes 15-25%
- Discourage development on slopes >25%

(3) Wellhead Protection

(a) Regulate/Restrict potential contaminating uses
(b) Regulate/restrict potential contaminating substances
(c) Performance standards for uses
(d) Design standards for uses
(e) Operating requirements
(f) Review process for uses

(4) Groundwater Protection

(a) Aquifer protection through design standards, construction guidelines, use restrictions and impervious limits, and submission requirements.

(5) Tree and Woodland Protection, Management and Planting

(a) Limit clearance for development
(b) Encourage tree protection and replacement during development
(6) Wetland, Wetland Margin and Hydric Soil Protection
(a) Restrict development in wetlands and wetland margins
(b) Require wetland delineation in hydric soil areas
(c) Restrict on-site sewage disposal

(7) Floodplain Protection
(a) Severe restrict development in floodplains to compatible open space uses

(8) River and Stream Corridor Overlay Zoning, Riparian Buffers
(a) Restrict development and impervious surfaces
(b) Require riparian (vegetative) buffers to moderate water temperatures, protect wildlife habitats, control sedimentation, and reduce pollution
(c) Encourage greenways and trails
(d) Encourage conservation easements/donations/dedications
(e) Encourage use of best management practices for development, stormwater management, agriculture
(f) Encourage stream habitat improvement
   • Wetland restoration
   • Stream bank restoration/stabilization

(9) Historic Resource Overlay Zoning
(a) Create historical commission
(b) Identify historic resources
(c) Require developers to do analyses:
   • Nature of historic resources on and near property
• Impact of proposals on historic resources
• Mitigation measures

(d) Encourage adaptive reuse of historic buildings

(e) Discourage removal of historic structures

(f) Use, coverage, density, intensity and yard bonuses for architectural treatments, building design, amenities, and open spaces/buffers compatible with existing resources, appropriate reuse of existing resources and donation of façade easements

(g) Encourage architecture, materials, and development patterns characteristic of the area

(h) Discourage uses likely to result in demolition

(10) Demolition by Neglect Provisions

(a) Require property owners to protect and maintain historic properties so they are not demolished by vandalism or the elements

(11) Scenic Road and Scenic Viewshed Overlay Zoning

(a) Greater setbacks from scenic roads

(b) Additional landscaping, trees and screening

(c) Standards for siting buildings/building height

(12) Outdoor Lighting Standards to control light pollution and protect the night sky

(a) Illumination levels are adequate but not excessive

(b) Impacts on surrounding streets and properties are mitigated

(c) Full-cutoff fixtures are used

(d) Glare is controlled
(13) Sign Regulations

(a) Billboard regulation

(b) Consistent and appropriate signage along road corridors

(c) Encourage appropriate signage in existing settlements with consideration of:
   • Sign materials compatible with the building style
   • Signs’ colors complement the building façade
   • Hardware for projecting signs is integrated into the building architecture
   • Lettering compatible with the building façade
   • Sign purpose primarily for identification
   • Off-premises advertising signs restricted
   • Lighting of signs illuminates the sign area only
   • Signs do not obscure architectural features nor windows
   • Roof-top signs are not permitted
   • Window signs do not obscure displays
   • Flashing lights, neon lights, moving lights, and unshielded light bulbs are restricted

(14) Forestry Regulations

(a) Recognize accepted silvicultural practices

(b) Require forestry management plan

(c) Manage stormwater and erosion and sedimentation control

(d) Construct proper internal roads
(e) Protect public roads

(f) Reforestation

(g) Protection of steep slope forestation

(g) Protection of steep slopes and riparian areas

C. Provide for land development techniques designed to protect existing resources and provide open spaces

(1) Lot averaging (consider in Blue Mountain Preservation and Rural areas)

(a) Maximum overall density

(b) Flexibility in lot size

(c) Natural features and resources contained in larger lots so houses can be sited away from them

(2) Conservation Zoning (Growing Greener Concept of Natural Lands Trust) (consider in Blue Mountain Preservation, Rural areas)

(a) Net out natural resources

(b) Establish maximum overall density

(c) Establish minimum substantial open space requirement

(d) Allow large lot zoning (3 to 10 acres) as alternatives

(e) Important natural features and resources, such as scenic vistas, historic sites, agriculture, steep slopes, wetlands, woodland, are contained in open space

(f) Design procedure is:

• Identify conservation areas
• Locate house sites
• Align streets and trails
• Draw lot lines

(g) Provide visual and physical access to open space areas

D. Encourage appropriate development which is consistent with existing development patterns and enhances streetscapes

(1) Provide for Traditional Neighborhood Development (Neotraditional Development) in Medium Density Residential and Borough and Village Center areas

(a) Create sense of community

(b) Pedestrian oriented design

(c) Central community facilities

(d) Public spaces

(e) Shallow setbacks

(f) Trees

(g) Alleys

(h) Compact development

(i) Interconnected streets, closer to grid pattern

(j) Historic development patterns of towns

(2) In Borough and Village Center and Village Commercial areas, protect the character of the Boroughs and Villages:

(a) Allow only appropriate uses in scale with and compatible with existing appropriate uses, discouraging uses which would transform the character of the areas.

(b) Utilize coverage, density, intensity and yard bonuses for architectural treatments, building design, amenities, street furniture, open spaces and parking designs consistent with this Plan.
(c) Consider whether pedestrian amenities should be required improvements of land developers.

(d) Encourage parking areas to the rear and side of buildings and review standards for design, buffering and landscaping of new parking facilities.

(e) Encourage signage appropriate to the area.

(f) Establish appropriate standards for driveway design and access to streets to provide for appropriate access management.

(g) Minimize use of drive-through facilities

(h) Encourage new development to be compatible with and integrated into existing streetscapes, with consideration of:
  • Maintaining appropriate siting patterns, such as setbacks of buildings on lots
  • Respecting the massing (volume created by sections of the building) within the neighborhood
  • Using materials of similar appearance and texture to those on existing attractive buildings
  • Using similar architectural details as other buildings in the neighborhood
  • Utilizing similar numbers and spacing of windows and doors in the façade
  • Maintaining the scale and proportion of buildings near the building. Scale deals with the relationship of each building to other buildings in the area and proportion deals with the relationship of the height to the width of a building and with the relationship of each part to the whole
  • Using similar roof shapes
• Maintaining similar footprints of buildings and rooflines (matching façade masses with existing buildings)
• Utilizing similar entry treatments to buildings
• Using similar building heights
• Having store fronts, upper facades, and cornices of commercial buildings compatible with existing buildings
• Using colors which are harmonious throughout the area

(i) Regulate conversions of buildings, addressing:
• Locations where permitted
• How use is treated procedurally
• What type of building can be converted
• Density of converted units
• Lot size for converted building
• Impervious surface/open space requirements
• Units per structure allowed
• Structure size requirements
• Dwelling unit size minimum
• Neighborhood compatibility standards
• Parking requirements to assure adequacy
• Screening of parking and common areas
• Structural revisions limits on buildings

(3) Require buffers where have potentially conflicting uses such as residential – non-residential, and residential and/or non-residential – agriculture.

(4) Require impact statements with proposed zoning amendments to address the impacts of proposed developments.

E. Update Statements of Community Development Objectives to be Consistent with This Plan
F. Include appropriate roadway access provisions

(1) Access management standards
   (a) Appropriate locations
   (b) Access point separation
   (c) Access to streets of lower functional classification
   (d) Internal road systems
   (e) Coordinated/Shared ingress and egress
   (f) Interconnection of properties – access, parking, loading
   (g) Separation from intersections
   (h) Coordinated traffic movements

G. Consider corridor overlay zoning along major roads such as Route 61, Route 183, and Old Route 22 to enhance the appearance of these corridors, enhance safety and traffic movement, and maintain economic viability.

(1) Coordinated landscaping, signage, lighting, street furniture, paving materials, design of site improvements, building façade and windows displays.

(2) Increase pedestrian and vehicular connections to adjoining properties.

(3) Increase size and quantity of landscape material

(4) Integrate historic resources

(5) Provide site amenities

(6) Renovate building facades

(7) Minimize curb cuts and unrestricted access

(8) Provide more attractive signage
(9) Locate parking to the rear and side of buildings
(10) Integrate architecture, landscaping and screening
(11) Discourage big box architecture
(12) Encourage architecture consistent with Northern Berks history
(13) Encourage human scale
(14) Encourage pedestrian oriented spaces
(15) Screen loading areas, outdoor storage and dumpsters
(16) Provide safe bus stops with shelters, with pedestrian connections to buildings

H. In agricultural areas, determine if will have agricultural preservation zoning. Consider provisions to allow farmers to supplement income, allow farm support uses, discourage non-farm uses which could cause conflicts with agricultural practices, require buffering around the perimeter of agricultural areas by non-agricultural uses. Establish appropriate controls on intensive agricultural operations and sludge (biosolids)

2. Update Municipal Subdivision and Land Development Ordinances

Update of the Subdivision and Land Development Ordinances should be a short-term high priority action, begun upon adoption of this Comprehensive Plan. Initial responsibility would be with municipal planning commissions upon direction of the governing bodies.

A. Traffic impact studies should be required for proposed developments. Such studies would require analysis of existing circulation conditions, the impact of proposed development and resulting circulation conditions and the need for traffic improvements to adequately support the development.

B. Establish appropriate standards for driveway design and access to streets for appropriate access management. Plans should be reviewed for access management concerns.
C. Consider storm water management part of the hydrologic cycle with less emphasis on detention and more emphasis on infiltration, reducing pollution, and reducing thermal impacts through BMP’s.

Assure developers adequately address storm water management and erosion and sedimentation control.

Address the recommendations of Act 167 Stormwater Management Plans.

D. Encourage developers to identify natural, historic, scenic, architectural and cultural resources in their tracts and incorporate them into the open space system. Management plans for open space should be required as well as mechanisms assuring the continuation as open space.

E. Require developers to identify the resources within their tracts, analyze the impacts of the development and mitigate those impacts.

F. Plan data requirements should be expanded to include a specific listing of environmental, scenic, historic and cultural resources.

G. Require environmental assessment studies, hydrogeological studies, scenic, historic and cultural resources impact studies and plans for preservation of environmental, historic and cultural resources and analysis of the site’s ability to support the proposed use and intensity of use.

H. Development guidelines should be established for development in recharge areas, including limits on impervious cover and limits on on-site sewage disposal.

I. Development guidelines should be established for development near scenic roads and vistas.

J. Require tree plantings along streets.

K. Include provisions for protection of vegetation during site work.

L. In review of Subdivision and Land Development Plans, requirements for setting aside open space could be used to preserve the Stream Corridors identified in this plan and providing for greenways (see Greenways, A Guide to Planning, Design and Development by the Conservation Fund).

M. Appropriate road design standards for each functional classification of road should be established. Bike and pedestrian lanes should be included in the
cross-sections per the Statewide Bicycle and Pedestrian Master Plan and Guide for the Development of Bicycle Facilities by AASHTO.

N. Enact provisions requiring the public dedication of land suitable for the use intended; and, upon agreement with the applicant or developer, the construction of recreational facilities, the payment of fees in lieu thereof, the private reservation of the land, or a combination, for park or recreation purposes as a condition precedent to final plan approval.

Include definite standards for determining the proportion of a development to be dedicated and the amount of any fee to be paid in lieu thereof.

Each subdivision or land development will have to be reviewed to determine whether the dedication of land or the fee would be more appropriate, based upon the size and location of the development.

O. Require developers to recognize existing trails and to provide for new trails. Standards for trails should be included in the Ordinances. Sufficient rights-of-way and easements should be required.

P. Consider addition of standards for recreation facilities which are consistent with NRPA or other relevant standards.

Q. Rights of access for trails should be secured through easements during the plan review process.

R. Involve fire company personnel in review of subdivision and land development plans.

S. Encourage use of internal road systems and parallel access roads along Route 61, Route 183, and Old Route 22 to reduce traffic volumes on and the number of driveway entrances to the roads.

T. Require street furniture/pedestrian amenities as required improvements pursuant to municipal streetscape plans

U. Require appropriate ultimate rights-of-way along roads

V. Require appropriate traffic calming techniques

W. Require developers to widen roads and construct shoulders along the frontage of their tracts where appropriate.
3. Administrative Actions for Resource Protection and Enhancement

The highest priority actions should be consideration of appointment of a regional historical commission and municipal Environmental Advisory Committees within two years of adoption of this Plan, by the governing bodies. The other actions will be on-going, long-term actions initiated by the governing bodies with the assistance of municipal planning commissions and any newly appointed commissions.

A. Appoint a regional historical commission to be actively involved in historic preservation:

(1) Identify, evaluate, mark and foster awareness of historic resources

(2) Investigate participation in Certified Local Government Program

(3) Investigate creation of historic districts

(4) Inform and involve public

(5) Encourage retention, restoration, enhancement and appropriate adaptive re-use of historic resources and discourage removal of historic structures

(6) Conceive programs, events and interpretive signage and exhibits which emphasize the history of the region

B. Support the activities of individuals and groups, such as the Hamburg Area Historical Society, Berks County Conservancy, which identify, document, evaluate and protect historical resources and increase public awareness of the area’s history and historic resources.

C. Support the planning of trails to link historic sites with trails and erect informative markers and exhibits at historic resources.

Continue planning for greenways and riparian buffers along the Schuylkill River and streams in the Region.

D. Evaluate the potential for historic districts and support their creation if warranted. If created, support the adoption of Design Guidelines and Sign Controls for the Historic District(s).
E. Identify key natural areas to the Berks County Conservancy and other conservation groups to encourage acquisition through conservation easements, fee simple, donation and dedication through the development review process.

F. Consider creation of municipal Environmental Advisory Committees to work with property owners to preserve key tracts of open space.

G. Support efforts of the Berks County Conservancy, Berks County Conservation District, and other agencies to manage stream corridors through cooperative efforts with landowners for riparian buffers, best management practices, and stream bank improvements. Cooperate in securing easements along the streams.

H. Encourage property owners to restore and/or adaptively reuse historic structures and discourage removal of historic structures.

I. Encourage formation of groups within the community to adopt a stream and provide monitoring and oversight along the stream corridor.

J. Encourage the use of improved farming practices involving the use of fertilizer and pesticides and the application of manure. Aggressive control of animal excretions and feed lot managing should be encouraged.

Encourage cooperation with Berks County Conservation District, Penn State Cooperative Extension, and Berks County Conservancy to look at each property on an individual basis to determine need to fence streambanks and use other Best Management Practices (BMP’s) as necessary to protect stream quality.

K. Establish tree planting programs

L. Maintain the scenic road system in the Townships through agricultural and conservation zoning, the other activities listed in this Section, and Scenic Road and Scenic Viewshed overlay zoning

M. Implement/Update/Adopt Open Space and Recreation Plans and charge recreation fees for new development and subdivision

N. Investigate wellhead protection and watershed planning opportunities under the Growing Greener initiative and other programs. Protect municipal water supplies.
O. Encourage Act 167 Stormwater Management Planning and plan implementation

P. Form watershed associations

Q. Complete water supply and quality studies and identify opportunities for expanded public water service

R. Work together to address agricultural issues to support continuation of family farms, regulate intensive agricultural activities, and relieve tax pressures on farmers

S. Pursue discussions with the Berks County Conservancy, Berks County Planning Commission, and landowners on the Blue Mountain to determine interest in the Forest Legacy Program. In this program, designed to protect environmentally sensitive forest lands, participants could sell or donate conservation easements on their forest lands.

4. Administrative Actions for Agricultural Preservation

These are on-going, long-term activities which should be continued/started upon adoption of the Plan. Responsibility is with municipal governing bodies, planning commissions, and authorities.

A. Work with local farmers to ensure participation in County’s Purchase of Agricultural Conservation Easements Program. Encourage the County to make purchase of easements in Northern Berks a priority.

B. Establish Township Purchase of Agricultural Conservation Easements Program, such as that implemented in Centre Township.

C. Establish Transfer of Development Program within a municipality or across municipal boundaries (development rights of properties in agricultural areas could be transferred to properties in those areas designated as residential growth areas).

D. Promote the inclusion of farms in Agricultural Security Areas.

E. Support measures to relieve property tax burden for farmers

F. Limit extension of public sewer and water facilities to agricultural areas
G. Permit businesses which support agricultural operations, such as farm equipment sales and service, farm supply stores, and businesses which market or process farm products.

H. Allow farmers to supplement incomes through home businesses, home occupations and farm related businesses.

I. Permit appropriate recreational activities, such as hayrides, corn mazes, and festivals and appropriate alternatives to traditional agriculture.

J. Limit non-farm uses which could cause conflicts with agricultural practices and/or require buffers for non-farm uses around the perimeter of farms. Direct any non-farm development to parcels least suited to farming.

K. Allow conservation development (Growing Greener) as an option (typically 50 to 80% of the tract remains in open space and development occurs on the remaining land, allowing for the protection of some farmland)

L. Promote enrollment in Clean and Green tax relief program

M. Allow and give incentives to compact development and higher densities where public sewer and water are available in areas designated for development, and give disincentives to inefficient development techniques.

N. Support establishment and continuation of farm-related programs and organizations.

O. Discourage construction of roads through and interchanges within agricultural areas.

P. Limit expansion of small rural villages into surrounding agricultural areas.

Q. Work to improve relationships between farmers and non-farm neighbors.

R. Encourage the County Agricultural Land Preservation Board to make acquisition of conservation easements in Northern Berks County a priority.

S. Make information available on the Pennsylvania Agricultural Loan Program.

T. Encourage farmers to make use of the Pennsylvania Farm Link Program.
5. Planning Actions

The highest priorities should be creation of a standing joint planning committee and a joint trail planning commission within six months of adoption of this Plan. The appointing responsibility would be with the governing bodies. The preparation and update of other municipal plans, maps, and programs should occur within a four-year period after adoption of this Plan. Authorization would come from the governing bodies and be the responsibility of various municipal commissions and the governing bodies.

A. The Townships and the Boroughs should create a standing joint planning committee to annually review the Comprehensive Plan, recommend work programs for each year, and discuss subdivision and land development plans of common interest.

B. A Trail Planning Commission should be established to implement the conceptual trail system included in this plan. Proposed trail elements along State roads should be submitted to PennDOT for inclusion in PennDOT improvement programs and shoulder improvements.

Greenway planning should be coordinated with surrounding municipalities. Berks County, the Berks County Conservancy, and property owners.

C. Each year the Municipal Planning Commission and Governing Body of each municipality should meet to discuss trends in the municipality, surrounding municipalities and the region; progress of meeting the goals set forth in this plan; the effectiveness of this plan; and implementation of the plan. Specific actions determined to be necessary to implement the plan should be identified and action programs for the following year established. Directives for tasks should be given to appropriate boards, committees and commissions.

D. This Comprehensive Plan should be given a thorough review in five years, with consideration of trends at that time and development events over those five years.

E. Municipal Act 537 plans should be coordinated with this plan, particularly the Future Land Use Plan.

F. Municipal Park, Open Space and Recreation Plans should be revised to reflect the proposals of this plan, such as trails and stream corridor preservation.
G. Streetscape Plans for downtowns in the Boroughs and Villages should be considered, addressing such issues as landscaping, signage, street furniture, lighting, parking locations and design standards. Municipalities should work with property owners to enhance gateways to the municipalities.

H. Municipalities should consider adoption of an Official Map designating all existing and proposed public facilities, streets, and trails.

I. Municipalities should prepare Capital Improvements Programs for street improvements, recreation and other community facilities, pedestrian circulation improvements, community appearance improvements, and other improvements recommended by this plan.

J. Consideration should be given to adopting street tree plans, implemented through municipal Shade Tree Commissions.

K. Consideration should be given to establishing sidewalks improvement programs such as completion of gaps in the system where necessary to implement the trail plan and provide for improved access to schools, day-to-day shopping facilities, community facilities, transit facilities, and employment opportunities. ADA requirements should be complied with. Pedestrian crossings at street intersections should be facilitated through consideration of crosswalks, stop signs, limitation of cartway radii, and use of pedestrian buttons and pedestrian cycles at signalized intersections.

L. A plan for the provision of benches and other amenities should be considered along sidewalk and trail systems.

M. Adopt appropriate land use controls to implement the Tulpehocken Watershed and other adopted Watershed Act 167 Plans. The major implication of these plans will be the need to adopt storm water management parameters and standards consistent with the Plans.

Investigate watershed planning and wellhead protection opportunities available under the Growing Greener initiative and other programs in cooperation with the Berks County Conservancy, Berks County Conservation District, and other agencies.

N. Maintain a dialog with the School District regarding development activities, school facilities needs, and location of school facilities.

Work with the School District to assure retention of existing recreation facilities and their availability to the region’s residents.
O. Participate in Berks County programs, such as joint planning and community development grants, and State programs, such as the Growing Greener initiative, which encourage cooperative planning efforts among municipalities.

The municipalities should continuously jointly monitor availability of grants for planning, recreation and other elements and pursue grants.

P. Monitor zoning along municipal boundaries to provide for compatible zoning districts.

Q. Conduct an area-wide Route 61 planning and management study, with Berks County and PennDOT involvement.

R. Support efforts of the Northern Berks Recreation Commission to plan for continued improvement and appropriate development of recreation facilities and programs in the region, such as municipal parks. Support efforts to plan for recreation facilities at Kaercher Creek Park, and Kernsville Dam.

S. Investigate the feasibility of and alternative ways of expanding public water supply within the Region in the future.

6. Administrative Actions for Economic and Community Development

These will be on-going, long-term actions begun upon adoption of this Plan. Primary responsibility will lie with groups such as the Northern Berks Chamber of Business and Industry and Our Town Foundation, with help from governing bodies, municipal staffs and planning commissions.

A. Enhance downtown Hamburg, Strausstown, and the Villages through streetscape improvements in coordination with PaDCED and PennDOT. Prepare Streetscape Plans.

B. Support appropriate commercial development in the Borough and Village Center and Village Commercial areas.

C. Implement trail and circulator planning to facilitate access to employment opportunities, community facilities, and the circulation system. Support expanded bus and rail service to the region.
D. Continue and expand cooperation and dialog between the Townships and the Boroughs and community entities such as the fire companies, authorities, and the School District on provision and sharing of services, equipment, facilities and programs on a regional basis; comprehensive planning; recreation planning; utility planning; transportation planning; implementation of this plan; code enforcement; biosolids regulation; emergency services planning; ambulance service; and police protection.

E. Bring together citizens, the business community, and the school district to plan and organize community-wide activities, events, and programs to foster community spirit, economic development, and community attractiveness. Conceive programs that emphasize the history and architecture of the Region.

F. Monitor the need to increase availability and sharing of parking facilities; facilitate pedestrian and bicycle circulation; and facilitate transit access in commercial areas in the region through cooperation with area businesses, PennDOT, and BARTA. Establish a parking program for Hamburg.

G. Work with potential land developers to achieve appropriate scale, signage, aesthetics, pedestrian amenities, and intensity and types of commercial development when development occurs in the commercial areas of the region, and provide for the commercial needs of the community. Address design and performance standards, access management, permitted uses, and area and bulk regulations in Zoning Ordinances.

H. When appropriate, adopt, maintain and enforce adequate housing and property maintenance codes and zoning ordinance provisions to maintain the building stock and properties within the region. Continue to enforce existing codes.

Consider joint municipal cooperation in addressing the statewide building code.

Eliminate impediments to adaptive reuse and historic restoration in codes which will not affect safety.

I. Continue to allow residential uses in the Borough and Village Center and Village Commercial areas to provide for a mixed-use environment.

J. Enhance the gateways to the region and communities and the sense of identity of the communities.
K. Work with residents of the region to identify programs that are available to help them maintain and enhance their properties, and meet housing expenses and retain their homes as owner-occupied single family residences.

L. Involve the region’s residents and business community in committees to address major issues of concern within the region.

M. Investigate programs to address and provide for the housing needs of the elderly in the community.

N. Jointly monitor availability of grants for planning and implementation and pursue such grants.

The Pennsylvania Municipalities Planning Code now indicates that where municipalities have adopted a multi-municipal plan, have conformed their zoning ordinances to the plan by implementing cooperative agreements and adopting appropriate resolutions and ordinances, state agencies shall consider and may give priority consideration to applications for financial or technical assistance for projects consistent with the multi-municipal plan.

O. Identify and support activities to promote the region, promote tourism, retain existing businesses, attract or recruit desired new businesses, and enhance existing businesses in designated areas. Bring the business community and residents together in efforts to do this. Investigate programs such as financial incentives for re-use of old buildings and tax lien forgiveness to “recycle” buildings, and preserve historic sites. Consider designation of Keystone Opportunity Zones and use of LERTA programs. Work with PaDCED.

P. Promote and support efforts of community organizations to provide recreational facilities and programs for area residents and services and programs for the elderly and children.

Provide for public areas within the region through provision of open spaces, village greens, recreation facilities, greenways, improved sidewalks, and indoor facilities.

Q. Monitor policies on extensions of public sewer and water facilities to assure they are consistent with the Future Land Use Plan.

R. Continue to zone land available for commercial, office and industrial development in Commercial, Industrial and Business Development areas.
S. Establish zoning policies for home employment and home occupations.

T. Encourage appropriate adaptive re-use of historic, vacant and underutilized buildings.

U. Maintain and enhance the quality of life and business climate in the region through other listed actions for resource preservation, transportation enhancements, recreation and open space, and community development.

V. Maintain web sites which will contain information on zoning, the community, upcoming events, and available buildings and land.

W. Support revitalization efforts in the Borough of Hamburg and efforts to bring appropriate land uses to vacant buildings in the Borough.

X. Support continuation and location of businesses that support local agricultural operations.

Support development of an agri-business park in Berks County.

Y. Be involved in discussions regarding potential re-use of the Hamburg Center. Support efforts to establish a satellite center of Reading Area Community College.

Z. Work to provide necessary infrastructure to designated Commercial, Industrial and Business Development areas.

7. Actions for Transportation Enhancement

These actions are primarily the responsibility of the governing bodies with technical assistance from municipal engineers and traffic engineers. The actions are of high priority, but will be on-going and of both short-term and long-term because of the nature of the projects which will be implemented.

A. Work with PennDOT and land developers to improve the safety and functioning of intersections along Route 61 and 4th Street. Conduct a study of that general area to determine appropriate traffic patterns.

B. Utilize Transportation Impact Fee ordinances and require land developers to address needed transportation improvements in the region.

C. Institute traffic calming techniques as necessary in existing settlements.
D. Prepare Sidewalk Improvement Program and Policies which will improve pedestrian access to the region through extension of the sidewalk systems; enhance pedestrian circulation through amenities such as benches; complete gaps in the sidewalk systems; extend the sidewalk systems, provide for maintenance and improvement of existing sidewalks, and facilitate pedestrian crossings at street intersections.

E. Encourage PennDOT to study the Route 183 Corridor and identify and make necessary improvements.

F. Work with developers to complete an east-west road through the industrial area north of Shartlesville.

G. Cooperate with BARTA to assure adequate bus service and the appropriate location and attractiveness of bus stops. Coordinate in the provision of park and ride facilities and multi-modal facilities where appropriate.

- An inter-regional bus stop should be established and access to the stop facilitated.
- If passenger rail service to the Region is reinstituted, establish a multi-modal facility at the train station.

H. Prepare multi-year programs for street maintenance.

I. Work with PennDOT to keep traffic signal timing current.

J. Develop an access management plan in cooperation with PennDOT to address access to major roads and access design standards. Encourage cooperative efforts of landowners to manage and share access.

K. Require developer-financed road improvements.

L. Implement the circulator system through cooperation with BARTA and area businesses, the school district, and community groups, so there will be a region-wide public transportation system.

M. Work with PennDOT to widen and improve road shoulders and require developers to improve shoulders along their properties.

N. Align the Mountain Road-Industrial Drive intersection in cooperation with developers.
O. Require appropriate access management and coordination between developments at the interchanges with I-78.

    Coordinate with PennDOT in a program to improve interchanges with I-78.

P. Plan for improvements to and realignment of portions of Wolf Creek Road.

Q. Work with PennDOT to establish a program for Old Route 22, including access management, design aesthetics, right-of-way preservation, trail accommodation, and emergency management planning.

R. Identify appropriate truck routes within the region.

S. Monitor the need for Transportation Development Districts.

T. Monitor the need for Congestion Management System Strategies.

U. Work with PennDOT to provide improved access from Route 61 to Hamburg.

V. Consider formation of a regional transportation authority.

Three major potential tools in implementing this Plan are capital improvements planning, adoption of an official map, and utilization of transportation impact fees, as detailed below. The discussion of the official map is based upon the Pennsylvania Municipalities Planning Code.

**Capital Improvements Planning**

Capital improvements planning includes financial analysis of past trends in the community, present conditions, and a projection of the community's revenues and expenditures, debt limit and tax rates, to determine what the financial capabilities of the municipality are. It also includes a capital improvements program which establishes a system of priorities. The final element is the capital budget which lists the schedule of improvements over a 5-year period based on the community's financial capacity and availability of grant money.

In the capital improvements program, capital expenditures are separated from operational expenditures. Operational expenditures are those for administration, salaries, maintenance and similar functions, and are short term. Capital expenditures are for assets which have a substantial value compared to the total municipal budget and are expected
to provide service for a number of years. The purchase of land or the construction of a building is an example of a capital expenditure.

The capital improvements program schedules the purchase of capital items in a systematic manner rather than allocating a large amount of money for all expenditures in one year. Based on the assessment of future needs, future expenditures are planned so that the municipality can anticipate these major expenditures prior to the budget year. The program is based on identified capital needs, goals for capital acquisitions, and a priority list of all proposed capital expenditures.

A time frame is established for the capital improvements program. Five-year programs are typical. Every year the schedule for capital improvements must be revised and updated as necessary, based on the current municipal priorities. For each project included in the program, estimated costs must be established and a budget prepared.

Benefits of capital improvements programs include:

- It helps assure that projects will be based upon the ability to pay and upon a schedule of priorities determined in advance.
- It helps assure that capital improvements are viewed comprehensively and in the best public interest of the municipality as a whole.
- It promotes financial stability by scheduling projects at the proper intervals.
- It avoids sharp changes in the tax structure by the proper scheduling of projects.
- It facilitates the best allocation of community resources.

**Official Map**

The governing body of each municipality has the power to make an official map of all or a portion of the municipality which may show elements of the Comprehensive Plan with regard to public lands and facilities, and which may include, but need not be limited to:

1. Existing and proposed public streets, watercourses and public grounds, including widenings, narrowings, extensions, diminutions, openings or closings.
2. Existing and proposed public parks, playgrounds, and open space reservations.
3. Pedestrian ways and easements.
4. Railroad and transit rights-of-way and easements.
5. Flood control basins, floodways and floodplains, stormwater management areas and drainage easements.

6. Support facilities, easements and other properties held by public bodies undertaking the elements described in the Comprehensive Plan.

The governing body may make surveys and maps to identify the location of property, trafficway alignment or utility easement by use of property records, aerial photography, photogrammetric mapping or other method sufficient for identification, description and publication of the map components. For acquisition of lands and easements, boundary descriptions by metes and bounds must be made and sealed by a licensed surveyor.

The adoption of any street lines or other public lands as part of the official map does not constitute the opening or establishment of any street nor the taking or acceptance of any land, nor does it obligate the municipality to improve or maintain any such street or land. The adoption of proposed watercourses or public grounds as part of the official map does not constitute a taking or acceptance of any land by the municipality.

For the purpose of maintaining the integrity of the official map of the municipality, no permit shall be issued for any building within the lines of any street, watercourse, or public ground shown or laid out on the official map. No person shall recover any damages for the taking for public use of any building or improvements constructed within the lines of any street, watercourse, or public ground after the same shall have been included in the official map, and any such building or improvements shall be removed at the expense of the owner. However, when the property of which the reserved location forms a part, cannot yield a reasonable return to the owner unless a permit shall be granted, the owner may apply to the governing body for the grant of a special encroachment permit to build.

The governing body may fix the time for which streets, watercourses and public grounds on the official map shall be deemed reserved for future taking or acquisition for public use. However, the reservation for public grounds shall lapse and become void one year after an owner of such property has submitted a written notice to the governing body announcing his intentions to build, subdivide or otherwise develop the land covered by the reservation, or has made formal application for an official permit to build a structure for private use, unless the governing body shall have acquired the property or begun condemnation proceedings to acquire such property before the end of the year.

**Transportation Impact Fees**

When the Pennsylvania Municipalities Planning Code (MPC) was amended back in 1990, one of the major changes allowed municipalities to impose transportation impact fees.
These are fees that may be imposed upon a developer to pay for improvements to the local transportation system made necessary by that new development.

The impact fee legislation is extremely useful for rapidly developing communities, and some municipalities have realized substantial impact fee revenues. However, the process required to implement an impact fee takes time, and there is some cost. It should not be initiated without careful consideration. You may not use impact fee revenue to correct existing problems or for maintenance. The funds may only be used to pay for capital improvements that will be required to accommodate traffic generated by new development. The following questions should be addressed:

- Is your road network currently at or near capacity? Do intersections seem busy and congested throughout the day? Do you usually sit through more than one “red cycle” at a traffic signal? Are you waiting longer and longer to make a left turn at an intersection or out of a driveway? Do you hesitate to go for a walk or a bike ride along what you think of as “back roads” because of the traffic? Does it suddenly seem that there are a lot of cars everywhere?

- Are you in the path of development? Are your neighboring communities experiencing development now? Is this development happening along a road that passes through or near your municipality? Do you have significant open areas suitable for new development? Or do you have large vacant structures suitable for redevelopment? If your community does not have public water or sewers, will you be getting them soon? If you already have these services, will they be expanded in the near future? Are new expressways or expressway interchanges planned in or near your community?

The more “yes” answers to these questions, the greater the potential to benefit significantly from a traffic impact fee ordinance.

The details of the process are too lengthy to describe adequately here. Briefly stated, you must first identify your Transportation Service Area (TSA). The TSA is the area within which new development will be required to pay an impact fee. It is also the area where impact fee funds must be spent. No single TSA may exceed seven square miles, but you may have more than one. The most recent amendments to the MPC allow TSA’s to cross municipal lines in some cases.

At the same time that the TSA(s) are identified, your governing body must appoint an Impact Fee Advisory Committee. This is the group that will be responsible for the remaining steps in the process. The committee must have between seven and fifteen members, and must include representatives from the real estate, development, and construction industries.
The Committee will oversee the creation of three planning documents. The “Land Use Assumptions Report” is a statement of what future development is anticipated within the TSA. The “Roadway Sufficiency Analysis” documents existing deficiencies in the system and determines what improvements are necessary to address those existing deficiencies and to accommodate future development. The “Transportation Capital Improvements Plan” is based upon the preceding documents and identifies specific capital improvements to the transportation network. Like the Analysis, it includes projects to address both existing and anticipated needs along with estimated costs, financing strategy, and a timeframe for construction.

Only upon completion of these documents may the municipality enact a Transportation Impact Fee Ordinance. The Ordinance includes a formula to calculate the amount of the impact fee for each project. This formula will assure that the fee to be paid is based upon both the amount of traffic that the development will generate and the cost of those improvements required to accommodate that traffic safely. Fees are payable at the time that building permits are issued.
GOVERNMENTAL PROGRAMS

The following is a list of some of the County, state and federal programs for community and economic development. Programs can be modified or eliminated over time, so it is necessary to contact the responsible agency for availability and eligibility information.

- **Berks County**
  
  Joint Comprehensive Planning Program  
  Joint Zoning Ordinance Program  
  Agricultural Zoning Incentive Program  
  Berks County Open Space and Recreation Grant Program

  **Community Development Block Grant Program (CDBG)** – This program provides financial and technical assistance to aid communities in their community and economic development efforts. Activities include housing rehabilitation, community facilities, infrastructure, public services, economic development and planning. The activities are to benefit areas containing a majority of low to moderate income persons.

- **Pennsylvania Department of Community and Economic Development**

  **Communities of Opportunity** – This program is for state-funded grants for community revitalization and economic development and the development or rehabilitation of low-income housing.

  **Infrastructure Development Program** – This program provides grants and low interest financing for the construction of public and private infrastructure needed for business to locate or expand to a specific site. It also provides financing for infrastructure costs to redevelop former industrial sites, including site clearance costs.

  **Industrial Sites Reuse Program (Brownfields)** – This program provides grant and low interest loan financing for environmental site assessment and remediation work at former industrial sites.

  **Community Revitalization Program** – This program is intended to fund infrastructure improvements, community revitalization, building rehabilitation, and demolition of blighted structures, in order to increase community tax base and promote community stability.

  **New Communities/Main Street Program** – This program is intended to help a community’s downtown economic development effort.
**Home Program** – This program provides loan and technical assistance to municipalities for expanding the housing supply for low income persons.

**Small Business Development Centers** – Work with small firms to help them compete and grow.

**Small Business First Program** – This program provides low interest loans for projects such as site acquisition, building construction, machinery, and working capital for small businesses of less than 100 employees.

**Local Government Capital Projects Loan Program** – This program provides low interest loans for equipment and municipal facilities.

**Land Use Planning and Technical Assistance Program (LUPTAP)** – This program provides grant funds for the preparation of community comprehensive plans and the ordinances to implement them.

**Regional Police Assistance Grant Program** – This program provides grants for the start-up of consolidated police departments.

**Shared Municipal Services Program Code Enforcement Initiative Grants** – This program assists local governments in the initial administrative expenses of a shared or multi-municipal codes enforcement program.

**Shared Municipal Services Program** – This program provides matching grants for cooperative municipal efforts to increase the efficiency of public services.

**Local Economic Revitalization Tax Assistance Act (LERTA)** – Local municipalities, school districts, and counties can offer tax abatements on improvements to property for up to 10 years.

**Keystone Opportunity Zones (KOZ’s)** – These zones would be used to foster economic opportunities in the area, facilitate economic development, stimulate industrial, commercial and residential improvements and prevent further physical and infrastructure deterioration. The principles behind the zones include providing tax exemptions, tax deductions, tax abatements and tax credits within designated areas of the state. People and businesses within these zones would be entitled to exemptions of certain state and local taxes, as well as tax deductions, abatements and credits for a period of up to 12 years, beginning January 1, 1999.

To be designated a KOZ, the proposed area must meet specific criteria related to poverty level, property deterioration, income levels and job loss. All of this information must be submitted on a form to the state Department of Community...
and Economic Development (DCED). If an area receives zone designation, it will receive a one-time $250,000 grant to implement the opportunity plan and to provide an annual update of real property and other information to the Department of Revenue. The grant is to be drawn down by the zone, as needed, over a period not to exceed the first five years of designation. The DCED will develop and implement a consolidated marketing strategy for the zone for use in job retention and attraction activities. Other arms of the state government will play an active role, such as the Department of Education and DCED’s Center for Local Government Services. Each entity is to provide needed technical assistance to bolster the needs of the zone, ranging from housing assistance and job training to filling out annual reports on the progress being made in the zone.

• **Pennsylvania Department of Conservation and Natural Resources** - Community Conservation Partnerships Program (C2P2)

  **Community Recreation Grant Program** – This program provides grants for comprehensive recreation and park planning, greenways and master site development planning. Acquisition and Development Grants can be used for the rehabilitation and development of parks and recreation facilities and acquisition of land for park and conservation purposes.

  **Rivers Conservation Grant Program** – This program provides grants for river conservation plans and non-acquisition, non-development implementation projects. Acquisition and Development Grants can be used for land acquisition and the development of river conservation projects.

  **Heritage Parks Grant Program** – This program promotes public/private partnerships to preserve and enhance natural, cultural, historical and recreational resources to stimulate economic development through heritage tourism. Grants are awarded for purposes such as feasibility studies, development of management action plans, specialized studies, and implementation projects and management grants.

  **Recreational Trail Program** – This program provides matching funding for the acquisition, development and maintenance of motorized and non-motorized trails.

  **Rails to Trails, PA Program** – This program provides matching grants for feasibility studies, plans, acquisition and improvement of former railroad lines for recreational trails.
• **PA Department of Environmental Protection**

  **Stream Improvement Program** – This program provides design and construction projects to eliminate imminent threats due to flooding and stream bank erosion.

  **Stormwater Management Program** – This program provides grants for cooperative watershed level planning and municipal implementation programs.

  **Non-Point Source Pollution Control Program** – This program provides funding for projects that implement innovative practices to control non-point source pollution for impaired waters.

  **Environmental Stewardship and Watershed Protection Grant Program** – This program makes funds available to protect and restore watersheds.

  **Pennsylvania Green Project Bank** – This program is an interactive online marketplace where organizations seeking funding for environmental projects can be matched with organizations seeking to fund such projects.

• **Pennsylvania Historical and Museum Commission**

  **Keystone Historic Preservation Grants** – This program provides matching grants to local government and nonprofit organizations that are rehabilitating or restoring historic properties on or eligible for the National Register.

  **Certified Local Government Grants** – This program provides matching grants and technical assistance to protect historic resources.

  **Historical Marker Program** – Nominations for historical markers are reviewed. When approved, staff works with nominator to prepare text and arrange ceremonies. Limited matching grants are available for markers.

• **Pennsylvania Department of Transportation**

  **Transportation Enhancements Program (TEA 21)**

  The program provides funding for programs such as provision of facilities for pedestrians and bicycles; acquisition of scenic easements or historic sites; landscaping or other scenic beautification; historic preservation; rehabilitation and operation of historic transportation buildings, structures or facilities.
Transit Assistance Programs – A variety of programs provide assistance for Public Transportation.

- Pennsylvania Infrastructure Investment Authority – PennVEST provides financing for drinking water, stormwater, and wastewater projects.
CHAPTER 12
EXISTING LAND USE

INTRODUCTION

Existing land use patterns have a significant impact on the future land use plan, but also affect circulation within the area and demand for community facilities and services.

The base Existing Land Use Map for the Northern Berks area was supplied by the Berks County Planning Commission. The existing land use mapping for both Boroughs and the Townships was updated by the consultant through windshield survey performed in 2001.

The categories shown on the Existing Land Use Map include Residential Single-Family, Residential 2 to 4 Family, Residential Multi-Family, Residential Mobile Home, Commercial, Industrial, Institutional, Public, Farm, Private Recreation, and Vacant.

The Existing Land Use Map can be used in conjunction with the Agricultural Security Areas, Conservation Easements, and Clean and Green Lands Map, which indicates farmed land. Wooded areas are delineated on the Natural Resources Map. The Agricultural Security Areas, Conservation Easements, and Clean and Green Lands Map and Natural Resources map are particularly helpful in further analyzing the use of the Farm and Public categories on the Existing Land Use Map. The Agricultural Security Areas, Conservation Easements, and Clean and Green Lands Map was provided by the Berks County Planning Commission.

Overall Land Use Pattern

Even though the Northern Berks area has experienced population growth and residential development extending from the Borough of Hamburg, much of the area still remains rural, including substantial portions of Tilden and Windsor Townships and most of Upper Bern and Upper Tulpehocken Townships. Hamburg and Strausstown Boroughs have been developed, primarily for residential purposes, though there are commercial, mixed use, public and industrial areas, and some vacant parcels which could be developed in the future.

In Tilden, Windsor, Upper Bern and Upper Tulpehocken Townships, much of the farm/rural land is in active agricultural production with pasture and cultivated lands interspersed. The largest extent of wooded land is found in the northern extent of the Region, on and near the Blue Mountain.
LAND USE CATEGORIES

Residential Single-Family

Most of the residential parcels within the area are Residential Single-Family. These uses are found throughout the Boroughs of Hamburg and Strausstown. In the Townships, single-family homes are found along Old Route 22 and in subdivisions along Woodland Road, Haas Road, Focht Lane, Bliele Road, Balthaser Road and Schappell Road in Windsor Township. In Tilden Township, single-family homes are located in West Hamburg and the southwest portion of the Township, and stripped along many of the Township roads. In Upper Bern, single-family homes are found primarily in the vicinity of Shartlesville, but also stripped along several Township roads. In Upper Tulpehocken, single family area uses are located adjacent to the Borough of Strausstown, along Route 183, and in small subdivisions scattered through the Township. There are also scattered farm houses and non-farm dwellings in the Townships.

Residential 2 to 4 Family

Residential 2 to 4 Family are mixed with residential single family uses and are not concentrated in one area. They are found primarily in Hamburg Borough, Strausstown Borough and the Village of Shartlesville. In Hamburg Borough, these uses are found along 2nd, 3rd and 4th Streets. In Strausstown, the uses are found along Main Street. In the Village of Shartlesville they are also along Main Street.

Residential Multi-Family

Residential Multi-Family is found primarily in the Borough of Hamburg. These uses are mixed with residential single family and Residential 2 to 4 Family uses. Multi-Family developments are found along Williams Street in the northern portion of the Borough and along Pine Street in the eastern portion of the Borough. Conversions to apartments have occurred in the Boroughs and villages in the region, particularly in larger older homes.

Residential Mobile Home

Residential Mobile Home uses are scattered through the Townships. These uses are usually considered single family homes, but when placed in parks require services associated with higher density development. Small concentrations are found along Tulley Drive and Spring Hill Drive in Upper Tulpehocken Township. A large mobile home park is located south of West Hamburg in Tilden Township.
Commercial

Most non-recreational commercial development in the area is located in Hamburg Borough, in Tilden Township along the Route 61 corridor, in Shartlesville and west of the village, in Strausstown Borough, and in Windsor Township along Route 61 south of Hamburg. Commercial uses are also widely scattered in the region.

Private Recreation

Private Recreation lands are found in Upper Tulpehocken Township in the vicinity of the I-78 and 183 interchange, along Club Road, west of the Northkill Creek and along Northkill Road; in Upper Bern Township northwest of Shartlesville and along Forge Dam and Mountain Roads; in Tilden Township off Walnut Road; and in Windsor Township in the southeastern portion of the Township. The Olivet Blue Mountain Camp is located in Windsor Township near Hamburg. These uses include an amphitheater, sportsman’s clubs, campgrounds, and golf courses. Uses are detailed on the Community Facilities Map.

Industrial

Most industrial development has occurred within the Borough of Hamburg, though a number of industrial sites are now vacant. Tilden Township has an industrial park located along Route 61. Industrial parks are found north of Shartlesville in Upper Bern Township and north of Edenburg in Windsor Township. Post Precision Castings is located in the Borough of Strausstown and Upper Tulpehocken Township.

Farm

The Farm areas include lands that are cultivated, pasture and wooded. Farmed areas are specifically shown on the Agricultural Security Areas, Conservation Easements, and Clean and Green Lands Map. Wooded areas are shown on the Natural Resources Map. These areas encompass most of the region. Most of the open land which could accommodate future development under existing zoning is located in Tilden and Windsor Townships. Development of these lands would result in the loss of agricultural lands within those Townships.

Public

Public uses are found throughout the region. They include extensive public lands along the Blue Mountain such as State game lands, the Kernsville Dam, the Hamburg Reservoir and Watershed and the Weiser State Forest. Public lands are found primarily in the northern portion of the region. This category also includes municipal buildings and uses, community parks, post offices and fire companies, the Hamburg Center, Kaercher Creek
Park, and public schools. These uses are scattered throughout the municipalities. Public and Institutional land uses are detailed on the Community Facilities Map.

**Institutional**

Religious uses predominate in this category. Religious uses include the Christ Evangelical Free Church on Route 183, Zion Blue Mountain Church of Christ on Old Route 22 and the Bernville Mennonite Church on Route 183 in Upper Tulpehocken Township; Frieden’s Union Church on Valley Road in Upper Bern Township; St. Michael’s Church on St. Michael’s Road, Berne United Methodist on Salem Church Road, Hamburg Seventh Day Adventist Church on Old Route 22, St. Mary’s Roman Catholic Church on Walnut Road in Tilden Township; Hamburg Bible Church on Mountain Road, First Assembly of God on 4th Street, Bethany United Methodist Church on 3rd Street, St. Mary’s Roman Catholic Church on State Street, the Salvation Army on 4th Street, First United Church of Christ on 3rd Street and St. John’s Lutheran Church on Pine Street in Hamburg Borough; and Salem Evangelical Congregational Church on Old Route 22 and St. Paul’s Evangelical Lutheran Church on Old Route 22 in Windsor Township. The large institutional area in the center of Tilden Township is the Blue Mountain Academy, which includes extensive farmland, a private school, and educational/industrial uses.

**Vacant**

Vacant parcels are scattered throughout the region. Concentrations of vacant lands exist north of Mountain Road along the Blue Mountain in Upper Tulpehocken, Upper Bern, Tilden and Windsor Townships. Vacant parcels are also scattered throughout farm areas. Development of these lands for residential uses could impact nearby public lands and agricultural lands.

**Trends**

Several trends in land use are noticeable. The first is the increased level of development of residential housing scattered within the Townships in the Region. Development has occurred in new subdivisions in rural areas utilizing on-site water supply and sewage disposal as well as in areas served by public sewer and water facilities near the Region’s existing settlements.

Another trend in the area is the development of industrial and commercial uses along the Route 61 corridor in Tilden Township. This now includes Cabela’s, a large nation-wide outdoor retailer. This development adds to the tax base and employment in the Township, however, the impact of this commercial development in the Tilden Township, particularly the development of Cabela’s can have an effect on commercial activity and the tax base in the Borough of Hamburg if it competes with, rather than complements,
Borough commercial activity. A trend which has occurred nationwide, and some towns are trying to reverse, is the relocation of businesses which serve the day-to-day needs of residents to shopping areas outside Boroughs and villages.

Agriculture continues to remain the predominant land use, even with the amount of residential development which has occurred. Effective agricultural zoning in Upper Bern, Upper Tulpehocken, and Windsor Townships is intended to retain agriculture as the major land use.

Recreational uses, detailed on the Community Facilities Map, are important in the Region, and will remain so given the advent of Cabela’s. The region contains game lands, forests, sportsman clubs, golf courses, campgrounds, an amphitheater, rodeo, and major recreation facilities in Kernsville Dam and Kaercher Creek Park.

**Acreages in Each Existing Land Use Category**

The table on the following page presents the number of parcels in each land use category (frequency), land use category, and percentage of total land in the Region in that category. The first percentage does not take into account roadways. The second percentage does.

Residential 1 Family has the greatest frequency, 3823. Farm is next, 1030, followed by Vacant, 657. With regard to acreage, by far the most land is in the Farm category, 29,603 acres. Public is next, 13,111. Residential 1 Family, 4469, Vacant, 1779, Private Recreation, 1149, and Institutional, 968, follow.
CHAPTER 13

PUBLIC SANITARY SEWER AND WATER FACILITIES

INTRODUCTION

Public sanitary sewer and water facilities are discussed in a separate chapter from community facilities because availability of sanitary sewer and water facilities plays an extremely important role in the shaping of development patterns, including location and density. One of the major concerns of the Comprehensive planning effort will be to coordinate land use and utility planning so that future land use concentrations would reflect the availability of public sewer and water facilities, while assuring that sewer and water planning in the area would not be at odds with the goals for future land use reflected in the future Land Use Plan. For instance, if areas are proposed for agriculture, it is not desirable to extend the public sewer and water service to those areas.

Public Sanitary Sewer Facilities

The Hamburg area is served by the Hamburg Municipal Authority. The Authority serves the Borough, Edenburg, and along Old Route 22 in-between. Tilden Corporate Center sewage is also treated at the Hamburg plant.

Upper Bern Township has recently constructed a sanitary sewer system in Shartlesville, with a sewage treatment plant along Wolf Creek. The system was designed to serve the Shartlesville area, with little additional capacity. The system is not intended to accommodate residential growth in the Township.

Strausstown Borough intends to construct a sanitary sewer system which will serve the Borough and about 17 homes in Upper Tulpehocken Township. The plant will be located along Jackson Creek in the Township. As was the case with the Shartlesville system, the Strausstown system is designed to address existing problems, and not serve residential growth. Only very limited capacity will be available at the plant.

Sanitary sewers will be expanded within Tilden Township to serve existing development in West Hamburg and expansion of the Pleasant Hills Mobile Home Park. About 700 homes will be served, and generate about 180,000 gallons per day to be treated at the Hamburg Plant. The project will involve upgrading the pump station along Industrial Drive in the Tilden Corporate Center and constructing two new pump stations.
Soil Suitability for On-Site Sewage Disposal

The availability of public sanitary sewer facilities is important, and the use of such facilities should be encouraged when consistent with the future Land Use Plan, because of the general unsuitability of soils in Northern Berks County for on-site sewage disposal. There are a number of soils considered unsuitable for on-site sewage disposal in the region based on United States Department of Agriculture Natural Resources Conservation Service rating of limitations for septic tank absorption fields, when limestone soils are excluded because of the hazard of ground water contamination.

Public Water Supply Facilities

The Hamburg Municipal Authority serves the Borough of Hamburg, Edenburg and the portion of Windsor Township along Old Route 22 in-between. The Hamburg Municipal Authority maintains water storage at the Hamburg Reservoir in Windsor Township. The primary source of supply is an intake on the Furnace Creek. The Authority has wells located in close proximity to the Reservoir on Reservoir Road as a supplementary supply.

Sewer Capacities

As noted above, very limited capacity is or will be available at the Shartlesville and Strausstown plants. Given the addition of treatment of sewage from Tilden Township at the Hamburg plant, requests for additional service outside the Borough would have to be reviewed on a case by case basis by the Borough Authority.

Water Capacities

The Hamburg Municipal Authority will satisfy all domestic demand from within the Borough. The policy over the years has been not to accept demand outside the Borough beyond the present Edenburg service area unless the Hamburg Center needs to use the emergency interconnection. Recently the Municipal Authority has agreed to supply water to the Hamburg Center if approval is secured from the owner of the Center, the Department of Public Welfare. The Center is now served from a system of ponds and a filtration plant on the Center’s grounds. The plant has not been functioning properly to remove bacteria.

Berks County Sewer and Water Systems Study

With regard to water, Hamburg Borough and Tilden and Windsor Townships were identified as municipal entities which should seek regional solutions for public water. West Hamburg and Shartlesville were identified as needing to look at short term (2008) water needs. Strausstown Borough and the surrounding Upper Tulpehocken Township areas were identified as needing to look at long term (2018) water needs.
CHAPTER 14
AGRICULTURAL RESOURCES

Introduction

Agricultural resources within the study area of Upper Tulpehocken, Upper Bern, Windsor, Tilden Townships and Strausstown and Hamburg Boroughs are shown on two maps. The first map identifies all prime agricultural soils within the study area. The second shows Agricultural Resources, including Agricultural Security Areas, Conservation Easements, Clean and Green Lands, and areas that are actively farmed. Due to the limited size and available lands within the two Boroughs (Hamburg and Strausstown) in the study area and their developed nature, this discussion only pertains to the four townships (Upper Bern, Windsor, Tilden, and Upper Tulpehocken).

Agricultural Resources in The Region

Prime Agricultural Soils

On the Prime Agricultural Soils Map, areas containing prime agricultural soils, shown in green, cover most of the southern portion of the Region. Prime Agricultural Soils are soils in Capability Classes 1, 2 or 3 as identified by the United States Department of Agriculture Natural Resources Conservation Service. Prime agricultural land is often easily developable land, and without protection, prime agricultural soils in the Townships are subject to development. The Agricultural Security Areas, Conservation Easements and Clean and Green Lands Map is also included in this chapter. That map describes man-made efforts to preserve productive soils within the Region.

Agricultural Security Areas, Conservation Easements and Clean and Green Lands Map

Many areas within the Region are designated as Agricultural Security Areas. These areas are shown as yellow hatching on the map. This is the first step to getting lands preserved through the conservation easement program administered by Berks County. Agricultural Security Areas are properties which owners voluntarily enroll in an agricultural security program created by a municipality. The enrollment in an Agricultural Security Area typically demonstrates a commitment to keeping a property in agricultural use and affords some protection for agricultural properties, but does not prevent development of the Agricultural Security areas. Property owners may leave the program and develop their land. Some protection is afforded to properties in Agricultural Security Areas. AGRICULTURAL AREA SECURITY LAW, Act of 1981, P.L. 128, No. 43: (As Amended), Section 10 (a)(b) prohibits local government units from enacting nuisance
regulations; Section 13 (a)(b) address the use of eminent domain by government units; and Section 14.1 (2)(i) requires inclusion in an Agricultural Security Area for easement purchase. Section 14.1 (5)(c)(1) provides for all agricultural conservation easement to be perpetual. Hazardous waste sites may not be located in any municipality that has an established Agricultural Security Area. All of the Townships within the study area have established Agricultural Security Areas, and these areas comprise significant portions of the Townships.

**Agricultural Easements**

Agricultural Easements are displayed on this map in blue stripes (hatching pattern). These easements are purchased through State and County funding sources. This program has very specific guidelines which apply to each parcel under consideration. One stipulation is that the parcel(s) have to be located within an established Agricultural Security Area. Once the County accepts a parcel, and a purchase price of the development rights is agreed upon, the development rights are sold. The land(s) can remain cultivated for profit and can be sold for agricultural purposes, and it is guaranteed that the land will be preserved as farmland and/or open space forever. Windsor, Tilden, and Upper Tulpehocken Townships all have land that cannot be developed because the development rights have been sold through this program. Upper Bern Township currently does not have any conservation easements purchased within the Township.

**Clean and Green Lands**

Clean and Green Lands are shown in green hatching. The Clean and Green program is another State funded program that provides a tax break to farmers who enroll in this program by taxing land at its current use value rather than market value. Once a farmer enrolls, there is a certain amount of acceptable (per program regulations) land development or subdivision activity that can occur on the property. The program does allow minor subdivisions over a period of time, however; if any activity over the program’s allowable acreage is disturbed, back taxes have to be paid for all the years enrolled in the program. This hopefully encourages farmers to keep farming on their land(s) by providing a tax incentive to continue to do so, but does not prevent developers to come in and offer to buy up irreplaceable prime farmland for residential, commercial and/or industrial land developments/subdivisions. This is a voluntary program, and 10 acres is the minimum amount of contiguous acres allowed to receive benefits of this program.

**Farmed Areas**

Large portions of the Townships in the Northern Berks Region south of the Blue Mountain are actively farmed. These areas are shown in green on the map. Agriculture is the major land use and a significant part of the economy in the region.
Questionnaire Responses

Twenty (20) out of 27 responses to the Northern Berks Region Planning Questionnaire strongly agreed that farmland should stay in agricultural use within the Townships. Four (4) agreed, two (2) disagreed and one (1) had no opinion. When the questionnaire asked why respondents felt agricultural land should be preserved for farming, two (2) responded that they actually live on a farm, twenty (20) responded that they want farmland available for future generations to farm, three (3) liked to view farmland, and thirteen (13) wanted to limit development that occurs in the community. Written-in responses were as follows: Want to buy food from local farmers; need agricultural land for conservation purposes; when soil is taken for development, we lose part of our soul; hunt on farmland; Townships should allow development where not practical or sensible for agricultural use; preserve agricultural industry to which many other businesses are related; and land away from interstate should be used for farming.

Finally, after reading the four statements given in the questionnaire, the residents were to choose the one that best described their feelings concerning farmland use. One (1) agreed that farmland should be converted whenever market conditions demanded, six (6) thought farmland should be converted ONLY when public water and sewer are available; three (3) thought farmland should be converted ONLY when density is limited to 1 house per 20 acres; and seventeen (17) thought farmland should NOT be converted to other uses.

Goal and Objectives for Farmland Preservation for the Region

The goal of this plan is to preserve farmland for future generations to farm, view, see, and enjoy as generations in the Region have done for over two hundred years. Programs should be encouraged and continued so that preservation of farming, and not just the preservation of farmland, occurs in order to also preserve the quality of life and rural character deemed so valuable to residents in this area. Continuation of farming can help to slow upward pressure on taxes and is viable open space for the community. Programs should preserve the best farmland and support efforts of farmers to see that these lands can be gainfully farmed and maintained. Agricultural lands can continue to be productive and benefit the area as a major industry and component of its economy and culture.

In the statement of Goals and Objectives in this Plan, the goal for the Northern Berks Region concerning agricultural resources is to preserve and encourage continuation of agricultural uses in the Region.

The objectives to reach this goal determined through the joint comprehensive planning effort are as follows:
• Promote the preservation of agricultural areas within the Townships through conservation development, agricultural security areas, purchase and donation of development rights, and conservation easements, and increase the number of farms so protected.

• Continue and consider opportunities for expansion of effective agricultural zoning in the Townships.

• Encourage cooperative municipal efforts to address agricultural issues such as: support for the continuation of family farms, regulation of intensive agricultural activities, and relief of tax pressures on farmers because of land values.

• Encourage safe agricultural practices.

• Establish policies regarding public sewer and water and other infrastructure improvements that do not encourage development pressure on designated agricultural areas.

• Minimize adverse impacts on agricultural uses from non-agricultural uses around the perimeter of designated agricultural areas.

**Importance of Agricultural Resources in the Area**

Most Townships face increasing tax burdens, particularly school taxes. Land use policies within Townships can affect the taxes of Township residents because those policies influence land use patterns, the number of people moving into the Township, the number of school children, and thus, school taxes.

In the study *Fiscal Impacts of Different Land Uses*, prepared by the Penn State College of Agricultural Sciences and the Cooperative Extension, it was found that residential development in general does not pay for itself. Residential development increases costs more than it increases tax revenue, and other land uses must help subsidize school expenses. Current residents may end up paying higher taxes to cover the costs associated with new residents moving into the Township. Farmland and open land provided more in tax revenue than they required back in expenditures, and can help keep residents’ taxes low, even if the Clean and Green program reduces the real estate tax paid by farmers.

Another report which looked at the relationship of land use and cost to residents is *The Cost of Sprawl in Pennsylvania*. prepared for 10,000 Friends of Pennsylvania. Sprawl is the pattern of low density, scattered development requiring travel by motor vehicle, typically consuming agricultural land and segregating residential uses from other types of
land use. Townships in the Region have experienced sprawl and could continue to do so in the future without appropriate land use policies.

The costs, which were found to result from the sprawl, are increases in costs of roads, schools, utilities, and transportation, increases in air pollution and water pollution, and consumption of agricultural lands, natural areas and open space. Sprawl affects the quality of life in rural areas and results in direct costs such as higher school taxes.

As additional residential development occurs, the loss of farmland diminishes a major component of the economy of Northern Berks County. When agricultural operations are continued, they help maintain local agricultural supplies, make it easier for remaining farmers to continue to farm, maintain a cultural heritage and lifestyle of the region, and help maintain open space, rural character and the beauty of the landscape.

**Agricultural Zoning in the Municipalities**

Successful effective Agricultural Zoning is now in place in Upper Bern, Upper Tulpehocken, and Windsor Townships, which have large areas south of the Blue Mountain under effective agricultural zoning. Agricultural zones are the largest zones in Upper Bern and Upper Tulpehocken Townships and a major category in Windsor Township. Effective agricultural zoning allows agricultural uses and those uses compatible with farming, strongly limits dwellings and discourages subdivision of farms into parcels smaller than can typically be farmed.

Effective Agricultural zoning has been adopted in other municipalities in northern Berks County, including adjoining land in Bethel, Centre, and Jefferson Townships. Centre Township has implemented a purchase of agricultural easements programs on its own because the County program was not preserving farms in the Township. Tilden Township does not have effective agricultural zoning, which is found in Upper Bern Township along Tilden Township’s common boundary with Upper Bern Township, south of Mountain Road.

One of the issues facing Tilden Township is whether some of the land in the Township should be designated Agricultural Preservation in order to provide for coordinated land use along municipal boundaries, support the agricultural preservation activities in other Townships, encourage the viability of agriculture and support farm related businesses. This does not mean that Tilden Township would have to institute effective agricultural preservation zoning. It could support agriculture through a number of administrative means. At some time in the future the Township could decide if it is appropriate to enact effective agricultural when and where there is support for it.

Agricultural preservation activities can keep large areas relatively free of non-farm development, lessening conflicts with farming operations which result from increased
traffic, litter, complaints and damage to crops. They can also assure a supply of agricultural land for rental by farmers and protects the investment that is made in purchase of agricultural easements. Agricultural preservation protects natural systems, helps replenish groundwater and maintain stream flow, and conserves prime agricultural soils that are a resource that once lost, cannot be recovered.

Although there are no longer large contiguous lots of farmland that spread throughout the region that are actively cultivated, the presence of the remaining parcels adds rural character to the township as well as valuable open space and woodlands. The cultivated farms also help preserve historic resources, as this area was once a thriving agricultural community.

**Administrative Means For Agricultural Preservation**

As noted above, Effective Agricultural Zoning is just one means of preserving existing agricultural activities in the Region. The following are examples of administrative and supplemental zoning techniques to encourage and protect agriculture:

- Work with local farmers to ensure participation in County’s Purchase of Agricultural Conservation Easements Program
- Establish Township Purchase of Agricultural Conservation Easements Program, such as that implemented in Centre Township.
- Establish Transfer of Development Program within a municipality or across municipal boundaries (development rights of properties in agricultural areas could be transferred to properties in those areas designated as residential growth areas).
- Promote the inclusion of farms in Agricultural Security Areas.
- Support measures to relieve property tax burden for farmers
- Limit extension of public sewer and water facilities to agricultural areas
- Permit businesses which support agricultural operations, such as farm equipment sales and service, farm supply stores, and businesses which market or process farm products
- Allow farmers to supplement incomes through home businesses, home occupations and farm related businesses
- Permit appropriate recreational activities, such as hayrides, corn mazes, and festivals.
• Limit non-farm uses which could cause conflicts with agricultural practices and/or require buffers for non-farm uses around the perimeter of farms. Direct any non-farm development to parcels least suited to farming.

• Allow conservation development (Growing Greener) as an option (typically 50 to 80% of the tract remains in open space and development occurs on the remaining land, allowing for the protection of some farmland)

• Promote enrollment in Clean and Green tax relief program

• Allow and give incentives to compact development and higher densities where public sewer and water are available in areas designated for development, and give disincentives to inefficient development techniques

• Support establishment and continuation of farm-related programs and organizations

• Discourage construction of roads through and interchanges within agricultural areas

• Limit expansion of small rural villages into surrounding agricultural areas

• Work to improve relationships between farmers and non-farm neighbors.

• Make information available on the Pennsylvania agricultural loan program which permits farmers to borrow funds for land, buildings, machinery, or equipment bought, built or renovated for the benefit of the business.

• Encourage farmers to utilize the Pennsylvania Farm Link program created by the Center for Rural Pennsylvania. This program is designed to help match farmers planning for retirement, and other interested landowners, with farmers hoping to work into farm ownership on long-term leasing.

**Alternatives to “Traditional Agriculture”**

Often agriculture has been equated with “traditional” methods such as dairy farming, raising of steers, and cultivating such crops as corn, hay, wheat, alfalfa, soy beans, barley, and oats. Increasingly, there a number of alternatives which can be practiced to supplement farm income or utilize smaller parcels of land, including:

• Nursery/Greenhouse
- Horse Farm
- Equestrian Center
- Orchard
- Winery
- Christmas Tree Farm
- Pick-Your-Own Operation
- Contracting Organic Farm
- Herb Farm
- Wildflower/Flower Farm
- “Gentleman’s” Farm
- “Agritainment” (using crafts, corn mazes, petting zoos, entertainers, hay tunnels, and hayrides to generate income and attract purchase of produce).
- Deer Farm
- Meat Goats
- Hydroponics
- Ornamental Crops
CHAPTER 15
NATURAL FEATURES

INTRODUCTION

Three maps showing natural resources have been prepared for this Plan. The first is a composite map showing natural resources including streams, wetlands, hydric soils (which are potential wetlands), 100-year floodplains; wooded areas; and areas of steep slope, including slopes of 15% - 25% and slopes greater than 25%. The second map shows water related features, including: streams, floodplains, wetlands, hydric soils, and watersheds, which are listed by watershed name. The third composite map shows historic properties and significant natural areas throughout the Region listed numerically. This map has an associated spreadsheet that defines what each number represents on the map.

The Blue Mountain

Heavily wooded areas, very steep slopes, and stony and bouldery areas along the northern tier of the Region, the Blue Mountain, are not conducive for development. The Blue Mountain contains a number of significant natural areas listed in the Berks County Natural Areas Inventory and is the headwater area of streams. Areas on the mountain that now preclude land development are the extensive State Game lands and the Weiser State Forest. The Mountain is a key natural resource in Northern Berks and beyond the Region, and a goal of this plan is to preserve the Blue Mountain and its resources.

The Commonwealth of Pennsylvania, Berks County, the Berks and Wildlands Conservancies, and municipalities containing land on the Mountain should work together to protect the Mountain through land purchase, purchase of conservation easements, and zoning practices. Large scale logging operations should not occur and appropriate sediment and erosion control measures must be utilized for any land disturbance which occurs. The Blue Mountain contains the largest continuous forest in Berks County. It is an attractive setting for recreation such as hunting, fishing and camping and provides a key habitat for wildlife.

FLOODPLAINS

One hundred-year floodplains are shown from Federal Emergency Management Agency (FEMA) Maps. Detailed studies have not been performed to establish, through calculation, the extent of the 100-year floodplains for all watercourses. Any development proposed in the vicinity of watercourses by developers would require a calculated study
of the 100-year floodplain by the developer if such detailed studies have not been performed by FEMA.

Floodplains are areas adjacent to watercourses which are covered by floodwater during times of flooding. A 100-year floodplain is the area which has a 1% chance of being flooded during any one year, and which is typically used for regulatory purposes. It is best if the floodplains are not developed, because development within the floodplains results in danger to persons and property. If development occurs within the floodplain, this may constrict the area over which floodwaters may flow, resulting in increased flood damage downstream because of resultant increased flood velocities downstream. Outdoor storage of materials within floodplains is not desirable because of the possibility of the materials entering the stream when flooding of the banks occur.

Care must be taken in disturbing areas along watercourses because increased sedimentation within the stream (increased depositing of soil within the stream) can occur. Increased impervious cover along watercourses typically increases the storm water runoff in the streams. The runoff can erode stream banks and channels. If sedimentation is increased, filling of streambeds can occur, which could cause floodwaters to cover a larger area, meandering of streams, and choking of life within the stream, detracting from the aesthetic value of the stream.

It is desirable to keep pervious surfaces on stream banks, as opposed to impervious surfaces such as paved areas. As surface runoff moves toward streams, water can be absorbed into the ground if the surface is pervious. Increased absorption can result in replenishment of groundwater and also in decreased flood peaks because less water reaches the stream from the surface of the land. Inadequate supply of groundwater can result in an inadequate flow of water to the stream during dry months. The inability to sustain stream flow can mean a greater concentration of pollutants at periods of low flow.

Agriculture practiced along streams should be practiced with care. Increased tillage and use of the soil can increase the sediment concentration and runoff reaching streams. Animal excretions can result in increased bacteriological concentration in runoff, pesticides can result in increased undesirable chemicals in runoff, and fertilizer and manure can increase nitrate concentrations in runoff.

On-site sewage disposal systems should not be located within areas subject to flooding because of the danger of contamination of the stream and the groundwater because of the proximity of the stream and the presence of the high water table. There may not be an adequate distance between the on-site facility and surface water to permit renovation of sewage effluent prior to its reaching the stream. In some instances, soils found in the floodplains are very porous and the movement of sewage effluent is too rapid to allow for the renovation of the effluent prior to reaching the groundwater table or the stream. In other situations, the soil near the surface may be saturated with water or become readily
saturated with sewage effluent, resulting in effluent remaining near or rising to the surface of the land. When flooding occurs, sewage effluent could then contaminate the surface water. The efficiency of filter fields of septic tanks can be impaired or destroyed as a result of flooding.

WETLANDS

The wetlands shown are from the National Wetlands Inventory, prepared by the Office of Biological Services, U.S. Department of the Interior, Fish and Wildlife Service. The wetlands inventory was prepared by stereoscopic analysis of high altitude aerial photographs, with the wetlands identified on the photographs based on vegetation, visible hydrology, and geography. A detailed on the ground and historical analysis of any site may result in a revision of the wetland boundaries, and it is possible that small wetlands and those obscured by dense forest cover may not be identified.

Wetlands within the area are generally found along the watercourses such as the Schuylkill River, streams and in areas identified as hydric soils. Wetlands are areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, prevalence of vegetation typically adapted for life in saturated soil conditions. During on-site investigation, wetlands can sometimes be identified when they are saturated with permanent or semi-permanent standing water and contain common wetlands plants such as cattails and willows. If wetlands cannot be identified by hydrophytes (plants adopted to life in saturated soil conditions), soils may be investigated to determine whether wetlands are present. Hydric soils mapping can be used to identify potential wetlands sites. Hydric soils are discussed below.

To try to put wetlands into less technical terms, often low lying land that remains wet for considerable periods of the growing season, land that can not be farmed because it is too wet or can only be farmed every few years, or low-lying land that can only be developed by filling are likely to be wetlands. These areas store water which can replenish groundwater and surface water supplies.

Wetlands can be areas rich in plant growth and animal habitat. They often serve as breeding places for many organisms. In addition to providing a home and a source of food for organisms, wetlands can protect water sources and can help keep water sources clean by acting as natural filters and removing pollutants such as bacteria and sediment from water. This occurs as plants growing in and around wetlands trap pollutants.

In general, no developmental activity or placement of fill material may occur within wetlands without obtaining a DEP permit.
HYDRIC SOILS

The hydric soils have been mapped from soils information provided by United States Department of Agriculture Natural Resources Conservation Service and indicate areas of potential wetlands. Hydric soils developed under conditions sufficiently wet to support the growth and regeneration of hydrophytic vegetation and are soils that are saturated, flooded, or ponded long enough during the growing season to develop anaerobic conditions (an anaerobic situation is one in which molecular oxygen is absent) in the upper part.

Criteria for identifying hydric soils include somewhat poorly drained soils that have water table less than 0.5 ft. from the surface for a significant period (usually a week or more) during the growing season; are poorly drained or very poorly drained and have either water table at less than 1.0 ft. from surface for a significant period during the growing season if permeability is equal to or greater than 6.0"/hr. in all areas within 20", or have water table at least 1.5 ft. from the surface for a significant period during the growing season if permeability is less than 6.0"/hr. in any layer within 20"; soils that are ponded for long duration (from 7 days to 1 month) or very long duration (greater than 1 month) during the growing season; or soils that are frequently flooded for long duration or very long duration during the growing season.

The areas of hydric soil are more extensive than the areas of wetlands, and are generally found in the vicinity of the watercourses within the Region. There also are several isolated areas of hydric soil, also within the study area, as displayed on the Water Related Features Map.

The hydric soils should be preserved and serious consideration should be taken to limit development on hydric soils. Hydric soils can act like a sponge when floodwaters rise, and when coupled with established wetlands, can filter nutrients and pollutants to protect the surface and ground water.

STEEP SLOPES

Areas that have slopes greater than 15% have severe limitations to development. In general, this land is too steep for residential subdivisions and cultivation. Development of steep slopes can result in hazardous road conditions, costly excavation, erosion and sedimentation and storm water runoff problems. These slopes are quite prone to erosion, and protection of them is particularly important for water resource protection when watercourses are nearby. Development should be limited, vegetative cover maintained to the greatest extent possible, and erosion controls instituted. Without absorptive vegetation, runoff can rapidly erode the slopes, especially on the Blue Mountain located in the Northern portion of the Region and in various other places, as shown on the Natural Resources Map.
WOODED AREAS

Wooded areas are concentrated within the State Forests and game lands located on Blue Mountain in the northern most part of the Region. The wooded areas on the mountain should be preserved as a valuable resource for the preservation of the steep slopes and to minimize the erosion, mud or land slides that may occur if disturbed by heavy clear cutting or extensive development.

Wooded areas are scenic amenities and habitats for wildlife and home to most of the native species in the County. They provide visual relief from developed land areas. In addition, they increase capacities for absorption of storm water runoff, diminishing flood potentials and decreasing erosion. Wooded areas are especially valuable when on steep slopes, playing the important role of reducing runoff and erosion and sedimentation by binding the soil.

Maintenance of wooded areas on steep slopes is of even greater importance when the steep slopes are near streams, which could be disturbed through sedimentation, and experience greater flood peaks if they are swelled by increased surface runoff. Wooded areas are in some cases in proximity to the watercourses within the Region, sometimes on steep slopes.

When wooded areas are retained, the quantity and quality of groundwater can be better maintained than if woods are removed, because the natural cover allows for infiltration of rainfall into the groundwater system. Retention of wooded areas will also preserve the home of most of the native species in the County.

Wooded areas also have recreational potential, recognized when the State established the State Forest in Windsor Township and the various State Game lands in the Region, particularly on Blue Mountain. Preserving wooded areas benefits Northern Berks residents and visitors to the Region when within public recreational facilities. The Appalachian Trail, as well as other trails, is located on the Blue Mountain.

ROLE IN OPEN SPACE SYSTEM

Stream valleys, the Blue Mountain, farmland, and woodlands in the Region constitute background open space, which is seen and perceived by residents of the entire area. The preservation of these resources is very important because they help create the image of Northern Berks as a pleasant, rural community. As development occurs in the Region in the future, if this background open space is not preserved, the remaining rural character of the Region will be lost.
Tulpehocken Creek Studies

Portions of Upper Bern and Upper Tulpehocken Townships and Strausstown Borough are in the Tulpehocken Creek Watershed. The Forest Resources Report for the Tulpehocken Creek Watershed and Tulpehocken Creek Watershed Protection Plan and Environmental Assessment include proposals for improving water quality and protecting and enhancing natural resources in the watershed. Major recommendations of these reports are the use of riparian forest buffers along the watercourses in the watershed; use of Best Management Practices in urban development, agriculture, and forestry; voluntary conservation easements; and stream habitat improvement, including wetland restoration and stream bank restoration/stabilization.

STREAMS AND WATERSHEDS

The watersheds and streams in the region are shown on the Water Related Features map. Some of the natural functions of watercourses and the area surrounding the watercourses have been discussed above. It is also important to note that streams provide a recreational resource, particularly fishing.

The watersheds shown on the Water Related Features Map, with the exception of one, drain into the Schuylkill River Watershed, which drains into the Delaware Basin. The Delaware River Basin has a total drainage area of 2,708 square miles. Known as the Lower Delaware Subbasin, it includes the drainage area of the Schuylkill River and several nearby streams. The subbasin encompasses all of Philadelphia and Delaware Counties, most of Chester, Montgomery, and Berks Counties, and portions of Schuylkill, Carbon, Lehigh, Bucks, Lancaster, and Lebanon Counties. The Little Swatara Creek is in the Susquehanna River Basin.

PA DEP has established designated water uses for waterways within the Commonwealth. The classifications for the watersheds found in Northern Berks are as follows:

<table>
<thead>
<tr>
<th>Stream</th>
<th>Zone</th>
<th>Water Uses Protected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rattling Run</td>
<td>Basin, Source to Route 9</td>
<td>EV</td>
</tr>
<tr>
<td>Mill Creek</td>
<td>Basin</td>
<td>TSF</td>
</tr>
<tr>
<td>Pigeon Creek</td>
<td>Basin</td>
<td>WWF</td>
</tr>
<tr>
<td>Stream</td>
<td>Zone</td>
<td>Water Uses Protected</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>----------------------------------------------------------------------</td>
<td>----------------------</td>
</tr>
<tr>
<td>Maiden Creek</td>
<td>Main Stem, Pine Creek to Moselem Creek</td>
<td>TSF</td>
</tr>
<tr>
<td>Pine Creek</td>
<td>Basin, Source to Farthest downstream crossing of T-803</td>
<td>HQ-CWF</td>
</tr>
<tr>
<td>Unnamed Tributaries to Maiden Creek</td>
<td>Basins, Pine Creek to Moselem Creek</td>
<td>TSF</td>
</tr>
<tr>
<td>Furnace Creek</td>
<td>Basin</td>
<td>TSF</td>
</tr>
<tr>
<td>Northkill Creek</td>
<td>Basin, Source to I-78 Bridge</td>
<td>EV</td>
</tr>
<tr>
<td></td>
<td>Basin, I-78 Bridge to Mouth (Wolf Creek, Little Northkill Creek, Birch Creek, Mollhead Creek, Jackson Creek)</td>
<td>CWF</td>
</tr>
<tr>
<td>Spring Creek</td>
<td>Basin, Source to Furnace Creek</td>
<td>CWF</td>
</tr>
<tr>
<td>Plum Creek</td>
<td>Basin, Source to unnamed tributary at Rm 0.45</td>
<td>WWF</td>
</tr>
<tr>
<td>Trout Creek</td>
<td></td>
<td>TSF</td>
</tr>
<tr>
<td>Little Schuylkill River</td>
<td></td>
<td>TSF</td>
</tr>
<tr>
<td>Little Swatara Creek</td>
<td>Basin, Source to Berks-Lebanon County Border</td>
<td>CWF</td>
</tr>
</tbody>
</table>

The Water Use Protected symbols mean the following:
**Special Protection**

**Symbol** | **Protected Use**
--- | ---
HQ | *High Quality Waters* – A stream or watershed which has excellent quality waters and environmental or other features that require special water quality protection.

EV | *Exceptional Value Waters* – A stream or watershed which constitutes an outstanding national, State, regional or local resource, such as waters of national, State or county parks or forests, or waters which are used as a source of unfiltered potable water supply, or waters of wildlife refuges or State game lands, or waters which have been characterized by the Fish Commission as “Wilderness Trout Streams”, and other waters of substantial recreational or ecological significance.

**Aquatic Life**

**Symbol** | **Protected Use**
--- | ---
CWF | *Cold Water Fishes* – Maintenance and/or propagation of fish species including the family Salmonidae and additional flora and fauna which are indigenous to a cold water habitat.

WWF | *Warm Water Fishes* – Maintenance and propagation of fish species and additional flora and fauna which are indigenous to a warm water habitat.

MF | *Migratory Fishes* – Passage, maintenance and propagation of anadromous and catadromous fishes and other fishes which ascent to flowing waters to complete their life cycle.

TSF | *Trout Stocking* – Maintenance of stocked trout from February 15 to July 31 and maintenance and propagation of fish species and additional flora and fauna which are indigenous to a warm water habitat.

Special Protection Waters, High Quality and Exceptional Value, are required to be maintained at their existing quality; however, High Quality water can be degraded if certain social and economic justifications are met. Streams that are classified as High Quality have additional requirements for potential discharges listed in the Rules and Regulations of the Pennsylvania Department of Environmental Protection. PA DEP requires that a proposed point source discharge to High Quality Waters must show that the discharge is justified for necessary economic or social development which is of
significant public value and that the proposed discharge alone or in combination with other discharges will not affect the protected use criteria. A proposed discharger must prove that the best available land disposal and reuse technologies are not feasible for economic environmental reasons.

**Natural Areas of Special Interest**

The following Natural Areas inventory sites are found in the Northern Berks Region:

- **SA516 in the Blue Mountain area of Upper Tulphehocken Township** – Location of a good population of moth that is both globally and state imperiled
- **SA512, SA515, and SA517 in the Blue Mountain area of Upper Tulphehocken Township** – SA512 contains population of a moth imperiled at the state level, on State land. SA515 and SA517 are butterfly habitats
- **Weiser State Forest on the Blue Mountain** – Provides a haven and corridor for wildlife
- **State Game Lands 106 and 110 on the Blue Mountain** – Provides a haven and corridor for wildlife
- **The Appalachian Trail through the Blue Mountain** – Important national recreation resource
- **NC 520 the Northkill Creek along the Upper Bern Township – Upper Tulphehocken Township Boundary** – The Northkill Creek from its source to the I-78 bridge is a High-gradient clear water creek community and designated as an Exceptional Value Stream by PADEP
- **GE 516 – Outstanding example of a water gap where the Schuylkill River cuts through the Blue Mountain exposing the underlying quartzite**
- **Kaercher Creek Park – Provides recreation, fishing and open space for County residents. Water quality should be protected and improved through the protection of the entire Kaercher Creek watershed.**
Blue Mountain – Dominates the landscape, marks the boundary between the Appalachian Mountain and Great Valley sections of the Valley and Ridge province. One of the most important areas in Berks County for the preservation of wildlife habitat, especially for species that require large unbroken tracts of land. Many tracts of land are still in need of protection agreements.

Bloody Spring Meadow in Upper Tulpehocken Township

A one to two acre meadow dissected by a small braided stream. A single individual of a PA Endangered animal species was found at the site in 1996.

The Berks County Conservancy published Preserving Berks County’s Resources in 1985. Additional Natural Features of Special Interest included in that publication were the Schuylkill River, Maiden Creek, Stony Creek in Tilden Township, Rattling Run Valley in Windsor Township and Furnace Creek in Windsor Township. The Schuylkill River is Pennsylvania Scenic River and excellent recreational resource.
CHAPTER 16
GEOLOGY AND AQUIFER YIELDS

INTRODUCTION

A Geology and Aquifer Yield by Formation Map of the Region depicts the boundaries of
the geologic formations in the area as well as the average aquifer yield in gallons per minute
(gpm) for each formation. The map provides aquifer yields in order to determine where, in
general, the most productive aquifers in the area can be found.

In the description of each formation, porosity and permeability will be indicated. Below are
the definitions of each term as it relates to groundwater supplies.

**Porosity** – the quality of being porous, full or abounding in pores. The porosity of rocks,
i.e., the ratio or percentage of the total volume of the pore spaces (minute interstices through
which liquids or gases can pass) in relation to the total volume of the rock. Sand, gravel,
sandstones, with open textures and coarse grains, are typical porous rocks. Porosity is quite
different from perviousness. Dry clay, for example, is highly porous and will hold much
water in its pores, but when saturated the small spaces between the grains become blocked
with water held by surface tension, preventing the passage of water. To be an aquifer or
source of water a rock must be both porous and pervious. Porosity may be increased by
leaching or decreased by compaction.

**Permeability** - is capable of being wholly penetrated by a fluid, of allowing the passage of a
fluid, of being saturated. The opposite condition is termed “impermeable”.

**Permeable Rock** – a rock that allows the free passage of water through it owing to its
porosity, e.g., sandstone. Some geologists also include rock with joints, bedding plans,
cracks, fissures, etc. that allow the free passage of water, defining the porous rock as being
of primary permeability and the rock with joints, etc. of secondary permeability. Other
geologists distinguish the secondary group as being pervious.
INFLUENCE OF GEOLOGY

For planning purposes, we are concerned about the way that geologic formations determine soils types and potential groundwater supplies. It is desirable to identify the areas with the most potential for groundwater yields to determine where a particular effort should be made to protect groundwater supplies.

Bloomsburg Formation

This formation is located on Blue Mountain in Tilden and Windsor Townships. This is a predominately red shale and siltstone; some sandstone, thin, impure limestone, and green shale; maximum thickness is about 500 feet. It is moderately well bedded; fissile to thin, sandstone units are mostly flaggy to thick. Only slightly resistant to weathering; highly weathered to moderate depth; irregularly shaped, very small fragments result; overlying mantle is thin. The topography is usually rolling hills of medium relief; natural slopes are fairly steep and stable. The surface drainage is good. Joint-, fault- and bedding-plane openings provide a secondary porosity of low to moderate magnitude; moderate permeability.

This formation has median yield of 45 gpm and hydrogen sulfide has been noted in some wells. It is also moderately easy to excavate with a relatively fast drilling rate. Because this formation is weathered relatively easily, the cut-slope stability is poor to fair. It is a good source of road material and fill; possible source of raw material for common brick.

Hamburg Sequence and Hamburg Sequence (with Shale with Greywacke)

This sequence is located throughout the study area, from the bottom of Blue Mountain to the southern most reaches of the Region. It consists of transported rocks of the Hamburg overthrust; gray, greenish-gray, and maroon shale, silty and siliceous in many places; dark-gray impure sandstone; medium-to light-gray, finely crystalline limestone and shaly limestone; total thickness is about 3,000 feet. Shale is moderately well bedded, thin; sandstone is well bedded, thick; limestone is well bedded, flaggy.

Limestone is moderately resistant; moderately weathered to a shallow depth; small, flat, rectangular fragments result. Sandstone is moderately resistant; moderately weathered to a shallow depth; medium to large, irregularly shaped blocks result. Shale is moderately resistant; moderately to highly weathered to a deep depth; results in loose ruble of pencil-like fragments to rectangular plates; mantle is thin. The topography is usually rolling valley of medium relief; natural slopes are moderate and stable. Surface drainage is good.

Joints and bedding plane openings provide a secondary porosity of moderate magnitude; locally solution openings in limestone produce a very high porosity and permeability.
Groundwater yields of 10 to 50 gpm are obtained from most wells; limestone may yield in excess of 100 gpm; best location for high-yielding well is upland stream valley; water-bearing openings decrease in number and size with increased depth; most wells receive water from yielding zones less than 200 feet deep; surging and bailing with a commercial well conditions is recommended.

The ease of excavation is moderately easy (shale) to difficult (sandstone and limestone) with a fast drilling rate. The Cut-slope stability is fair, due to disintegration when exposed to moisture for a relatively short amount of time. It is known to be a good source of road material and fill.

**Shawaghunk Formation**

This formation is located on the Blue Mountain in the northern part of the study area. It consists of light to dark gray, fine to very coarse-grained sandstone and conglomerate containing thin shale interbeds; crossbedded; tightly cemented. Includes four members, in descending order: Tammany Member – conglomerate and sandstone; Lizard Creek Member - sandstone and red and green shale; Minsi Member - sandstone and conglomerate; and Weiders Member - conglomerate. Maximum thickness is 1,600 feet.

It is highly resistant and can be slightly weathered to a shallow depth and weathers irregularly in medium to large blocks. In many places it can form large boulder fields downslope from outcrop. The overlying mantle is very thin.

The topography is usually high mountains and ridges; very high relief in rough terrain; natural slopes are stable and steep. It has good surface drainage as well with intergranular porosity in conglomerate with joint openings, which provide a small to moderate secondary porosity; low permeability.

The median yield is 35 gpm and may be a poor aquifer because of topographic position; often of excellent quality.

Excavation is difficult due to boulder fields on lower slopes beneath outcrop areas, which are special problems. The drilling rate is very slow; however the cut-slope stability is good and can stand in vertical cuts if bedding is not steeply dipping toward cut. It is usually a good source of road material, riprap, concrete aggregate, embankment facing, building stone, and silica for refractory brick.
CHAPTER 17
SCENIC RESOURCES

INTRODUCTION

The Scenic Resources Map indicates scenic roads and scenic views by highlighting the roads in blue and designating the scenic vistas with blue arrows.

SCENIC ROADS

The scenic roads are roads which are particularly pleasant to drive because of the rural views along the roads. Scenic roads include: Bloody Spring Road, Pine Hill Road, Spring Road, Lesher Road, Bricker Road, and parts of Old Rt. 22, Rt. 183, Northkill Road, East Rehersburg Road, Tulley Drive, and Club Road in Upper Tulpehocken Township; portions of Schoolhouse Road, Skyline Drive, Shartlesville Road, Mountain Road, Mill Road, and parts of Penn Valley Road, Mountain Road, Wolf Creek Road, Valley Road, and Northkill Road in Upper Bern Township; Mountain View Drive, Tilden Road, Cheese Lane, Bachmoll Road, Salem Church Road, Fox Road, Saint Michael's Road, Fisher Dam Road, Pine Road and parts of Fox Road in Tilden Township; Port Clinton Avenue, Mountain Road, Hess Road, Sunday Road, Balthaser Road, Clauss Road, Monument Road, Gruber Road, Windsor Castle Road, Hein Road, Rte. 143, Strausser Road, Witchcraft Road, Reservoir Road and part of Kohler Hill Road in Windsor Township.

Hamburg has one road identified as a scenic road and Strausstown Borough does not have any identified on the map, due to the higher density of buildings and limited open space with these Boroughs. These Boroughs both have historic buildings throughout their downtowns, so, this creates a different type of scenic road, resulting from the beauty of the man-made buildings rather than the rural beauty evident throughout the Townships in the Region.

SCENIC VIEWS

These scenic views are points within the area from which there are particularly attractive views. The views are typically of rural areas, farmland, open space, stream valleys, mountains, and woodlands of the region. These areas are marked with blue arrows showing in which direction the vistas can be viewed from the local roads.
The Region still contains a number of scenic roads and views, but these can be lost if strip development occurs along roads and substantial development occurs in the rural areas of the Region. It will be necessary to determine to what extent preservation of scenic resources will be made a priority within the municipalities. Preservation of scenic resources can be accomplished through broad land use policies such as open space, farmland, stream valley, and woodland preservation and/or through attention to developments as they are proposed. Performance and design standards for developments, including sighting of buildings, and conservation and cluster subdivision design, can encourage retention of scenic areas and protection of viewsheds.
CHAPTER 18
EXISTING PEDESTRIAN CIRCULATION AND PARKING ISSUES

INTRODUCTION

Existing pedestrian facilities in Northern Berks are shown on the Pedestrian Circulation Plan, discussed in Chapter 6.

Regional Sidewalk System

The map shows the extent of the existing sidewalk systems in the Region. These areas are in the Boroughs of Hamburg and Strausstown, the Village of Shartlesville, Edenburg, and the West Hamburg area of Tilden Township. Outside of Hamburg, sidewalk is found along Old Route 22 in the settlements. In Hamburg sidewalks are found in the central portion of the Borough. There are gaps in the existing systems, areas where sidewalk is provided along one side of the street but not the other, and areas not served by sidewalk. Some sidewalk is not in good condition. It will be necessary for municipalities to determine whether a more proactive policy to eliminate gaps in the system, improve sidewalks in need of repair, and serve additional areas should be enacted, particularly when routes to community facilities are involved. This could involve extensions of the sidewalk system from Old Route 22 in West Hamburg, Shartlesville, Edenburg and Strausstown. In Hamburg, areas of particular concern would be serving the length of 4th Street and connections to areas in Windsor Township and to West Hamburg. 4th Street is heavily traveled but the lower portion does not have sidewalk or curb and open areas of vehicular access.

Trails in the Region

The Bicentennial Trail has been constructed along a portion of the Schuylkill River and Schuylkill Canal Bed in Hamburg. A small section of the Bartram Trail, connecting to Tilden Township, has also been constructed. The Bartram Trail has been proposed south to Shoemakersville and north to Schuylkill County.

The Appalachian Trail is a trail of national importance passing through all the townships in the Region, on the Blue Mountain. In addition, there are connecting trails from the Appalachian Trail to Reservoir, Mountain, and Forge Dam Roads. It would be desirable to provide a trail system connecting to the trails which lead to the Appalachian Trail.
Parking in Hamburg

There is a public parking lot located in the Borough at Fourth and Pine Streets. Often, the lot is underutilized because of its distance from the Fourth Street–State Street core. Limited parking is available in the lot at the Municipal Center on North 3rd Street, but that parking is intended primarily for Borough business and the library. That lot is also away from the core intersection. Parking availability is important as a means to support revitalization of the Borough, and the Borough will need to address parking in the future as part of an overall effort toward revitalizing the downtown of Hamburg, as well as to serve residents of the Borough.

Pedestrian Amenities in the Region

Efforts are now underway in Hamburg to provide amenities such as planters. In the settlements in the Region, especially where businesses are located and tourists are served, such as Hamburg and Shartlesville, provision of amenities such as landscaping and benches can make main streets more pedestrian friendly.
CHAPTER 19
REGIONAL INFLUENCES

INTRODUCTION

Tilden, Windsor, Upper Bern, and Upper Tulpehocken Townships and Hamburg and Strausstown Boroughs are located in Northern Berks County. Wayne, South Manheim, and West Brunswick Townships and Port Clinton Borough in Schuylkill County border the area to the north. Much of this land is wooded and steeply sloped, on the Blue Mountain, Bethel, Tulpehocken, Jefferson, Penn, Centre, Perry, Greenwich, and Albany Townships in Berks County border the area to the west, south, and east. Most of the land to the west, south, and southeast is farmed. Land to the northeast is also Blue Mountain.

Major transportation routes which impact the region are Interstate 78, which traverses the middle of the entire Region, from east to west; Route 61, a north-south route which directly impacts Windsor and Tilden Townships and Hamburg Borough; Route 183, a north-south road through Upper Tulpehocken Township; and Old Route 22, which also bisects the Region, running roughly parallel to and south of Interstate 78. Reading is approximately 15 to 20 miles to the south, via Route 183 or Route 61. Pottsville is also approximately 15 to 20 miles away, to the north via Routes 183 and 61. Allentown lies approximately 30 to 35 miles to the east along I-78. Bethlehem, Easton, and Phillipsburg, New Jersey lie further east. Harrisburg is approximately 40 to 45 miles west, via I-78 and I-81.

The Northern Berks Region is influenced by other areas because of its road connections. People living in the Reading and Allentown/New Jersey areas could find Northern Berks an attractive living location within feasible commuting distance. Substantial traffic passes through the Region along I-78. I-78 also makes regional attractions, such as Cabela’s and recreational facilities, accessible. Substantial traffic from Schuylkill County to the Reading area travels Route 183.

Several specific regional influences which have an impact on Northern Berks are discussed below. Some influences identified are due to specific site development, and others are generalized influences.

Cabela’s Land Development

- Cabela’s land development will have impacts on the road system, as it will draw workers from the local area as well as from Schuylkill County. In addition to local patrons, people from outside the Region will travel I-78 and Route 61 to visit the
site, which will significantly impact traffic patterns in the area. Approximately 6,000,000 visitors annually are expected.

- There are discussions to link the Cabela’s development to other areas within Berks County, such as the VF Outlet Center in Wyomissing and downtown Hamburg Borough. There are also discussions to use different modes of transportation, such as a shuttle bus, a wheeled trolley, and/or a rail system, to facilitate transport of patrons and workers to and from the site.

- In addition to the Cabela’s store and support businesses such as restaurants and motels on the Cabela’s site, it is likely that there will be additional development of restaurant, motel, and shopping facilities near Cabela’s and at I-78 interchanges in the Region.

**Interstate 78 and the Interchanges**

- Industrial and commercial development could occur near the interchanges with I-78 and have ready highway access. This development could positively impact the tax base of the Region and provide employment opportunities. By setting up proper zoning regulations, the land development that could occur around these interchanges could be an asset to the community.

**Appalachian Trail**

- A major tourist attraction in the Region is the Appalachian Trail along the Blue Mountain. This trail is nationally known and is one of the greatest achievements of the National Park Service. It spans 2100+ miles through the Appalachian mountain range from Springer Mountain, Georgia to Mount Katahdin, Maine. When someone attempts a "thru-hike", they set off to hike the whole trail at once without stopping. It usually takes about 5-6 months to traverse the entire trail. There are also many “day hikers” that utilize and hike segments of the trail for a day or weekend excursions. These people are more apt to get off the trail and use commercial establishments around the trail to “refuel” and purchase needed resources. An opportunity is available for low impact establishments to be developed in the settlements of Hamburg Borough and Shartlesville, which are both located at, or near, an end point of separate trail laterals. If establishments such as restaurants and hotels/Bed and Breakfasts are developed in these areas, it could become a well-known stop for hikers to relax and “refuel” and private establishments can benefit from the tourists. These establishments could be posted on the official trail website and benefit from hikers planning their excursions.
CHAPTER 20

POPULATION AND HOUSING

INTRODUCTION

This chapter will look at population and housing trends for Hamburg and Strausstown Boroughs and Tilden, Upper Bern, Upper Tulpehocken, and Windsor Townships, Berks County as a whole, and surrounding municipalities. The focus will be on past population trends and projections and expected population increases. Additional population and housing data has been collected and is found in Appendix 2.

The tables found in Appendix 2 include:

- Gender
- Land Area and Population Density per Square Mile
- Racial Characteristics
- Average Persons Per Occupied Housing Unit
- Income, Poverty and Education Characteristics
- Persons by Age
- Employment by Industry
- Employment by Occupation
- Housing Occupancy, Tenure and Value
- Housing Type
- Households by Type
- Age of Householder per Occupied Housing Unit
- Place and Means of Transportation to Work

Population and Housing Trends

Table 1 gives total population for Hamburg Borough, Strausstown Borough, Tilden Township, Upper Bern Township, Upper Tulpehocken Township, Windsor Township and Berks County in 1980, 1990 and 2000.
TABLE 1
TOTAL POPULATION
HAMBURG BOROUGH, STRAUSSTOWN BOROUGH, TILDEN TOWNSHIP, UPPER BERN TOWNSHIP, UPPER TULPEHOCKEN TOWNSHIP, WINDSOR TOWNSHIP, BERKS COUNTY

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<tr>
<td></td>
<td>Persons</td>
<td>Number Change</td>
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<tr>
<td>1980</td>
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<td>-</td>
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<tr>
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<td>2000</td>
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<table>
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<th>Upper Tulpehocken Township</th>
<th>Windsor Township</th>
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<tr>
<td></td>
<td>Persons</td>
<td>Number Change</td>
<td>Percent Change</td>
<td>Persons</td>
</tr>
<tr>
<td>1980</td>
<td>1,159</td>
<td>-</td>
<td>-</td>
<td>1,154</td>
</tr>
<tr>
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<td>1,458</td>
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Source: U.S. Census
The rates of growth in Tilden, Upper Tulpehocken and Windsor Townships were greater than those of Berks County as a whole. From 1980 to 1990, the population of Tilden increased 16.6% and from 1990 to 2000, it increased 35.5%. Upper Tulpehocken Township increased 11.7% from 1980 to 1990 and 15.9% from 1990 to 2000. Windsor actually decreased 4.4% in population from 1980 to 1990 but increased 13.8% from 1990 to 2000. The Berks County increases were 7.6% from 1980 to 1990 and 11.0% from 1990 to 2000.

Table 2 gives total population in 1980, 1990 and 2000 and the percentage of change from 1990 to 2000 for Hamburg Borough, Strausstown Borough, Tilden Township, Upper Bern Township, Upper Tulpehocken Township, Windsor Township, Berks County and adjacent municipalities.
TABLE 2

TOTAL POPULATION

HAMBURG BOROUGH, STRAUSSTOWN BOROUGH, TILDEN TOWNSHIP, UPPER BERN TOWNSHIP, UPPER TULPEHOCKEN TOWNSHIP, WINDSOR TOWNSHIP, BERKS COUNTY AND ADJACENT MUNICIPALITIES

1980-2000

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<td>312,497</td>
<td>336,523</td>
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</table>

Source: U.S. Census
There were no municipalities that grew at faster rates than Tilden and Upper Tulpehocken Townships from 1990 to 2000. Centre and Tulpehocken Townships were had the closest growth rates of 15.1% and 15.7% respectively.

Table 3 indicates Total Housing Units for Hamburg Borough, Strausstown Borough, Tilden Township, Upper Bern Township, Upper Tulpehocken Township, Windsor Township and Berks County in 1990 and 2000 and the Percent Change from 1990 to 2000.

**TABLE 3**

TOTAL HOUSING UNITS

HAMBURG BOROUGH, STRAUSSTOWN BOROUGH, TILDEN TOWNSHIP, UPPER BERN TOWNSHIP, UPPER TULPEHOCKEN TOWNSHIP, WINDSOR TOWNSHIP, BERKS COUNTY

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<th>2000</th>
<th>Total Housing Units</th>
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<td></td>
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<td>2000</td>
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<tr>
<td>Windsor Township</td>
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</tr>
<tr>
<td>Berks County</td>
<td>134,482</td>
<td>150,222</td>
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</table>

Source: U.S. Census

The total number of housing units increased at a greater rate than the population. For instance, from 1990 to 2000, the increase in housing units in Tilden Township was 53.0%, while the population increased 35.5%. In Upper Tulpehocken Township, the increase in housing units was 26.0%, while the population increase
was 15.9%. In Windsor Township, the increase in housing units was 36.1%, while the population increase was 13.8%.

Table 4 provides population projections for Hamburg Borough, Strausstown Borough, Tilden Township, Upper Bern Township, Upper Tulpehocken Township, Windsor Township for the years 2010, 2020 and 2030. Two projection techniques have been used to provide a range of possible population outcomes for the region. Due to a number of variables that can affect population projections, a single projection cannot be viewed as the sole source on which to base planning decisions. For this reason a range of population levels calculated to 2030 are provided.

The low range is based on the arithmetic method, where the numeric average population increase per decade from 1980 to 2000 is projected forward for each municipality. The high range is based on the geometric method, where the rate of increase from 1980 to 2000 is projected forward per decade from the 2000 figure. The exception is Strausstown Borough, which has experienced population declines over the past two decades. In the case of the Borough, because of sewer construction, a population increase of 12 per decade has been projected.

Two key factors which can influence population growth are the use of effective agricultural preservation zoning and availability of public sewer and water. Currently, little capacity remains for new sewered development in Upper Bern, Upper Tulpehocken, and Windsor Townships, and those municipalities have effective agricultural zoning. Tilden Township is projected to have substantial population growth in the future. It does not have effective agricultural zoning. Its growth will be affected by pressures because of Cabela’s, whether it adopts agricultural zoning, and the extent to which its sewer system can be and is extended in the future.
### TABLE 4

**POPULATION PROJECTIONS 2000-2030**

HAMBURG BOROUGH, STRAUSSTOWN BOROUGH, TILDEN TOWNSHIP, UPPER BERN TOWNSHIP, UPPER TULPEHOCKEN TOWNSHIP, WINDSOR TOWNSHIP, BERKS COUNTY

<table>
<thead>
<tr>
<th></th>
<th>2000</th>
<th>2010</th>
<th>2020</th>
<th>2030</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Hamburg Borough</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Low Range</td>
<td>4,114</td>
<td>4163</td>
<td>4212</td>
<td>4261</td>
</tr>
<tr>
<td>High Range</td>
<td>4,114</td>
<td>4166</td>
<td>4218</td>
<td>4270</td>
</tr>
<tr>
<td><strong>Strausstown Borough</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Low Range</td>
<td>339</td>
<td>351</td>
<td>363</td>
<td>375</td>
</tr>
<tr>
<td>High Range</td>
<td>339</td>
<td>351</td>
<td>363</td>
<td>375</td>
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<tr>
<td><strong>Tilden Township</strong></td>
<td></td>
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</tr>
<tr>
<td>Low Range</td>
<td>3,553</td>
<td>4,206</td>
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<td>High Range</td>
<td>3,553</td>
<td>4,476</td>
<td>5,399</td>
<td>6,332</td>
</tr>
<tr>
<td><strong>Upper Bern Township</strong></td>
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<tr>
<td>Low Range</td>
<td>1,479</td>
<td>1,639</td>
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<tr>
<td>High Range</td>
<td>1,479</td>
<td>1,680</td>
<td>1,881</td>
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<tr>
<td>Low Range</td>
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<tr>
<td>High Range</td>
<td>1,495</td>
<td>1,701</td>
<td>1,907</td>
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<tr>
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<tr>
<td>Low Range</td>
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<td>2,489</td>
<td>2,586</td>
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<tr>
<td>High Range</td>
<td>2,392</td>
<td>2,504</td>
<td>2,616</td>
<td>2,728</td>
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<td><strong>Northern Berks Region</strong></td>
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<tr>
<td>Low Range</td>
<td>13,372</td>
<td>14,498</td>
<td>15,640</td>
<td>16,782</td>
</tr>
<tr>
<td>High Range</td>
<td>13,372</td>
<td>14,878</td>
<td>16,384</td>
<td>17,900</td>
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</table>

Source: U.S. Census

Table 5 provides residential construction information for Hamburg Borough, Strausstown Borough, Tilden Township, Upper Bern Township, Upper Tulpehocken Township, Windsor Township in 1998, 1999 and 2000, as published by the Berks County Data Book.
TABLE 5
HAMBURG BOROUGH, STRAUSSTOWN BOROUGH, TILDEN TOWNSHIP, UPPER BERN TOWNSHIP, UPPER TULPEHOCKEN TOWNSHIP, WINDSOR TOWNSHIP, BERKS COUNTY
RESIDENTIAL CONSTRUCTION SURVEY
(Based on No. of Units Authorized by Permit)
1998-2000

<table>
<thead>
<tr>
<th>Municipality</th>
<th>No. of Single Family</th>
<th>No. of Semi-Detached</th>
<th>No. of Town Houses</th>
<th>No. of Apartment Units</th>
<th>No. of Manuf. Homes</th>
<th>No. of Conversions</th>
<th>No. of Apts. Formed</th>
<th>No. of Units Demolished</th>
<th>Net Increase</th>
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<tr>
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<tr>
<td>Municipality</td>
<td>No. of Single Family</td>
<td>No. of Semi-Detached</td>
<td>No. of Town Houses</td>
<td>No. of Apartment Units</td>
<td>No. of Manuf. Homes</td>
<td>No. of Conversions</td>
<td>No. of Apts. Formed</td>
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<td>Net Increase</td>
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<td>Upper Tulpehocken Township 2000</td>
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<td>3</td>
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<td>9</td>
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<tr>
<td>Windsor Township 1998</td>
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<td>10</td>
</tr>
<tr>
<td>Windsor Township 1999</td>
<td>9</td>
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<td>---</td>
<td>---</td>
<td>---</td>
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<td>---</td>
<td>---</td>
<td>9</td>
</tr>
<tr>
<td>Windsor Township 2000</td>
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<td>15</td>
</tr>
</tbody>
</table>

Source: U.S. Census
From 1998 to 2000, no new residential development occurred within Strausstown Borough. Hamburg Borough also saw little development during this period. Tilden, Upper Tulpehocken and Windsor Townships continue to experience construction, with Tilden Township having 102 units built, and both Upper Tulpehocken Township and Windsor Township having 34 units built.

The Region has not had many large scale residential developments proposed over the past few years. Scenic Ridge in Shartlesville will contain 19 lots. Windsor Manor in Windsor Township will have 20 lots. The major new development in the Region is the expansion of Pleasant Hills Mobile Home Park in Tilden Township, containing 279 mobile homes in two phases.

**Land Area Requirements**

The total projected population increase in Northern Berks from 2000 to 2010, using the high range to be conservative, is 1497. If we assume 2.70 persons per household, the Region’s average in 2000, 1497 people result in 555 households. Major proposed subdivisions in the region include capacity for 318 dwelling units. Subtracting 318 from 555 leaves 237 dwelling units to be accommodated. Excluding the mobile home park expansion, 516 dwelling units would have to be accommodated.

The land area needed to accommodate 237 or 516 dwelling units varies with the density of development. If all development occurred on one acre lots, a density of 0.8 houses per acre would result, assuming twenty percent of developed land would be used for roads, utilities, open spaces and other land uses not included within lots. If all development occurred on 10,000 square feet lots, a density of 3.48 houses per acre would result. Land area requirements are shown in the following table:

**Northern Berks Land Area Requirements 2000-2010**

<table>
<thead>
<tr>
<th></th>
<th>Assume 237 Dwelling Units to be Accommodated</th>
<th>Assume 516 Dwelling Units to be Accommodated</th>
</tr>
</thead>
<tbody>
<tr>
<td>10,000 Sq. Ft. Lots, 3.48 dwelling units per acre</td>
<td>69 acres</td>
<td>149 acres</td>
</tr>
<tr>
<td>1 Acre Lots, 0.8 dwelling units per acre</td>
<td>297 acres</td>
<td>645 acres</td>
</tr>
</tbody>
</table>
Additional Population and Housing Observations

No major population, income, or housing problems have been identified in the area.
CHAPTER 21
PARKS, RECREATION AND OPEN SPACE

INTRODUCTION

Parks, recreation programs and open space areas support the improvement in the quality of life in an area by preserving natural and cultural amenities for the enjoyment of all residents and providing active and passive recreational opportunities. They also provide opportunities for community residents to interact and thereby strengthen the sense of community. Leisure activities and the facilities required to maintain these activities are important components of a sound community.

Open space is important to area residents as are parks and recreation. Background open space, such as agricultural lands, woodlands and stream valleys, is visible to area residents and perceived as open space by them. It helps establish the character of the community. As development occurs in the area, if the rural character is to be sustained, it is necessary to preserve this perceived open space. Growth must be planned and directed so that the basic open space and rural character is not lost.

Recreational activities are often associated with and can be enhanced by the natural features of a community. Some leisure activities, such as hiking, fishing and boating are directly dependent upon natural resources such as the Blue Mountain, the region’s creeks, facilities at Kernsville Dam, Kaercher Creek Park, and the Hamburg Watershed.

Recreational activities can also be enhanced by the cultural features of a community. For instance, the cultural heritage of the Northern Berks area is evident in the farmsteads, mills, churches, and numerous other historic resources in the area which will be discussed later. These natural and cultural features can play an educational role for residents of the area as well as be incorporated into hiking and bicycle trails.

Existing Parks, Recreation and Open Space System

A number of recreational facilities are available to serve residents in Northern Berks area, Berks County, and nearby in other counties. Some of these recreational facilities include:

Blue Marsh Lake Recreational Area
French Creek State Park
Nolde Forest Environmental Education Center
Tulpehocken Creek Park System
Mount Penn Preserve
Daniel Boone Homestead
French Creek State Park
State Game lands
The Appalachian Trail
Kaercher Creek Park
Kernsville Recreation Area
Conrad Weiser Park
Camp Joy
County Youth Recreation Facility
Allegheny Aqueduct
Horseshoe Trail
Hawk Mountain Sanctuary
Neversink Mountain Preserve
Middle Creek Wildlife Management Area

Recreation resources within the Northern Berks area include:

Township Recreation Park - Tilden
Shartlesville Community Park - Upper Bern
Mountain Springs Camping Resort - Upper Bern
Appalachian Campsites – Upper Bern
Shartlesville Fish & Game/Hamburg Rifle & Pistol - Upper Bern
Edenburg Recreation Park - Windsor
Lenhartsville Fish and Game - Windsor
Bicentennial Walkway - Hamburg
Community Park and Pool - Hamburg
Hamburg Fish & Game Association – Hamburg
Tot Lot - Hamburg
PA Dutch Campsites - Upper Tulpehocken
Green Acres Golf Course - Upper Tulpehocken
Strausstown Lions Playground – Strausstown
Olivet Blue Mountain Camp – Windsor
State Game lands – the Townships
Weiser State Forest – the Townships
Strausstown Rod and Gun Club – Upper Tulpehocken
Kaercher Creek Park – Windsor
Kernsville Dam – Tilden
Hamburg Reservoir – Windsor
Appalachian Trail – the Townships
Christman Lake – Windsor Township
Hillcrest Vacation Farm – Upper Tulpehocken
Walnut Acres Golf Course - Tilden

21-2
In addition, recreation is available at the school facilities in the Region, including Strausstown, Tilden, and Upper Bern elementary schools and the High School – Middle School complex.

Types of Recreation Facilities

The National Recreation and Park Association (NRPA) has prepared a classification scheme for use by municipalities in creating and evaluating a park and open space system. It is intended to serve as a planning guide and can be modified to address the recreational needs unique to each municipality. The NRPA classification scheme is divided into two categories: (1) park and open space areas that are considered to be "local" or "close-to-home" due to their smaller size and close proximity and (2) park and open space areas that are considered "regional" due to their larger size and broader service area. Within each category, there are various types of parks and open space areas that can be identified according to their specific characteristics, as described in Table R-1. Overall, the NRPA recommends that municipalities have between 6.25 and 10.5 acres of local park land and open space per 1,000 residents. This land, considered the "core" of a municipal park and open space system, should be suitable for intense development and used primarily for active recreational purposes. In addition, municipalities should also provide between 15 and 20 acres per 1,000 residents of "regional" park and open space areas that can be used as open space, active or passive recreational areas. Sufficient regional park and open space is provided at the Blue Marsh Recreation area and is or will be available in the Kernsville Dam, Kaercher Creek Park and Weiser State Forest areas.
TABLE 1  
NRPA PARK; RECREATION AND OPEN SPACE CLASSIFICATION SCHEME  
LOCAL/CLOSE-TO-HOME SPACE = TOTAL OF 6.25 TO 10.5 ACRES OF  
DEVELOPED OPEN SPACE PER 1,000 PERSONS

<table>
<thead>
<tr>
<th>Type of Park</th>
<th>Service Area</th>
<th>Desirable Site Size</th>
<th>Acres/1,000 Persons</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Mini-Park</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Specialized facilities that serve a concentrated or limited population or specific group such as tots or senior citizens.</td>
<td>Less than ¼-mile radius</td>
<td>1 acre or less</td>
</tr>
<tr>
<td><strong>Neighborhood Park/Playground</strong></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Area for intense recreational activities such as field sports, court games, crafts, playground activities, skating, picnicking, swimming, etc.</td>
<td>¼-mile to ½-mile radius to serve a population up to 5,000 persons (a neighborhood)</td>
<td>15+ acres</td>
<td>1.0 to 2.0 acres</td>
</tr>
<tr>
<td><strong>Community Park</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Area of diverse environmental quality. May include areas suited for intense recreational facilities such as athletic complexes and large swimming pools. May be an area of natural quality for outdoor recreation such as walking, viewing, sitting, picnicking. May be any combination of the above, depending upon the site suitability and community needs.</td>
<td>Several neighborhoods. 1 to 2-mile radius</td>
<td>25+ acres</td>
<td>5.0 to 8.0 acres</td>
</tr>
</tbody>
</table>

Source: National Recreation and Park Association - *Recreation, Park and Open Space Standards and Guidelines*
TABLE 1- Continued

NRPA PARK, RECREATION AND OPEN SPACE CLASSIFICATION SCHEME
REGIONAL SPACE = TOTAL OF 15.0 TO 20.0 ACRES FOR 1,000 PERSONS

<table>
<thead>
<tr>
<th>Type of Park</th>
<th>Service Area</th>
<th>Desirable Site Size</th>
<th>Acres/1,000 Persons</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Regional/Metropolitan Park</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Area of natural or ornamental quality for outdoor recreation (such as picnicking, boating, fishing, swimming, camping, and trail uses) which may include play areas.</td>
<td>Several communities. 1-hour driving time</td>
<td>200+ acres</td>
<td>5.0 to 10.0 acres</td>
</tr>
<tr>
<td><strong>Regional Park Preserve</strong></td>
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</tr>
<tr>
<td>Area of natural quality for nature-oriented outdoor recreation (such as viewing/studying nature, wildlife habitat, conservation, swimming, picnicking, hiking, fishing, boating, camping and trail uses) which may include active play areas. Generally, 80% of the land is reserved for conservation and natural resource management, with less than 20% used for recreation development.</td>
<td>Several communities. 1-hour driving time</td>
<td>1,000+ acres or sufficient area to encompass the resource to be preserved and managed.</td>
<td>Variable</td>
</tr>
<tr>
<td><strong>Community Park</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Area of diverse environmental quality. May include areas suited for intense recreational facilities such as athletic complexes and/or large swimming pools. May be an area of natural quality for outdoor recreation such as walking, viewing, sitting, picnicking. May be any combination of the above, depending upon the site suitability and community needs.</td>
<td>Several neighborhoods. 1 to 2-mile radius.</td>
<td>25+ acres</td>
<td>5.0 to 8.0 acres</td>
</tr>
</tbody>
</table>

Source: National Recreation and Park Association - *Recreation, Park and Open Space Standards and Guidelines*
Parks, Recreation and Open Space System in Northern Berks

Hamburg Borough

Currently, the Borough has one community park, a tot lot and schools containing a pool, playing fields, a hiking trail, ice skating, a stage for outdoor concerts, a picnic area, tennis courts, basketball courts, playground, running track, indoor facilities at the junior and senior high schools, and tot lots.

The Borough also has the Bicentennial Trail which parallels the Schuylkill River. Activities available include access to boating areas, fishing, hiking and picnic areas.

Hamburg also owns nine acres along Mill Creek near Park Avenue. Eventually the land might be used as open space and creek access.

Strausstown Borough

The Lions Playground and the elementary school include an area for picnicking, playground, basketball court, tennis courts, bandstand, and playing fields.

Upper Tulpehocken Township

The Township is currently in the process of developing a Township park on five acres which have been acquired along Route 183 and Old Route 22. The Township plans to develop a playing field which would be maintained by the Northern Berks Recreation Commission.

Upper Bern Township

The Township has one community park located in Shartlesville and the elementary school. These facilities include playing fields, all-purpose fields, bandstand, playgrounds, basketball courts, and pavilions.

Tilden Township

The Township currently has one community park and the elementary school. Activities available include a picnic area, playground, basketball courts, tennis courts, shuffleboard court, tot lot, and playing fields. Boating, fishing, and camping are available at the Kleinsville Recreation area.
**Windsor Township**

The Township contains Kaercher Creek Park and Edenburg Park. The facilities provide an area for outdoor concerts, picnics, playground, playfields, volleyball court, basketball court, boating, fishing, hiking, ice skating, nature study, and tot lot.

**Recreation Acreage Needs Analysis**

The following table presents a recreation acreage needs analysis for the Northern Berks region. The Recreation Acreage Needs Analysis indicates for each municipality its census population in the year 2000, population projections for 2010 and 2020, and local recreation requirements applying the National Recreation and Park Association Standards. A range is given, the lower number for the NRPA standard of 6.25 acres per 1,000 population and the higher figure for the high end range of 10.5 acres per 1,000 population. Public recreation acreage in 2003 is indicated as well as projected public acreage in 2020, any 2003 deficit in acres, and any projected 2020 deficit in acres.

No major deficit is indicated for the Northern Berks region for 2003. Upper Tulpehocken has a current deficit with regards to available recreation areas, but the development of its municipal park will address a portion of the deficit. Upper Tulpehocken Township has a deficit of 4.3 to 10.6 acres and may still have a deficit of 4.3 to 10.6 in 2020 if no additional recreation areas are acquired.

All other municipalities show no deficits currently and in 2020.
## NORTHERN BERKS RECREATION ACREAGE NEEDS ANALYSIS

<table>
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<tbody>
<tr>
<td>Hamburg</td>
<td>4,114</td>
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<td>4,212</td>
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<td>25.7</td>
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<td>Tilden</td>
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<tr>
<td>Upper Bern</td>
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<td>1,639</td>
<td>1,799</td>
<td>3.5</td>
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<td>11.2(4)</td>
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<tr>
<td>Upper Tulpehocken</td>
<td>1,495</td>
<td>1,650</td>
<td>1,821</td>
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<td>26.2</td>
<td>30.0</td>
<td>4.3</td>
<td>4.3</td>
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<td>Windsor</td>
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<td>2,586</td>
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<td>188.3(6)</td>
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<td>0</td>
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<tr>
<td></td>
<td>13,372</td>
<td>14,486</td>
<td>15,616</td>
<td>293.5</td>
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<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

(1)Includes Bicentennial Walkway, Community Park & Pool, Hamburg Jr./Sr. High School, Tot Lot, Hamburg Elementary School.
(2)Includes Strausstown Lions Playground, Strausstown Elementary School.
(3)Includes Township Recreation Park, Tilden Elementary School, Kernsville Rec. Area.
(4)Includes Shartlesville Community Park Assoc., Upper Bern Elementary School.
(5)Includes Township Site.
(6)Includes Edenburg Recreation Park, Hamburg Reservoir Campsite, Kaercher Creek Park.
Northern Berks Recreation Commission

The Northern Berks Region is fortunate to have a regional recreation commission already operating. The most pressing issue for the Northern Berks Recreation Commission has been construction of additional soccer fields for use by the Hamburg Area Soccer Association. The 500 children in the Soccer Association play on overused facilities at the Hamburg High School. The Recreation Commission is seeking Berks County approval to construct three soccer fields (full size, midget, and mid-size), a baseball field, a parking lot and a walking trail to the fields at Kaercher Creek Park, which the County leases from the State Fish and Boat Commission.

The Recreation Commission will continue to work to provide recreation opportunities within Northern Berks and monitor available sites for recreation. One potential area could be the Olivet Blue Mountain Camp site.

Kernsville Dam

The Northern Berks Recreation Commission has endorsed Blue Mountain Wildlife, Inc. to lease 252 state-owned acres at Kernsville Dam as a passive outdoor recreation and wildlife area. Existing footpaths would be expanded and wildlife habitats fostered. Blue Mountain Wildlife has plans to use grants and private donations to create handicapped-accessible fishing locations and nature trails, wildlife observation areas, gazebo, and a boat launch. The first phase would be a handicapped accessible trail linking Hamburg to the Bartram Trail that the Schuylkill River Greenway Association plans to build.
INTRODUCTION

Present conditions in the Northern Berks Region have been influenced by the social, cultural and economic history from which these conditions evolved. Sound solutions to addressing existing issues rest in part on such knowledge. Historic preservation of sites can help us understand this evolution and preserve the character and charm this area has due to its rich past. An understanding of the past aids in planning for the future of the Region.

The collection of resources used to compile the history of the area includes: articles and photographs from the Berks County Historical Society’s webpage; National Register Listed & Eligible Properties and Historical Markers Program (Pennsylvania Historical Museum Commission, Bureau for Historic Preservation); Marching Through the Tulpehocken by Earl W. Iboch; Upper Tulpehocken Twp. (1820) 150th Anniversary Strausstown 1840-1990 book; The Story of Berks County; Bicentennial History of Hamburg Borough (1776-1976 Pride in Hamburg), published by the Hamburg Bicentennial Committee, 1976; and The Upper Bern Township Comprehensive Plan Update, May 1992.

Early History of Berks County

King Charles of Great Britain granted the province of Pennsylvania to William Penn in 1681. The early 1700’s saw settlers begin to call the area now known as Berks County home. Swedes created a settlement in the now Amity Township area, while Germans populated areas in Berks such as along the Manatawny Creek and in the Tulpehocken Valley. French, Welsh, Scotch-Irish, and English also settled in the county. Almost 200 settlers signed a petition in 1739, requesting that the provincial assembly of Pennsylvania create a new county, and on March 11, 1752, the assembly ordered that a new county, named Berks, be formed. Reading, which became a town four years earlier in 1748, was named as the seat of the county. The county was annexed from portions of Philadelphia, Chester and Lancaster Counties and initially contained 2.63 million acres. When incorporated, Berks had 23 townships and approximately 12,000 residents. Today, the county is comprised of 75 municipalities, encompassing 864 square miles, and has over 374,000 inhabitants.
Berks County was the home to the Minsi or Wolf Native Americans when William Penn arrived in Pennsylvania in 1682. The Native Americans had several villages along the Schuylkill River, with the largest in the Virginville area. Settlers in Berks County and the Minsi lived in peace with each other for 50 years, until 1754, when during the French and Indian War the Native Americans turned and attacked families in Berks. Some believe that the French may have misrepresented issues and made promises to gain their support. Following the war, many of the Native Americans left the area, and moved north or west.

Transportation improvements in the 1800’s helped spur industrial development; the Union Canal, constructed next to the Tulpehocken Creek, connected the Schuylkill and Susquehanna Rivers. The Schuylkill Canal linked the Union and Schuylkill Canals from Philadelphia to Reading, the Anthracite regions, and central Pennsylvania.

Rail service between Reading and Pottsville was started in 1837. In 1839, the line was extended to Philadelphia. By 1842, the line was extended to Pottsville and the coal region. Rail and canal improvements were stimulated by the need to transport Schuylkill County coal to iron producing cities.

The rich soil of Berks, aided by a favorable climate and centralized Mid-Atlantic location, has contributed to a strong agrarian tradition. Most of the original settlers in the County were seeking an opportunity to farm their own land and escape religious persecution. The agriculturally based economy and church centered society lasted about 150 years. Today, agriculture, both in terms of food production and processing, is still the county's No. 1 industry.

The outlet industry, which has its roots in Reading, remains strong. Tourism, spawned by the county's heritage and culture, as well as shopping opportunities, injects millions of dollars annually into the local economy.

The Berks County Historical Society has been established since 1869 to help the people of Berks County to remember and preserve its historic relics and artifacts that encompass and help tell the story of its rich history. The Berks County Historical Society’s mission since 1869 has been...

“To collect, preserve, and foster an appreciation for the historically important physical culture of our country, and further, it is to promote in present-day citizens of all ages an interest and knowledge of past area events, people and cultural heritage in order to instill a sense of pride in local history which may act as a foundation for future successes.”
DEVELOPMENT OF THE LOCAL AREAS

HAMBURG BOROUGH

Hamburg, the largest borough in area in Berks County, is situated along the Schuylkill River. The Borough was officially established in 1831. The Borough takes its name from a town in Germany, as many of the early settlers were German. Hamburg was laid out in 1772. A tract of 250 acres was conveyed to Martin Kaercher, Sr., of Longswamp. Seven years later Martin Kaercher, Jr., was deeded the property and immediately laid out a portion of the land, containing 131 lots and named it “Kaercher Stadt.” Later the name was changed to Hamburg by the early German settlers.

Timbering and charcoal flats on the Blue Mountain helped lead to the settlement of the Hamburg area. The charcoal was used in foundries in Hamburg. The town was at a crossroads of an east-west road parallel to the Blue Mountain and a north-south road along the Schuylkill River.

Hamburg gradually became the center of a prosperous farming community. Considerable business was done in town and moving agricultural products helped develop the Borough’s downtown. The Centre Avenue Turnpike from Reading to Pottsville was constructed in 1812, and the Schuylkill Canal was constructed in 1824. Both of these facilities aided the rapid growth of the town in following years. Stages ran through town. Canal boat building was a major industry. Hamburg was favorably located in good farming country, and was well connected to areas north and south by means of the turnpike, canal and two railway lines [the Philadelphia and Reading (1842) and the Pennsylvania (1885)]. It became an industrial center in the county, with mills, foundries, and other businesses, second in importance to Reading. In 1885 there were about 2500 inhabitants, five churches, two schoolhouses and a number of businesses. A building boom occurred in the 1860’s and 1870’s when it was thought Hamburg would be a warehousing and shipping location for coal from Schuylkill County. The first of many brick warehouses in the Borough was built in 1871.

By 1925, Hamburg’s industries included knitting mills, bleach works, silk mills, iron and steel castings, boiler manufacture, engine manufacture, and plow works. The Borough was a well established industrial center.
<table>
<thead>
<tr>
<th>ID</th>
<th>Site Name (Northern Berks)</th>
<th>TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Molls 1-Room School</td>
<td>Historic Resources</td>
</tr>
<tr>
<td>2</td>
<td>Bloody Spring</td>
<td>Historic Resources</td>
</tr>
<tr>
<td>3</td>
<td>Degler Cabin</td>
<td>Historic Resources</td>
</tr>
<tr>
<td>4</td>
<td>Site of Fort Northkill</td>
<td>Historic Resources</td>
</tr>
<tr>
<td>5</td>
<td>State Game Lands</td>
<td>Natural Areas</td>
</tr>
<tr>
<td>6</td>
<td>SA 516</td>
<td>Natural Areas</td>
</tr>
<tr>
<td>7</td>
<td>SA 512</td>
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<tr>
<td>8</td>
<td>SA 515</td>
<td>Natural Areas</td>
</tr>
<tr>
<td>9</td>
<td>SA 517</td>
<td>Natural Areas</td>
</tr>
<tr>
<td>10</td>
<td>Northkill Creek (to I-78)</td>
<td>Natural Areas</td>
</tr>
<tr>
<td>11</td>
<td>High-Gradient Clearwater Creek Community</td>
<td>Natural Areas</td>
</tr>
<tr>
<td>12</td>
<td>Exceptional Value Stream</td>
<td>Natural Areas</td>
</tr>
<tr>
<td>13</td>
<td>Hetrich Grist Mill Seyfert Forge</td>
<td>Historic Resources</td>
</tr>
<tr>
<td>14</td>
<td>State Game Lands</td>
<td>Natural Areas</td>
</tr>
<tr>
<td>15</td>
<td>Feick Family Grave Yard</td>
<td>Historic Resources</td>
</tr>
<tr>
<td>16</td>
<td>Seyfert (Klines) Grist Hill</td>
<td>Historic Resources</td>
</tr>
<tr>
<td>17</td>
<td>Roadside America</td>
<td>Historic Resources</td>
</tr>
<tr>
<td>18</td>
<td>Northkill Forge</td>
<td>Historic Resources</td>
</tr>
<tr>
<td>19</td>
<td>Amish House Site</td>
<td>Historic Resources</td>
</tr>
<tr>
<td>20</td>
<td>Village of Shartlesville</td>
<td>Historic Resources</td>
</tr>
<tr>
<td>21</td>
<td>Shartlesville Hotel</td>
<td>Historic Resources</td>
</tr>
<tr>
<td>22</td>
<td>Friedens Union Church</td>
<td>Historic Resources</td>
</tr>
<tr>
<td>23</td>
<td>Blue Mountain</td>
<td>Natural Areas</td>
</tr>
<tr>
<td>24</td>
<td>State Game Lands</td>
<td>Natural Areas</td>
</tr>
<tr>
<td>25</td>
<td>Rentschler Mill</td>
<td>Historic Resources</td>
</tr>
<tr>
<td>26</td>
<td>Former Creamery</td>
<td>Historic Resources</td>
</tr>
<tr>
<td>27</td>
<td>Indian Fort</td>
<td>Historic Resources</td>
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<td>28</td>
<td>Jalappa/Upper Berne Hotel</td>
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</tr>
<tr>
<td>29</td>
<td>Former General Store and Upper Berne P.O.</td>
<td>Historic Resources</td>
</tr>
<tr>
<td>30</td>
<td>One Room School</td>
<td>Historic Resources</td>
</tr>
<tr>
<td>31</td>
<td>St. Michael's Church</td>
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<tr>
<td>32</td>
<td>Salem Church</td>
<td>Historic Resources</td>
</tr>
<tr>
<td>33</td>
<td>Former 1-Room School House</td>
<td>Historic Resources</td>
</tr>
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<td>34</td>
<td>Northkill Amish Grave Yard</td>
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</tr>
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<td>35</td>
<td>Old RR Station</td>
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<tr>
<td>36</td>
<td>National/West Hamburg Hotel</td>
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<td>Tunnel</td>
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<td>39</td>
<td>Schuylkill Canal Locks 28+29</td>
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<td>40</td>
<td>Weiser State Forest</td>
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<td>41</td>
<td>State Game Lands</td>
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<tr>
<td>42</td>
<td>Windsor Forge/Furnace Site</td>
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<td>43</td>
<td>Kernsville - Canal Lock 30</td>
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<td>44</td>
<td>Lock House</td>
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<tr>
<td>45</td>
<td>Former Kernsville Grist Mill</td>
<td>Historic Resources</td>
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<td>46</td>
<td>Site of Kernsville Furnace</td>
<td>Historic Resources</td>
</tr>
<tr>
<td>47</td>
<td>Site of Old Fort</td>
<td>Historic Resources</td>
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<td>48</td>
<td>Kaercher Creek Park</td>
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<td>St. Paul's Church</td>
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<td>ID</td>
<td>Site Name (Northern Berks)</td>
<td>TYPE</td>
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<td>50</td>
<td>One Room School</td>
<td>Historic Resources</td>
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<tr>
<td>51</td>
<td>One Room School</td>
<td>Historic Resources</td>
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<tr>
<td>52</td>
<td>Old P.O./Smith Store</td>
<td>Historic Resources</td>
</tr>
<tr>
<td>53</td>
<td>Windsor Castle Hotel</td>
<td>Historic Resources</td>
</tr>
<tr>
<td>54</td>
<td>Dreibelbis Covered Bridge</td>
<td>Historic Resources</td>
</tr>
<tr>
<td>55</td>
<td>Hamburg Rolling Mill</td>
<td>Historic Resources</td>
</tr>
<tr>
<td>56</td>
<td>Tenement House</td>
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</tr>
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</table>
Below are tables containing listed historic resources within the Borough. One table identifies Properties on the National Register, and the other identifies properties that are eligible for the National Register.

### Pennsylvania Historic Museum Commission:
**Bureau for Historic Preservation**

**National Register Listed Properties**
**Hamburg Borough, Berks County**

<table>
<thead>
<tr>
<th>Historic Resource Site</th>
<th>Listed</th>
<th>Status Date</th>
<th>Address</th>
<th>Historic Importance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hamburg Armory</td>
<td>Listed</td>
<td>05/09/1991</td>
<td>N. 5th St. South of I-78</td>
<td>PA National Guard Armory; Member of the State Armory Building Property type under the multiple property nomination; built 1938 as a federal public works project, for Company D, 103rd Quartermaster Regiment, 28th Division of the PA National Guard.</td>
</tr>
<tr>
<td>Hamburg Public Library</td>
<td>Listed</td>
<td>11/03/1988</td>
<td>35 North 3rd Street</td>
<td>Built 1903-04; well preserved example of turn of the century architecture in Hamburg, and as the first public library building (designed and constructed specifically for use as a public library) built in Berks County. A Carnegie Library built in Victoria Romanesque style with brick walls, stone lintels, decorative slate roof, and octagonal tower above entrance.</td>
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</table>

**Properties Eligible for the National Register**
**Hamburg Borough, Berks County**

<table>
<thead>
<tr>
<th>Eligible Historic Resource Sites in Hamburg Borough</th>
<th>Status Date</th>
<th>Address</th>
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</thead>
<tbody>
<tr>
<td>Hamburg Historic District</td>
<td>11/15/1993</td>
<td>Hamburg Borough</td>
</tr>
<tr>
<td>Saint John’s Evangelical Lutheran Church</td>
<td>09/09/1999</td>
<td>99 Church Street</td>
</tr>
<tr>
<td>Schuylkill Navigation Canal Culvert</td>
<td>11/15/1993</td>
<td>Near Port Clinton Avenue</td>
</tr>
</tbody>
</table>

A map of Historical Sites of Reading and Berks County, Pennsylvania was prepared for the Bicentennial Celebration for the City of Reading. The map lists the following historic sites within Hamburg:
Joseph Boltz erected the town’s first house in 1835 along what became Main Street. A house built shortly after served as the basis for the Centre House, which later became Miller’s Hotel and then Doll’s Hotel. The first public house, later known as the Farmers and Drover’s Hotel was Darrel Moyer’s House built in 1840.

John Strauss, who had a large farm in the vicinity of what is now Strausstown, laid out the town in 1840. As he owned most of the land upon which the town grew, it was named after him. Three parties owned the land that is now the site of Strausstown: John Strauss, John Batteiger and Daniel Moyer. Strauss’ old log house, just west of town, was an old landmark for many years. Near it he also operated a distillery.
The Boltz family built the second public house in 1844. The first post office was established there in 1847, with Joseph Boltz as the first postmaster. Mail came once per week by a route from Allentown to Rehrersburg. In 1870 the building became Filbert’s Hotel, operating until 1969. A number of craftsmen and businesses were attracted to the town.

Strausstown was incorporated as the twenty-second borough of Berks County in 1920. Prior to the incorporation, it was a part of Upper Tulpehocken Township. Once officially accepted as a Berks County borough, it encompassed an area of one hundred and twenty (120) acres. Strausstown had quite a number of industries and business places at one time, among these a shirt factory, a hosiery mill, knitting mill, cigar factories, a creamery, garages, three hotels, several stores, memorial business, and a bank.

Anthony Hosiery started in 1910, operating out of the Old Himmelberger tannery, operated first in the early part of the 1800’s. Now Post Precision Castings is located on the site.

The Strausstown Volunteer Fire Company was organized in 1915, and purchased its first engine in 1917.
Pennsylvania Historic Museum Commission:
Bureau for Historic Preservation

*National Register (Eligible) Properties*
*Strausstown Borough, Berks County*

<table>
<thead>
<tr>
<th>(Eligible) Historic Resource Site in Strausstown Borough</th>
<th>Status Date</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strausstown Historic District</td>
<td>05/07/1991</td>
<td>Linear village district with typical nineteenth century village architecture; Historical Reference date of 1840.</td>
</tr>
</tbody>
</table>

The Historical Sites of Reading and Berks County, Pennsylvania map lists the following historic sites within Strausstown:

- Social Quarters for Fire Company – Walnut St.
  Former St. Paul’s Lutheran Church – 1861
- Former Filbert Hotel – Main and Goodman – 1845
- Center Hotel – Main Street – 1836
- Former Strass Store and Strausstown Post Office – Main St.
- Former Farmers and Drovers Hotel – Main Street, east end of Town – 1840
- Former Kreitzer’s Inn – North of Main St. (before 1817)
- Former School – Main and East (1899)

**TILDEN TOWNSHIP**

Tilden Township was formed from Upper Bern in 1887. It was named after Sammuel J. Tilden, the unsuccessful candidate for president in 1876. It lies just south of the Blue Mountain that forms its northern boundary.

The early settlers traveling from Reading to Schuylkill County followed the Schuylkill River. About a mile out of Berne, they crossed the river and followed the Hassler Run Creek in Tilden Township to the Port Clinton Gap. Most of the people were engaged in farming. The chief industries were one foundry, a wool mill, two brick works, two creameries, and two gristmills. At the Blue Mountain charcoal was made, which was then used to melt the iron ore at the Windsor Furnace in Windsor Township. At one time there was a dynamite factory at the Blue Mountain where the present Auburn Reservoir is
located. The road leading up to the factory was called the Dynamite Road, and today the road is a trail.

In 1870, in the area of West Hamburg, John Williams and Solomon Seaman erected a large brick block building for hotel and store purposes. It was there that Williams opened the National Hotel (later known as the West Hamburg Hotel), and Solomon Seaman & Sons established a mercantile business, which was carried on by Seaman & Brothers. The Hamburg Rolling Mill was located in 1865 at the lower part of the village and comprised of spacious buildings with convenient connections to the main tracks of the railroad. The Hamburg Vitrified Brick Co. was established in 1891. The brickyard was near the Reading Railroad tracks north of West Hamburg.

Seven former one-room school buildings are located in the Township. They were replaced by Tilden Elementary School, begun in 1929.

The first St. Michael’s Union Church was erected in 1769 on land given to both the Reformed and Lutheran congregations by Joseph Zollenberger, in then Bern Township, later Upper Bern Township, and now Tilden Township. The building, constructed of logs, stood at the southwest corner of the old graveyard and was named for the first Reformed pastor, Rev. Phillip Jacob Michael. In 1810 a new brick building was erected on the site of the present edifice, which replaced it in 1874. It is considered one of the largest country churches in eastern Pennsylvania.

The Philadelphia & Reading Railroad ran along the west bank of the Schuylkill and the two stations, West Hamburg (Berks) and Berne, were important shipping points. The State Road leading from Harrisburg to Allentown runs four and one-half miles through the central part of the Township. It was improved in 1909, the base built of stone from Blue Mountain. It is now an important artery of travel for the Township as well as surrounding area.

There are several village names within Tilden Township, including the following:

**Bachmoll** - just south of Berne. It was called “Bachmoll” because of the contour of the land. It is shaped like a high wooden trough (baking trough) in which bread was fermented.

**Berne** - named after Bern, Switzerland. The village name Bern was frequently confused with Bern Township and the Bern Church. When the new railroad station was built
during the early 1900’s George Kershner was the ticket agent and he added the (e) to Bern to avoid some of this confusion. The village started as a mill town along the river.

**Jalappa** – William Penn had English surveyors divide the land in Pennsylvania so his heirs could sell parcels of land. English surveyors were surveying the area three miles west of the fork of the Schuylkill River. It once had a post office, a country store, a hotel, a watchmaker’s shop, a blacksmith shop, a garage, a tombstone shop and a creamery. Village growth was spurred by construction of Old Route 22.

**West Hamburg** – On October 1, 1925, the village name was changed by the Post Office Department from “Berks” to West Hamburg. The village grew around the railroad station.

**Peaceville** – about one mile west of Hamburg, along the Berne Road. According to legend a gesture was made by a young girl who lived in this quiet village. It consisted of three homes during the early 1930’s. It is referred to as Peaceville, and sometimes “Peacetown”.

**Rocktown** – is a small village along the base of the Blue Mountain; so named because of the rocky terrain.

**Yoder Heights** – situated on a hill approximately one mile west of Hamburg. It was named after Clayton Yoder who subdivided his land for building lots. The streets in Yoder Heights are named after his sons and daughters.

The first Amish settlement in America and the first congregation was located along the base of the Blue Mountain a mile west of Hamburg. The North Creek (Northkill) settlement dates from 1730. Indians chased most of the Amish to other regions. The first Amish Bishop in America (Jacob Hertzler) is buried in the Amish Cemetery near Old Route 22. Indian raids began in 1754 and continued until 1764. Many of the Amish left the region in 1760. The Berks County Planning Commission has prepared a map of early Amish land grants in Berks County, including the Northkill Settlement.

A major event in the history of the Township was the acquisition, starting in 1967, of Metropolitan Edison of 2500 acres in the Berne area for construction of a generating station and reservoir which were never built. Farmland purchased by Met-Ed was subsequently sold, some for development.
Below is a table listing the historic properties which are eligible to be considered for the National Register of Historic Places.

Pennsylvania Historic Museum Commission:  
Bureau for Historic Preservation  
National Register (Eligible) Properties  
Tilden Township, Berks County

<table>
<thead>
<tr>
<th>Tilden Township Eligible Historic Property</th>
<th>Status Date</th>
<th>Address</th>
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<tbody>
<tr>
<td>Berne State Bridge</td>
<td>08/11/1998</td>
<td>Fisher Dam Rd. T-558</td>
</tr>
<tr>
<td>Benjamin Sontag, Farmstead</td>
<td>02/12/1987</td>
<td>Walnut Rd.</td>
</tr>
</tbody>
</table>

The Historical Sites of Reading and Berks County, Pennsylvania map lists the following historic sites within Tilden Township:

- Tunnel, 1606 feet long, 1840, near Route 61, built for railroad
- Old railroad station at West Hamburg
- National Hotel/West Hamburg Hotel – 1870, including store and post office; behind it on Hill Road is former Hamburg Rolling (iron) Mill, 1865 and six tenement houses
- Northkill Amish graveyard, 16 marked burials including the first Amish bishop in America, Jacob Hertzler; congregation established 1740, disbanded after September 29, 1757 Indian attack; graveyard visible from Pine Road
- Former one-room schoolhouse along Old Route 22
- Jalappa/Upper Berne Hotel along Old Route 22
- Former general store and Upper Bern post office, 1882, along Old Route 22
- Salem Church, built 1871, rebuilt 1906
- St. Michael’s Union Church, 1875, 1766 graveyard
- Former creamery building off Old Route 22
- 6-sided structure near Indian Fort Inn, off Old Route 22, possibly built 1756, may have been Indian Fort
UPPER BERN TOWNSHIP

The land area encompassed by Upper Bern Township as well as most other lands within Berks County was purchased in 1732 by an existing treaty between the Sachem of the Schuylkill tribe of Delaware (Lenni Lenape) Indians and the sons of William Penn (John, Thomas and Richard Penn). In 1789, Upper Bern Township was established from properties taken from the northern part of Bern Township, but a separate assessment of taxables was not taken until the year 1820.

The area began to settle in the mid 1700’s. Shartlesville is the only town in the Township. Shartlesville was named after prominent settlers of the Township, the “Shartle” family. The Shartles were farmers and also operated lodges within the Township. The Shartle family’s actual settlement location was approximately one mile east of the unincorporated area of Shartlesville. By 1887, Shartlesville contained three public houses, a number of retail and trade establishments, two cigar factories, a church, a blacksmith shop, wheelwright, cabinet maker, undertaker, teacher, shoemaker, and coach maker. The area outside the town was mostly used for agricultural purposes, with some mills operated as well. The Kauffman and Wagner mills were among the largest and oldest mills within the Township.

By the mid 1900’s, the village of Shartlesville consisted of a mixture of commercial and residential land uses, having become the town center of the Township. Residential development started to encroach on the agricultural land use outside the town center, occurring mostly along established public roads, with no established pattern. In 1920 the state road was improved from Shartlesville to the Tilden Township line, and the best material for road building was obtained from a quarry in Strausstown, so Upper Bern had a concrete road through the entire length of the Township. The Blue Mountain Electric Company, which received current from Reading, installed electric lights into many homes in the Township in the same year.
Because of the availability of reasonably priced land, regional location, a growing economy, improvements to the regional transportation network, and the development pressures associated with suburban sprawl, the area has seen increased growth pressures. Most of the “new settlers” of the Township are from the surrounding urbanized areas. Residential land development activity has increased. Most of the recent residential subdivision and land development activity has occurred on productive agricultural lands and/or along existing public roads with no established patterns.

Below are two tables which identify the local historic resources that are either on the National Register of Historic Places or ones that are still eligible to be placed on the National Register. Preserving historic places in Pennsylvania is vital and has been a major task by the Pennsylvania Historic Museum Commission’s Bureau for Historic Preservation.

**Pennsylvania Historic Museum Commission:**
**Bureau for Historic Preservation**
**National Register (Listed) Property**
**Upper Bern Township, Berks County**

<table>
<thead>
<tr>
<th>Upper Bern Township Historic Resource Site</th>
<th>Date Listed</th>
<th>Address</th>
<th>Historic Importance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kauffman’s Mill</td>
<td>11/08/1990</td>
<td>Mill Road at Mill Hill Road</td>
<td>One of the oldest mills in Berks County and represents the type of gristmill that is believed to have been prevalent in the 18th century. It exemplifies a custom mill, one that processed grain for the use of local farmers rather than for commercial sale. Architecturally a rare example of an 18th cn. Mill.</td>
</tr>
</tbody>
</table>
Pennsylvania Historic Museum Commission:
Bureau for Historic Preservation
Historic Marker Program
Markers within Upper Bern Township

<table>
<thead>
<tr>
<th>Upper Bern Township Historic Markers</th>
<th>Date Listed</th>
<th>Address</th>
<th>Historic Marker Text</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northkill Amish Marker</td>
<td>6/26/1959</td>
<td>Old US 22, 1 mile W of Shartlesville</td>
<td>The first organized Amish Mennonite congregation in America. Established by 1740. Disbanded following Indian attack, September 29, 1757, in which a Provincial soldier and three members of the Jacob Hochstetler family were killed near this point.</td>
</tr>
</tbody>
</table>

The Historical Sites of Reading and Berks County, Pennsylvania Map lists the following historic sites within Upper Bern Township:

- Rentschler fulling mill off of Mill Road
- Roadside America (not historic, but of interest)
- Friedens Union Church of Shartlesville, built 1870, has Dieffenbach organ
- Shartlesville Hotel, 1820’s
- Shartlesville village, with numerous old buildings, tourist oriented shops, and two hotels (Haag’s and Leshers/Kauffman’s (see above)

UPPER TULPEHOCKEN TOWNSHIP

The entire northwestern section of Berks County was once named Tulpehocken, which was organized as a district in 1729, when it was part of what is now Chester County. The German Palitines, who traveled down the Susquehanna River from the Schoharie Valley in New York State until they reached the Little Swatara Creek, settled the area. The area that is now known as Upper Tulpehocken Township was settled as early as 1735, but did not become a township of its own until 1820. Until that time, it was part of Tulpehocken Township. The German settlers established farms in the Township.

In 1820 a petition was presented to the Court to form a new township and to name it “Perry”. This name was unsatisfactory to a large number of people, resulting in several other name suggestions and they were presented to the Court. The Turtle tribe of the
Lenni Lenape Indians occupied the area and the name “Tulpewihaki”, Indian origin translating to “Land of the Turtle”, and the Court felt it was appropriate to name the new township “Upper Tulpehocken.

The mills, tanneries, and forges played a large part in the success and development of the Township. In 1830, Joseph Seyfert operated iron forges, located on the Northkill Creek, in the eastern part of the Township. John Himmelberger began a tannery in 1825 that Michael Miller rebuilt a few years later. Those industries are no longer operated with the exception of one mill, which is located south of Strausstown, off Route 183. This mill was operated by the Rebers between 1813-1828. William Miller bought the mills and during his ownership the mill was destroyed by fire. Joseph Seyfert rebuilt the lower mill in 1894, the same year that William B. Anthony became the owner. Mr. Anthony’s son, George M. Anthony, started his poultry business at the same location, with 125 baby chicks in 1917. In 1926 the demand for feeds became so great, that the old flourmill was discontinued and the mill was enlarged with up-to-date equipment. The Anthony family helped pioneer the field of artificial brooding and have won many awards in the poultry field. The mill then operated under the name “Geo. M. Anthony & Sons”, until 1979, at which time Donald Anthony, third generation, became owner and changed the name to “Anthony Mill”.

The earlier settlers had Indian raids and feared more lives would be lost if action was not taken. The residents of the Township built Fort Northkill in the early part of 1754, located approximately two miles east of Strausstown, near the Northkill Creek and about one mile south of the base of the Blue Mountain for protection from Indian attacks.

Bloody Spring is an important historic site in the Township. The story told is that a family named Spatz were massacred near the creek and their blood ran into the creek, thus the name. The Degler cabin is erected near the Bloody Spring. The Degler family, fearing Indians from New York State during the French and Indian War, took refuge at Fort Northkill. Upon returning to their cabin, the Deglers found a chest broken open when their home was ransacked. The chest was repaired, and it is now stated in the deed to the property that the chest must always remain with the property.

The Blue Mountain Church was the first church constructed of logs in about 1736. The present Blue Mountain Church was built in 1904.

Strausstown was the only town within the Township, until 1920 when Strausstown became a borough.
Below are two tables identifying and describing local historical resources within the Township. These resources are identified as Nationally Registered Properties, listed by the Pennsylvania Historic Museum Commission: Bureau for Historic Preservation and properties that are eligible to be listed but are not officially on the National Register to date.

**Pennsylvania Historic Museum Commission:**
**Bureau for Historic Preservation**
**National Registered (Listed) Properties**
**Upper Tulpehocken Township, Berks County**

<table>
<thead>
<tr>
<th>Upper Tulpehocken Township Historic Resource Site</th>
<th>Date Listed</th>
<th>Address</th>
<th>Historic Importance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seyfert Mill</td>
<td>11/08/1990</td>
<td>Along Northkill Creek on Old 22 &amp; Campsite Road</td>
<td>This mill is important for its association with the county gristmill industry as it is representative of merchant mills erected during the “great rebuilding” of Berks County Mills (1818-1862). In the form of gearing and millstone location and the remnants of the hurst frame there is evidence of the technological changes that took place in the county milling industry during the years of the mill’s operation. Architecturally, this mill is representative of Berks County merchant mills of the period; built 1840.</td>
</tr>
</tbody>
</table>

**Pennsylvania Historic Museum Commission:**
**Bureau for Historic Preservation**
**Properties Eligible for the National Register**
**Upper Tulpehocken Township, Berks County**

<table>
<thead>
<tr>
<th>Upper Tulpehocken Eligible Historic Properties</th>
<th>Status Date</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Valentine Boltz House</td>
<td>1/12/1995</td>
<td>Bloody Spring Road</td>
</tr>
<tr>
<td>Michael Ney Farm</td>
<td>1/12/1995</td>
<td>Bloody Spring Road</td>
</tr>
<tr>
<td>Benjamin Wagner Farmstead</td>
<td>1/12/1995</td>
<td>Off Campsite Road</td>
</tr>
</tbody>
</table>
The Historical Sites of Reading and Berks County, Pennsylvania Map lists the following historic sites within Upper Tulpehocken Township, which is described as a “trouble spot” during the French and Indian War (1756-1763). It is noted that the Northkill Creek powered most of the early industry.

- Seyfert Grist Mill, 1846
- Site of Hetrich Grist Mill, before 1820, changed to Seyfert Forge about 1840
- Northkill Forge, built about 1829 by Seyferts
- Feick Family Graveyard off Tulley Drive, 1861-1908
- Site of Fort Northkill off Fort Road, built 1756, abandoned 1758
- Frederick Degler Cabin off Bloody Spring Road, ransacked 1757
- Bloody Spring, where Spatz Family was slain
- Moll’s one-room schoolhouse, 1855, used as Moll’s Union Sunday School

WINDSOR TOWNSHIP

Windsor was settled in 1740, and established as a township in 1752. The early settlers were of English descent and therefore the Township was named after a place in England. At one time Windsor Township included the area of Perry Township, but Perry was cut from Windsor in 1852. The area of Hamburg once was within the Township as well, however it was removed in 1837 when Hamburg was established as a borough. In the beginning, Windsor Township was mostly a farming and fruit growing area with small individually-owned farms.

The Windsor furnace was built shortly after the Township was established. It was located near the base of the Blue Mountain in the northeastern part of the Township. The furnace was a forge for the manufacture of bar-iron; a sawmill and a gristmill were part of the furnace property. The furnace closed for good in 1883.

Windsor Castle, a village, is located about three miles southeast of Hamburg. Windsor Castle had a combination of hotel and inn and a general store. A post office was established there in 1856, but was discontinued when rural free delivery was introduced. The creamery in the village was at one time one of the most important in the county. The Delaplane Furnace, near Windsor Castle, was operated for nearly a hundred years from the time of the Revolution and the Keim Furnace was situated a short distance north of Hamburg.
The State Tuberculosis Sanatorium, started in 1912 and completed in 1914, was capable of accommodating 400 patients. The hospital for tuberculosis was operated by the Department of Health until December 15, 1959 when it was changed to the Hamburg State School and Hospital for the mentally disabled and operated by the Department of Public Welfare. Through the years residents of the Township and Borough have found employment there.

A notable business in the Township was Wertley’s Creamery. (Alfred Wertley also operated a creamery in Jalappa in Tilden Township, thus Creamery Road). This creamery was relocated to a large building just south of Hamburg in 1930. In 1933 the ice cream business was bought and named Christman’s Ice Cream, and the creamery became a thriving establishment along Route 122, now Route 61. When Mr. Christman retired in 1952, the plant was leased and later sold to Algonquin Chemical Co. Another notable business was the Windsor Dairy, established in 1926. This was the first dairy to bottle milk within the Township and was marketed by Oscar Adams prior to WWI, followed by Paul Kohler in 1928. Windsor Dairy made ice cream after 1938 and marketed it in a grove near the dairy.

A graded bed for the South Mountain Railroad and stone culverts over Kaercher and Mill Creeks are still evident in the Township. The railroad bed went through Windsor Castle, skirted the Borough line and turnpike toward Schuylkill County, and crossed the river into now Tilden Township. Cuts for the railroad are visible in Tilden Township.

There were five one-room school houses in the Township, which were closed with the merger of the school district in 1958.

St. Paul’s Church is one of the oldest congregations in the Northern Berks Region. The congregation was founded about 1750 by German settlers. The present church building, the third, was erected in 1832.

Below are the historic resources that are listed on the National Register or those that are eligible to be listed.
Pennsylvania Historic Museum Commission: Bureau for Historic Preservation

*National Register (Listed) Properties*

*Windsor Township, Berks County*

<table>
<thead>
<tr>
<th>Windsor Township Historic Resource Site</th>
<th>Date Listed</th>
<th>Address</th>
<th>Historic Importance</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Listed</strong></td>
<td>11/08/1990</td>
<td>South of Lenhartsville on T-745</td>
<td>This bridge was built 1869 and is 172 ft. in length. Along the Maiden Creek below Lenhartsville bridges the stream from Windsor Twp. to Dreibelbis Station in Greenwich Twp. It is 172 feet long and the longest covered bridge in use in Berks County. It is a burr type bridge and is maintained by the County Commissioners.</td>
</tr>
</tbody>
</table>

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Pennsylvania Historic Museum Commission: Bureau for Historic Preservation

*National Register (Eligible) Properties*

*Windsor Township, Berks County*

<table>
<thead>
<tr>
<th>Windsor Township Eligible Historic Resource Site</th>
<th>Status Date</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kershner Bridge</td>
<td>08/18/1998</td>
<td>Woodland Rd.</td>
</tr>
<tr>
<td>Shollenberger B. Merkel Tavern</td>
<td>11/15/1993</td>
<td>Old Rte. 22</td>
</tr>
<tr>
<td>Hamburg State Hospital</td>
<td>06/10/1984</td>
<td>S.R. 4028</td>
</tr>
<tr>
<td>Jacob Stein Farmstead</td>
<td>11/15/1993</td>
<td>Old Rte. 22</td>
</tr>
<tr>
<td>David Zettlemoyer Farmstead</td>
<td>11/15/1993</td>
<td>Mountain Road</td>
</tr>
</tbody>
</table>
The Historical Sites of Reading and Berks County, Pennsylvania Map lists the following historic sites within Windsor Township. It is noted that the Township was settled 1740. Schuylkill River, Furnace Creek, Kaercher Creek powered the limited number of early industries. Windsor Castle was a postal hamlet of considerable importance, Irishtown (Valley and Mountain Roads) was a settlement. Kernsville was located along Port Clinton Avenue, now within Hamburg Borough.

- Former post office and Smith Store in Windsor Castle
- Windsor Castle Hotel, built about 1903
- St. Paul’s Lutheran “Smoke” Church, 1832/1868/1882, along Old Route 22
- Site of fort used in 1750’s, off Reservoir Road, most stones taken for house and road building
- Site of Windsor Forge and Windsor Furnace near reservoir
- Schuylkill Canal Locks 28 and 29
- Kernsville – Schuylkill Canal Lock 30
  - Lock House
  - Site of Kernsville/Keim Schuylkill Furnace

Implications for Planning

It is important to understand the history of Northern Berks, the influential factors in its development, and why it is the way it is today. Northern Berks County has a long and very interesting history, dating to the early 1700’s. This history is more than just a legacy of historic buildings which remain today.

The information on history can be used a number of ways. It can be used as a basis for efforts to create historic districts where concentrations of resources occur. It is also possible to have trail systems link historic sites and erect informal displays near historic sites. Efforts could be made to encourage developers to preserve historic resources and their context and mitigate impacts on historic resources. Efforts can be made to protect individual historic properties or sites.

In addition, when we talk about agricultural preservation activities, we do not just have to point to a map showing prime agricultural soils, agricultural security areas, and preserved properties. We see that agricultural operations are part of the heritage of this area. As written in the Tulpehocken Creek Scenic River Study, “The major economic activity in the study area is agriculture and agri-business, despite pressures from regional development and the increasing urbanization of southeastern Pennsylvania. Farming and other agricultural pursuits have been intensively practiced for the past 250 years. A combination of (1) geologic formations which produce dolomite and limestone soils; (2) precipitation averaging 42 inches per year; and, (3) a humid continental climate with an
average growing season of some 176 days, have resulted in well drained and fertile soils and growing conditions which, with excellent stewardship, have sustained agricultural production over the years. The economic and social importance of agriculture cannot be overestimated.”

German settlers established farms in the Region in the 1730’s.

Hamburg’s history has been intertwined with the Centre Turnpike (now Route 61), railroads, the Schuylkill Canal, and surrounding farm areas. The Borough has historically been the business center of Northern Berks County, and efforts to retain that position would continue a tradition of the past 170 years.

If we talk about preserving the steep slopes, woodlands, wildlife habitats, watersheds, and streams of the Blue Mountain, it’s not just on the basis of looking at topographical maps, but understanding the role that these have played in the Region. The Mountain has been a source of timber and charcoal which lead to the settlement of the area and the establishment of furnaces; and supported foundries. The Region is strategically located at a gap in the Mountain. Indians have attacked from the Mountain and building materials have come from the Mountain.

Old Route 22 connects historic settlements in the Region, West Hamburg, Jalappa, Shartlesville, and Strausstown, towns which served surrounding agricultural communities.

This Plan recognizes the history of Northern Berks and the importance of protecting its historic, scenic, natural, and agricultural resources, so the heritage of the Region will not be lost.
CHAPTER 23

MAJOR ISSUES FACING THE REGION

INTRODUCTION

The following issues to be addressed in the Comprehensive Planning process were identified from responses to the planning questionnaire, interviews with community leaders identified by the Joint Municipal Planning Committee members, analysis of background maps and data, and discussion at Joint Municipal Planning Committee meetings.

ISSUES

Agricultural Preservation

- The Townships of Windsor, Upper Bern and Upper Tulpehocken have effective agricultural preservation programs in place. An issue raised is if preservation efforts do not get implemented in Tilden Township, will the character of the Region be significantly affected, not just in Tilden Township, but throughout the whole Region. Agriculture is a major industry in Northern Berks County and other businesses support the farm industry.

- In the phone interviews conducted as part of the comprehensive planning process, many of the people surveyed like the rural character of the Region. The presence of agriculture and rural settings were mentioned frequently. Most of the people were in favor of preserving agriculture. Also, most of the people were in favor of saving the rural character of the area.

Blue Mountain Preservation

- The steep sloped areas on the Mountain are protected by the forested areas on the mountain, which is the largest forested area in Berks County and is an important recreational resource.

- Four animal species of special concern are located on the Mountain.

- The Mountain is the location of the headwaters of high value and high quality streams. Some areas are already protected through State owned Forests and Game Lands; however, many tracts are not. If residential or other types of development
are introduced to this area, development of wooded areas would have a detrimental effect on the stability of the slopes and cause more erosion and sedimentation, which could impact the high quality of streams in the area.

- If residential development occurs, historically it starts by developing on individual roadside lots. Some scenic roads could be threatened by residential development. If additional housing developments occur along these roads, scenic views may become blocked by homes and lost to residents and tourists.

**Preserving Rural Character**

- The Region has a rural character that is valued by its residents. Many people believe that the rural character should be preserved.

**Bikeways, Trails, and Recreation Areas and Fields**

- The Region contains a number of recreational opportunities, but additional trails could facilitate access to those opportunities.

- There are many options to link community facilities to each other through establishing a Region-wide biking/hiking trail system to provide travel alternatives for residents and visitors. These trails can be used to link residents to parks, work, home and other destinations instead of traveling via automobile. These trails would provide links to existing resources within the Region such as parks, historic sites, and provide recreation opportunities.

- There is a need for additional recreational fields, such as soccer fields, within the Region.

**Implications of Cabela’s Development in Tilden Township**

- Cabela’s is a Sportsman Retail Company which is developing a site in Tilden Township. This development will have impacts to the area due to the sheer size of the commercial complex, as well as the magnitude of people who will be visiting and working at this retail establishment.

- The Borough center in Hamburg has a unique opportunity to be supported as the new Cabela’s store is developed. The Region could work with the developer to transport visitors to and from the Borough. If links are provided, patrons of Cabela’s can also utilize the Borough center for meals, shopping and services.
This establishment will provide more jobs to local residents and residents in nearby Schuylkill County and residents of other nearby areas. Introducing more commuter, delivery, and visitor traffic into an already strained road system poses a concern.

Hotels, restaurants, and other commercial developments will share Cabela’s clients. Commercial corridors can have many problems associated with them if not properly planned and if appearance, signage, access management, traffic calming, and design to ensure a proper flow of traffic are not addressed.

Public transportation can relieve some of the traffic issues this development may pose on the Region. A shuttle to link downtown Hamburg has been discussed. Other discussion includes use of a wheeled trolley or rail to connect people to and from Cabela’s to other sites throughout Berks County, such as the VF Outlet Center.

Commercial development established outside of Hamburg Borough, around the Cabela’s site, could compete with downtown Hamburg if links are not established, the Borough promoted, and revitalization efforts maintained.

Revitalization in Hamburg Borough

People interviewed felt that the Borough of Hamburg was the regional center and the need to revitalize the Borough was of high importance. Finding a use for vacant buildings was also very important. The need to rejuvenate a hometown feeling was also an issue raised by people.

Main Street Programs improve downtown streetscapes, attract, retain and support businesses, attract customers, and create a momentum for business owners to participate in the revitalization process by adding such amenities as shade trees, pedestrian circulation enhancements, sidewalk improvements, increased parking opportunities, benches, decorative lighting, and building façade appearance.

Vacant Industrial Buildings in Hamburg Borough

Within the Borough of Hamburg, there are vacant industrial buildings which have had an economic impact on the Borough. When asked “What use should be made of vacant industrial buildings in Hamburg?” the respondents to the Planning Questionnaire had the following statements and recommendations: Twelve (12) stated they should be used to attract other industries; five (5) stated that there should be tax initiatives to attract other industries; three (3) said they should be
converted to commercial space; four (4) stated they should be turned into housing units; two (2) said to tear down to build new industry and warehousing opportunities; two (2) said to tear them down and build housing structures; and two (2) said to utilize the space for storage. Other suggestions were to tear down to make an education/youth center/technical school, or day care facility. One respondent said to tear buildings down and leave the area open for recreational use.

**Future Employment Opportunities**

- The Region’s municipalities will need to determine what types of commercial and industrial uses should be accommodated in the Region, and where. The areas around each of the interchanges of Interstate 78 will need to be reviewed. Allowing for the appropriate types of development, and planning land use, and infrastructure, can aid in economic development which is a plus to the Region, rather than a negative.

**Sewer and Water Availability**

- Extensions into areas designated for preservation would work at cross-purposes to this Plan.

- Infill and development where public sewer and water capacity are available can reduce sprawl and inefficient development patterns, but other infrastructure should be in place to support such development. Service areas should be those determined by the municipalities and consistent with the future land use plan.

**TRANSPORTATION**

**Public Transportation Needs**

- Additional opportunities within the Region should be addressed, including connections within the Region and to destinations outside the Region.

**Residential Growth Patterns**

- If residential development occurs in the Region, it will impact the Region’s roads. There are already access management and traffic flow concerns on roads in the study area. If more people move into this area, there will be additional traffic concerns which must be managed.
Through Traffic on Old Route 22 when an Accident Occurs on I-78

- A concern is the through traffic that exits I-78 onto Old Route 22 when there is an accident on the Interstate. This road is not designed to handle the kind of traffic it experiences.

Access Management and Circulation Issues on State Routes (Route 61, Route 183, and Old Route 22)

- Traffic volumes have increased on roads not intended for the volumes experienced or the function performed. Substantial through traffic moves through the area on Route 183 and Route 61.

- Areas along Old Route 22 and Route 183 will require corridor management, especially if the Interchanges of I-78 are further developed.

- Given the impacts Cabela’s will have in the Region, attention to access management along Route 61 must continue.

Implications of Interchanges with I-78

- If major development occurs along the interchanges without the proper planning and regulations in place, impacts could change the character of the settlements, especially Shartlesville and Strausstown Borough.

Historic Resources

- There are a number of historic resources in the Region. It must be determined whether land that is developed near historic resources must be developed in such a way to mitigate the impacts on historic resources. Prior to development of land on which historic resources remain, should developers be required to prepare a plan for the preservation of historic resources and their context?

- Should trail systems link historic sites and should informative displays be erected near the historic sites in the Region?
CHAPTER 24
TRAFFIC CIRCULATION

INTRODUCTION

Land use and traffic circulation are ultimately linked and interdependent. Local quality of life is highly dependent on an effective circulation network. Therefore, it is important that land be used efficiently in order for the transportation network to adequately serve all intended uses. It is also important that land use and the transportation network be continually reevaluated as new development occurs. Different types of land uses require different road characteristics, and meeting future transportation needs is dependent on understanding the current network.

When evaluating road improvements, all existing and proposed development areas should be considered. In addition, future development should be considered that results in patterns that will not adversely affect the circulation system. It is necessary to follow appropriate design standards, improve existing roads and manage access to the road network so it will be capable of performing its intended function.

Municipal and individual land use decisions are strongly influenced by existing or proposed circulation systems, while at the same time these same land use decisions affect the circulation systems and the functions, which the roads are expected to perform.

The circulation system within a community has an important influence on the type, location and density of development, which occurs. The location of residential, commercial, and industrial uses has a strong influence on the function or classification of roads, their design and their condition.

In addition to influencing the character of a community by influencing land uses, the character of a community is influenced by the circulation system itself. A municipality with relatively narrow winding roads abutting agricultural and wooded areas will often be perceived as having a rural character. However, a municipality with a circulation system of three and four lane highways abutting intensive development will be perceived as having an urban or suburban character. In areas where development has occurred which does not respect the limitations of the circulation system, the perception can be one of poor planning and frustration.

In the chapter on Regional Influences, some of the factors affecting circulation in the area will be discussed, including improvements to the Route 61 Corridor, which could result in
increased land use pressure and traffic volumes in both Hamburg Borough and Tilden Township.

**Composition of the Circulation Network**

Hamburg Borough had the second highest total (23.6 miles) of road mileage for boroughs in Berks County. Tilden and Upper Tulpehocken Townships also had some of the higher totals of road mileage in the County (58.2 and 56.9 miles) and were sixteenth and seventeenth overall. Windsor and Upper Bern Townships had 46.1 and 40.6 miles, respectively. Strausstown Borough had the smallest total of road miles in the County at 2.1 miles. In Berks County, typically roads are owned and maintained by the State or by the municipality. The circulation system in the Northern Berks County consists of a variety of roads, from the high volume Routes 61 and 78, to major collectors such as Routes 143 and 183, to residential streets in the boroughs and township roads that tend to be narrow and winding. Because each municipality’s needs have been different over time, major improvements have been varied in the past. All of the roads, with the exception of Routes 61 and 78, which bisect the region, are two-lane, serving mainly local traffic. Road mileage is indicated below.

**TABLE 1**

**NUMBER OF ROAD MILES**

<table>
<thead>
<tr>
<th>Municipality</th>
<th>State Miles</th>
<th>Municipal Miles</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albany Township</td>
<td>19.59</td>
<td>39.92</td>
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<td>79.63</td>
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<td>14.11</td>
<td>28.61</td>
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<td>Perry Township</td>
<td>12.42</td>
<td>40.22</td>
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<tr>
<td>Tilden Township</td>
<td>22.37</td>
<td>35.87</td>
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<td>18.08</td>
<td>36.04</td>
<td>54.12</td>
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<td><strong>Upper Bern Township</strong></td>
<td>12.30</td>
<td>28.30</td>
<td>40.60</td>
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<td>20.77</td>
<td>36.19</td>
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<td>Windsor Township</td>
<td>18.10</td>
<td>28.07</td>
<td>46.17</td>
</tr>
</tbody>
</table>

East-West Transportation Corridors

The highest volume road passing through the area is of course I-78. Formerly known as Route 22, this four lane divided highway is part of an interstate system that traverses the northern portion of the County and is an important east-west transportation corridor in the region. Since the completion of improvements to I-78, it now functions as a limited access highway in many areas providing uninterrupted travel from Harrisburg in the west to Easton in the east. Since this road transects the Region, its influence is quite significant because it allows easy access to employment centers, which will likely influence new housing construction in the area.

Although I-78 has a major effect on the area, another important road in terms of travel in the area is Old Route 22. It links local residents with Route 61 in the east and Route 183 in the west, traversing the area in a slight easterly-westerly fashion and running roughly parallel to I-78.

Other roads carrying east-west traffic include: Mountain Road (Windsor, Tilden, and Upper Bern), Windsor Castle Road/Balthaser Road, Schappell Road, Witchcraft Road, Mountain Drive, Bachmoll Road/Salem Road/Saint Michael’s Road, Shartlesville Road, Skyline Drive, Tulley Drive/Spring Road, East Rehrersburg Road and Forge Dam Road/Bloody Spring Road.

North-South Transportation Corridors

Because most of the travel through Berks County has been historically east-west oriented, the number of north-south routes is more limited. This phenomenon also exists in northern Berks County. Route 61 is the major north-south route in this part of the County. Route 61, which transverses Hamburg Borough and eastern Tilden Township, facilitates inter-county travel linking I-78 and the anthracite coal region of eastern Pennsylvania in the north with Reading to the South. Other important north-south routes include Routes 143 and 183. Route 183 intersects with I-78 in Strausstown Borough and Route 143 eventually links with I-78 across the Windsor Township line near Lenhartsville in Greenwich Township.

Additional roads carrying north-south traffic include: Port Clinton Avenue, Clauss Road, Windsor Castle Road, Sunday Road, Berne Road, St. Michael’s Road/Salem Church Road, Tilden Road, Walnut Road/Academy Road, Fisher Dam Road, Fox Road, Pine Road, Mill Hill Road, Valley Road, Shartlesville Road, Schoolhouse Road, Wolf Creek Road, Naftzingertown Road, Lesher Road, South Swatara Drive/Pearl Road, Club Road/Deglers Road, Bricker Road, Pine Hill Road, Tulley Drive/Manbeck Road and Northkill Road.
Existing Roadway Classification

The definitions of the road classifications are as follows, developed from the classification in the Berks County Comprehensive Plan Revision:

**Interstate/Other Expressways** – These highways are designed to provide for the movement of the greatest number of vehicles over the longest distance in the fastest allowable time. Access to expressways is restricted to grade-separated interchanges and the flow of traffic is uninterrupted. These highways generally serve either inter-state and inter-regional traffic or cross-town traffic in densely developed areas.

**Arterial Street** – Arterials provide for the movement of large volumes of traffic over longer distances; however, these highways generally operate at lower speeds than arterial expressways due to the presence of traffic control devices and access points.

**Collector Street** – Collector streets serve moderate traffic volumes and act to move traffic from local areas to the arterials. Collectors, too, can be subdivided into subcategories. Major Collectors provide for a higher level of movement between neighborhoods within a larger area. Minor Collectors serve to collect traffic within an identifiable area and serve primarily short distance travel.

**Local Street** – Local streets are, by far, the most numerous of the various highway types. These streets provide access to individual properties and serve short distance, low speed trips.

The Berks County Comprehensive Plan Revision also contains the following recommended design features for the various highway functional classifications:
### HIGHWAY FUNCTIONAL CLASSIFICATIONS AND RECOMMENDED DESIGN FEATURES

<table>
<thead>
<tr>
<th>Classification</th>
<th>General Provisions</th>
<th>Right-of-Way Width (ft.)</th>
<th>Cartway Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>Expressway</td>
<td>55+ MPH Limited Access No Parking Noise Barrier/Buffer (where required)</td>
<td>Minimum 120; however, may be wider based on local conditions and design</td>
<td>Minimum four 12’ wide travel lanes with 10’ wide shoulders capable of supporting heavy vehicles</td>
</tr>
<tr>
<td>Arterial</td>
<td>35-55 MPH Some access controls to and from adjacent development. Encourage use of reverse and side street frontage and parallel access road. No Parking</td>
<td>80</td>
<td>48-52 feet; 12’ wide travel lanes with shoulders in rural area and curbing in urban areas</td>
</tr>
<tr>
<td>Collector</td>
<td>25-35 MPH Some access controls to and from adjacent development. Parking permitted on one or both sides.</td>
<td>60</td>
<td>34-40 feet; 12’ wide travel lanes with stabilized shoulders or curbing; 8’ wide lanes provided for parking.</td>
</tr>
<tr>
<td>Local</td>
<td>15-35 MPH No access control to and from adjacent development. Parking permitted on one or both sides.</td>
<td>53</td>
<td>28-34 feet with stabilized shoulders or curbing; cartway widths can be reduced based on interior traffic patterns.</td>
</tr>
</tbody>
</table>

Roads are classified on the existing Traffic Circulation Conditions map. The following is the list of each type of functional road:

**Interstate/Expressway:** I-78.

**Major Arterials include:** Route 61.

**Minor Arterials include:** Old Route 22, State Street, East Rehrsensburg Road, Route 143 and Route 183.
**Major Collectors include:** Port Clinton Avenue, Windsor Castle Road, Mountain Road, Woodland Road, Industrial Drive, Berne Road, Shartlesville Road, Wolf Creek Road, and Tulley Drive.

**Minor Collectors include:** Balthaser Road, Schappell Road, Witchcraft Road, Mountain View Drive, Bachmoll Road, Salem Church Road, Saint Michael's Road, Skyline Drive, Spring Road, Bloody Spring Road, Clauss Road, Tilden Road, Academy/Walnut Road, Pine Road, Mill Hill Road, Valley Road, Schoolhouse Road, Naftzington Road, Northkill Road, South Swatara Drive, Pearl Road, Bricker Road, Pine Hill Road, Winterhill Road, and Manbeck Road.

**Local Access Roads include:** all other roads.

**Scenic Roads**

Scenic roads are generally found in agricultural and wooded areas and near stream corridors. Scenic roads are discussed in the chapter on Scenic Resources.

**Traffic Volumes**

Traffic volumes are determined through traffic counts taken at specific locations within a transportation corridor. The volume is usually portrayed in terms of average annual daily traffic (AADT). This represents the average count for a 24 hour period, factoring in any fluctuations due to the day of the week or month of the year. The AADT is an important factor that, in conjunction with the previous factors outlined, helps in determining the functional classification of a road. Comparing traffic volumes from different time periods helps to illustrate how growth is affecting circulation patterns.

Information available on traffic volumes is important in determining the potential for capacity problems. Roads that are not used for the purpose for which they are intended can experience capacity problems. This is particularly evident in areas experiencing a significant amount of new development without concurrent upgrades to the transportation corridors. Capacity problems become particularly evident when the number of lanes are reduced and traffic is funneled from a roadway with a higher number of lanes to one with a lower number of lanes.

Although the population of the area has increased, capacity on the area’s roads is influenced by traffic originating outside the area. Roads most likely to experience capacity problems are of course Route 61 but also on Old Route 22. These roads are carrying local as well as regional traffic, and increasingly at higher volumes. Traffic volumes are beginning to increase on other roads as well.
The greatest traffic volumes in the Region are found along I-78, ranging from 27,000 to 31,000 ADT, the higher figure east of Route 61. Route 61 also has high volumes, ranging from 25,000 south of I-78 to 20,000 north of I-78.

Substantial volumes are also found on Route 183 and Old Route 22. Volumes on Route 183 are 6,900 and 6,400 south of I-78 and 4,600 north of I-78. Volumes on Old Route 22 range from 2,700 to 11,000 near Industrial Drive.

Other roads having a volume exceeding 1,000 are 4th Street, Windsor Castle Road, Shartlesville Road, Wolf Creek Road, and Shartlesville I-78 interchange.

Roadway Conditions

An inventory of roadway conditions is necessary in order to identify problems within the circulation system and to address these problems as appropriate. Roadway conditions are generally evaluated from four perspectives.

- Safety
- Access
- Interchanges
- Corridor Segments

Safety

Safety concerns are evident at those locations within the circulation system that may pose hazards due to poor road alignment, limited sight distance, design, or structural problems, lack of road shoulders or obstacles near the roadway. These all create hazardous conditions, which can slow traffic and cause congestion and potentially lead to accidents. Areas of particular concern are curves along Wolf Creek Road, the intersection of Shartlesville Road and Old Route 22, and traffic flow and intersections of Route 61 with 4th Street, Mountain Road, and Schappell Road; and Hawk Ridge Drive, Woodland Road, and Windsor Street intersections with 4th Street.

Access Management and Traffic Flow

Access management problems are situations where conflicts between mobility and access are, or will be, intense and result in congestion and safety problems. Access management problems typically occur on roads serving high volumes, high speed traffic, and abutting intense trip generating uses, such as exist on Route 61. An example of an access management problem would be where commercial development occurs on a road and the mobility of traffic is adversely affected by the increase in driveways from adjacent land to the road on which the land fronts. As the number of driveways increases, the safety
and efficiency of the road can decrease. Access management will be an increasing concern on the area’s roads, such as Old Route 22, Route 183, and Route 61 in the future.

The “industrial” area in Southwest Hamburg is an area of concern because of narrow streets and short turning radii, making it difficult for large trucks to maneuver. As reuse of parcels in this area occurs, efforts should be made to improve traffic flow through any possible road and intersection improvements.

**Interchanges**

Interchanges that are not designed to accommodate traffic volumes or have inefficient traffic patterns can significantly hinder movement on adjacent roads. There are a number of important interchanges located within the boundaries of the study area. The I-78 and Route 61 Interchange, the I-78 Hamburg Interchange, the I-78 Interchange in Upper Bern, and I-78 and Route 183 Interchange in Upper Tulpehocken near Strausstown. Given current traffic volumes, the I-78 and Route 61 Interchange has particular impact on the area’s circulation system, and additional improvement in the area of the interchange will be required because of Cabela’s. Improvements to the Hamburg interchange have been programmed.

**Corridor Segments**

Corridor segment problems are usually found when congestion, access and safety issues are all present. Corridor segment problems can include those roads that may possess maintenance issues or exhibit structural problems. Because of a number of access and safety problems, Routes 61, 183 and Old Route 22 are key corridors requiring attention. Route 183 experiences through traffic, but is generally narrow, with poor shoulder, and narrow bridges. Old Route 22 is a major local arterial, but is subject to potential development and is used as an emergency route when there are closures on I-78. Route 61 has intersections of concern and will carry increased volumes with the building of Cabela’s.

**Alternative Forms of Transportation**

A separate chapter has been provided on pedestrian circulation, and the focus of this background chapter will be on vehicular traffic. In the plan for circulation, though, it will be necessary to address multi-modal facilities such as bicycle-pedestrian, transit-pedestrian, and bicycle-transit.

**Bus Service**

Barta provides daily morning and evening bus service from Hamburg to Reading and Reading to Hamburg via Leesport on Route 61. Stops include the Fairgrounds Square
Mall, Muhlenberg Plaza, Hyde Park, 2nd and Douglass Streets near the Reading Station Outlet Center, 3rd Street in West Reading near the Reading Hospital and Medical Center with route termination at 9th Street in Reading. Capitol Trailways also provides daily and weekend service between Hamburg, Reading, Lebanon and Harrisburg. Capitol Trailways connects with the inter-city bus terminal at 3rd and Penn Streets in Reading.

Rail Service

There are two rail lines in the Region. One is the inactive Reading Blue Mountain and Northern Railroad (RBM&N) line in southwestern Hamburg. There is a South Hamburg station building. This line could be reactivated in the future. The active line along the west side of the Schuylkill River was owned by Norfolk Southern and runs from Reading north into Schuylkill County. It is a freight line operated by RBM&N.
CHAPTER 25

COMMUNITY FACILITIES

INTRODUCTION

Community facilities provide essential services to residents of the Region. Community facilities which have been mapped include the Hamburg Municipal Center on North 3rd Street, the Strausstown Borough Office on Main Street, the Upper Tulpehocken Township Building on Old Route 22, the Upper Bern Township Building off Main Street in Shartlesville, the Tilden Township Building on Old Route 22 in West Hamburg and the Windsor Township Building on Witchcraft Road. The Tilden Township office is located east of the Township Building, along Old Route 22. Township officials have begun studying the need for a new municipal building at the site of the existing building. The Hamburg Public Library is located next door to the Municipal Center on North 3rd Street in the Borough.

The Hamburg Borough garage and sewage treatment plant are located between Route 61 and Front Street at the end of Grand Street.

PennDOT has a maintenance facility near the Strausstown interchange of I-78.

Post Offices

Post offices are located in Hamburg Borough along North 3rd Street, in Shartlesville along Old Route 22, and in Strausstown along Old Route 22.

Educational Facilities

All communities in the Northern Berks Region are in the Hamburg Area School District. The educational complex in Hamburg Borough contains both the High and Middle Schools. The high school serves grades 9 through 12 and grades 6 through 8 attend the middle school. Of the five elementary schools in the district, four are located in the Northern Berks area. They consist of Hamburg Elementary in Hamburg, Tilden Elementary in Tilden Township, Strausstown Elementary in Strausstown and Upper Bern Elementary in Shartlesville.

The continued growth in the school district, particularly in Tilden and Perry Townships, has made additional construction necessary. The need for additional schools in the future will be determined by rates of growth in the region. Some concerns of the school district in the future include the growing student enrollment, projected building maintenance and
<table>
<thead>
<tr>
<th>ID</th>
<th>Community Facility Resource Name</th>
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<tbody>
<tr>
<td>1</td>
<td>American Legion</td>
</tr>
<tr>
<td>2</td>
<td>Auburn Reservoir</td>
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<tr>
<td>3</td>
<td>Berne United Methodist Church</td>
</tr>
<tr>
<td>4</td>
<td>Bernville Mennonite Church</td>
</tr>
<tr>
<td>5</td>
<td>Bethany United Methodist Church</td>
</tr>
<tr>
<td>6</td>
<td>Borough Garage and STP</td>
</tr>
<tr>
<td>7</td>
<td>Borough Office</td>
</tr>
<tr>
<td>8</td>
<td>Borough Park</td>
</tr>
<tr>
<td>9</td>
<td>Cemetery</td>
</tr>
<tr>
<td>10</td>
<td>Cemetery</td>
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<td>10</td>
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<td>12</td>
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<td>13</td>
<td>District Justice</td>
</tr>
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<td>14</td>
<td>Edenburg Park</td>
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<tr>
<td>16</td>
<td>Elementary School</td>
</tr>
<tr>
<td>16</td>
<td>Elementary School</td>
</tr>
<tr>
<td>16</td>
<td>Elementary School</td>
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<tr>
<td>18</td>
<td>Field House</td>
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<td>19</td>
<td>First Assembly of God Church</td>
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<td>20</td>
<td>First UCC Church</td>
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<tr>
<td>21</td>
<td>Frieden’s Union Church</td>
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<td>22</td>
<td>Future Township Park</td>
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<tr>
<td>23</td>
<td>Golf Course</td>
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<tr>
<td>24</td>
<td>Grange</td>
</tr>
<tr>
<td>25</td>
<td>Green Acres Golf Course</td>
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<td>26</td>
<td>Hamburg Bible Church</td>
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<td>27</td>
<td>Hamburg Center</td>
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<td>28</td>
<td>Hamburg Community Ambulance</td>
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<td>29</td>
<td>Hamburg Community Health Center</td>
</tr>
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<td>30</td>
<td>Hamburg Fish and Game</td>
</tr>
<tr>
<td>31</td>
<td>Hamburg High School</td>
</tr>
<tr>
<td>32</td>
<td>Hamburg Middle School</td>
</tr>
<tr>
<td>33</td>
<td>Hamburg Moose</td>
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<td>34</td>
<td>Hamburg Municipal Center</td>
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<td>35</td>
<td>Hamburg Public Library</td>
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<td>36</td>
<td>Hamburg Reservoir</td>
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<td>37</td>
<td>Hamburg Seventh Day Adventist Church</td>
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<td>38</td>
<td>Kaercher Creek Park</td>
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<td>39</td>
<td>Kernsville Dam</td>
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<td>40</td>
<td>Legion Hall</td>
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<td>Lenhartsville Fish &amp; Game</td>
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<td>42</td>
<td>Lion’s Playground</td>
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<td>43</td>
<td>Blue Mountain Academy</td>
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<td>44</td>
<td>Municipal Parking</td>
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<td>Community Facility Resource Name</td>
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<tr>
<td>45</td>
<td>National Guard</td>
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<td>46</td>
<td>North Gate Dove</td>
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<td>47</td>
<td>Olivet Blue Mt. Camp</td>
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<td>48</td>
<td>PennDot Maintainence</td>
</tr>
<tr>
<td>49</td>
<td>Post Office</td>
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<tr>
<td>50</td>
<td>Post Office</td>
</tr>
<tr>
<td>51</td>
<td>Salem Evangelical Congregational Church</td>
</tr>
<tr>
<td>52</td>
<td>Salvation Army</td>
</tr>
<tr>
<td>53</td>
<td>Shartlesville Community Park</td>
</tr>
<tr>
<td>54</td>
<td>Shartlesville Fire Co.</td>
</tr>
<tr>
<td>55</td>
<td>Shartlesville Fish and Game</td>
</tr>
<tr>
<td>56</td>
<td>St. John's Lutheran Church</td>
</tr>
<tr>
<td>57</td>
<td>St. Mary's RCC</td>
</tr>
<tr>
<td>58</td>
<td>St. Mary's RCC</td>
</tr>
<tr>
<td>59</td>
<td>St. Michael's Church</td>
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<tr>
<td>60</td>
<td>St. Paul's Evangelical Lutheran Church</td>
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<tr>
<td>61</td>
<td>State Game Lands</td>
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<tr>
<td>62</td>
<td>State Game Lands</td>
</tr>
<tr>
<td>63</td>
<td>State Game Lands</td>
</tr>
<tr>
<td>64</td>
<td>State Game Lands</td>
</tr>
<tr>
<td>65</td>
<td>State Police</td>
</tr>
<tr>
<td>66</td>
<td>Stausstown Volunteer Fire Co.</td>
</tr>
<tr>
<td>67</td>
<td>Strausstown Rod and Gun Club</td>
</tr>
<tr>
<td>68</td>
<td>Tilden Elementary School</td>
</tr>
<tr>
<td>69</td>
<td>Tilden TWP Building</td>
</tr>
<tr>
<td>70</td>
<td>Tilden TWP Police</td>
</tr>
<tr>
<td>71</td>
<td>Tot Lot</td>
</tr>
<tr>
<td>72</td>
<td>Township Building</td>
</tr>
<tr>
<td>73</td>
<td>Township Office</td>
</tr>
<tr>
<td>74</td>
<td>Union Fire Company</td>
</tr>
<tr>
<td>75</td>
<td>Upper Tulpehocken TWP Building</td>
</tr>
<tr>
<td>76</td>
<td>Weiser State Forest</td>
</tr>
<tr>
<td>77</td>
<td>Windsor TWP Building</td>
</tr>
<tr>
<td>78</td>
<td>Zion Blue Mt. Church of Christ</td>
</tr>
</tbody>
</table>
improvement projects and limitations on future expansion based on the availability of land. The school district expects that current schools will serve the needs of the district for the next five to ten years at least, but will continue to monitor the need for additional school facilities.

**Police Protection**

Hamburg Borough and Tilden Township have their own police forces, headquartered in the Borough Municipal Center and the Township Police Headquarters, respectively. Upper Bern Township has joint service with Centre Township. Other municipalities in the region rely on the Pennsylvania State Police for police protection. The State Police barracks is located in Tilden Township. District Justice offices are located in Strausstown and Hamburg.

**Ambulance Service**

Ambulance service to the Townships and the Borough is provided by the Hamburg Community Ambulance, which has a station on Franklin Avenue in Hamburg Borough.

**Library Service**

The only library available in Northern Berks is the Hamburg Public Library, which is open to people with a Berks County library card. The Berks County Library bookmobile serves Shartlesville and Strausstown every other Friday.

**Fire Protection**

There are three fire companies located in the Region, the Union Fire Company Number One on South 4th Street in Hamburg, the Shartlesville Fire Company in Upper Bern and the Strausstown Volunteer Fire Company on Walnut Street in Strausstown. These fire companies are volunteer companies, and a concern of volunteer companies is continuing to have a sufficient number of volunteers to allow them to provide adequate fire protection. Fire companies provide mutual assistance to each other in fire emergencies, but it may be necessary for the fire companies and municipalities to work more closely together in the future to assure continued adequate fire protection.

**Private Associations and Facilities**

The numerous churches in the Region are detailed on the map and listed in the Existing Land Use Chapter. In addition, the American Legion, Hamburg Field House, Hamburg Moose, Legion Hall, and Salvation Army are located in Hamburg. The Region’s Grange is located in Shartlesville.
Health Care

There are no medical hospitals in the Region. The Hamburg Community Health Center in the southern portion of Hamburg Borough and The Reading Hospital and Medical Center facility in the Tilden Industrial Park serve the Region.

The Hamburg Center is a State facility for the mentally disabled along Old Route 22 in Windsor Township. It currently has about 190 residents and 460 full-time employees. Peak population was in 1966, when there were 900 residents. Since then, patients have been moved into community-based housing. Reading Area Community College will establish a satellite campus at the Center. Veterans have expressed interest in having a retirement home and outpatient treatment center established at the Center. About 70 residents of the Center work at the Center’s workshop, Mountain View Industries, Inc.
APPENDIX 1

QUESTIONNAIRE RESULTS
NORTHERN BERKS REGION PLANNING QUESTIONNAIRE

1. From 1990 to 2000, the population of the Northern Berks Region grew from 11,810 to 13,372, a 13.2% increase. In the future, would you like to see this rate of growth:

<table>
<thead>
<tr>
<th>Choice</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stay the same</td>
<td>16</td>
</tr>
<tr>
<td>Increase</td>
<td>5</td>
</tr>
<tr>
<td>Decrease</td>
<td>6</td>
</tr>
</tbody>
</table>

2. If further residential development occurs, are you in favor of it happening as:

<table>
<thead>
<tr>
<th>Development Type</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Large individual lots scattered throughout the Townships along existing roads</td>
<td>4</td>
<td>21</td>
</tr>
<tr>
<td>Cluster developments in which higher density housing concentrations are offset by open space and recreation areas</td>
<td>15</td>
<td>12</td>
</tr>
<tr>
<td>Conservation developments in which conservation areas containing the special features of a tract are identified first (typically 50 to 80% of the tract remains in open space), houses are located to maximize views of the open space, and road systems and lot lines are established to conform to open space and house locations.</td>
<td>16</td>
<td>9</td>
</tr>
<tr>
<td>Large scale developments involving a mixture of single family homes, townhouses and apartments</td>
<td>6</td>
<td>19</td>
</tr>
<tr>
<td>Single family and two family homes on ¼ acre lots</td>
<td>8</td>
<td>17</td>
</tr>
<tr>
<td>Retirement communities</td>
<td>10</td>
<td>15</td>
</tr>
<tr>
<td>Single family homes on one acre lots along new streets built by subdividers</td>
<td>6</td>
<td>18</td>
</tr>
<tr>
<td>In a village pattern, with a mix of uses and emphasis on human scale and walkability</td>
<td>18</td>
<td>8</td>
</tr>
<tr>
<td>On remaining vacant land in Hamburg, Shartlesville, Strausstown, Edenburg and West Hamburg</td>
<td>19</td>
<td>7</td>
</tr>
</tbody>
</table>
3. Do you feel that the community needs more industrial areas?

<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>14</td>
<td>13</td>
</tr>
</tbody>
</table>

4. If you answered Yes, indicate what types of industrial development you feel are needed in the community.

<table>
<thead>
<tr>
<th>Type</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light Manufacturing</td>
<td>14</td>
</tr>
<tr>
<td>Heavy Manufacturing</td>
<td>4</td>
</tr>
<tr>
<td>Offices</td>
<td>8</td>
</tr>
<tr>
<td>Warehousing</td>
<td>7</td>
</tr>
<tr>
<td>Research Labs</td>
<td>4</td>
</tr>
<tr>
<td>Other</td>
<td></td>
</tr>
<tr>
<td>food marketing &amp; processing</td>
<td>1</td>
</tr>
</tbody>
</table>

5. If you answered Yes, indicate what pattern of industrial development should take place.

<table>
<thead>
<tr>
<th>Pattern</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planned industrial parks</td>
<td>10</td>
</tr>
<tr>
<td>Strips along roads</td>
<td>1</td>
</tr>
<tr>
<td>Individual sites near existing industries</td>
<td>9</td>
</tr>
<tr>
<td>Other</td>
<td></td>
</tr>
<tr>
<td>existing vacant sites</td>
<td>3</td>
</tr>
</tbody>
</table>

6. Do you feel that the community needs more commercial areas?

<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>19</td>
</tr>
</tbody>
</table>

7. If you answered Yes, what types of commercial development do you feel are needed in the community?

<table>
<thead>
<tr>
<th>Type</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grocery Stores</td>
<td></td>
</tr>
<tr>
<td>Supermarkets</td>
<td></td>
</tr>
<tr>
<td>Video Stores</td>
<td>2</td>
</tr>
<tr>
<td>Drug Stores</td>
<td>1</td>
</tr>
<tr>
<td>Department Stores</td>
<td>3</td>
</tr>
<tr>
<td>Discount Stores</td>
<td>2</td>
</tr>
<tr>
<td>Clothing Stores</td>
<td>1</td>
</tr>
<tr>
<td>Mini Storage Facilities</td>
<td></td>
</tr>
<tr>
<td>Restaurants &amp; Entertainment</td>
<td>7</td>
</tr>
<tr>
<td>Motels</td>
<td>6</td>
</tr>
<tr>
<td>Appliance/home furnishing/hardware stores</td>
<td>5</td>
</tr>
<tr>
<td>Day Care Centers</td>
<td>5</td>
</tr>
<tr>
<td>Service Stations</td>
<td></td>
</tr>
<tr>
<td>Doctor and Other Professional Offices</td>
<td>4</td>
</tr>
<tr>
<td>Convenience Stores</td>
<td></td>
</tr>
<tr>
<td>Fast Food Restaurants</td>
<td>1</td>
</tr>
<tr>
<td>Other</td>
<td></td>
</tr>
<tr>
<td>Sporting goods</td>
<td>1</td>
</tr>
</tbody>
</table>
8. If you answered Yes, indicate what pattern of commercial development should take place.

- Shopping Centers: 3
- Strips along roads: 1
- In Shartlesville: 5
- In Hamburg: 6
- In Strausstown: 4
- I-78 Interchanges: 7
- In or next to large residential developments: 1
- Other: Existing vacant areas - 1

9. Do you feel that the agricultural land in the Townships should remain as agricultural land?

- Strongly agree: 20
- Agree: 4
- Disagree: 2
- Strongly disagree: 
- No Opinion: 1

10. If you feel agricultural land should be preserved for farming, please choose the statement below that best describes why you feel this way.

- 2 I live on a farm.
- 20 I want farmland available for future generations to farm.
- 3 I like to view farmland.
- 13 I want to limit development which occurs in the community.

Other: 
- Want to buy food from local farmers - 1
- Need ag land for conservation purposes - 1
- When soil taken for development, we lose part of our soul – 1
- I hunt on farmland – 1
- Allow where not practical or sensible for ag use – 1
- Preserve ag industry to which many businesses are related – 1
- Land away from interstate should be used for farming – 1

11. After reading the four statements below, please choose the one that best describes your feelings concerning farmland use.

- 1 I think farmland should be converted whenever market conditions demand.
- 6 I think farmland should be converted ONLY when public water and sewer are available.
3. I think farmland should be converted ONLY when density is limited to 1 house per 20 acres.

17. I think farmland should NOT be converted to other uses.

12. What use should be made of vacant industrial buildings in Hamburg?

SEE ATTACHED

13. Are you in favor of programs to increase landscaping, decorative lighting, benches, building façade appearance and similar amenities in the Boroughs and villages?

Yes  19
No  6

14. Are there intersections or road designs in the area you would like to see improved?

Yes  17
No  8

15. If Yes, which intersections or road designs need improvements?

SEE ATTACHED

16. Check any of the following which you think are transportation problems in the area:

<table>
<thead>
<tr>
<th>Problem</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interchanges with I-78</td>
<td>5</td>
</tr>
<tr>
<td>Inadequate parking</td>
<td>9</td>
</tr>
<tr>
<td>Inadequate public transit</td>
<td>8</td>
</tr>
<tr>
<td>Inadequate road maintenance</td>
<td>7</td>
</tr>
<tr>
<td>Lack of sidewalks</td>
<td>3</td>
</tr>
<tr>
<td>Lack of walking trails</td>
<td>6</td>
</tr>
<tr>
<td>Lack of bikeways</td>
<td>8</td>
</tr>
<tr>
<td>Through traffic on back roads</td>
<td>5</td>
</tr>
<tr>
<td>Congestion</td>
<td>7</td>
</tr>
<tr>
<td>Need a more reasonable traffic pattern for Hamburg</td>
<td>1</td>
</tr>
<tr>
<td>Need traffic light on Rt. turn lane at Hawk Ridge Dr.</td>
<td>1</td>
</tr>
<tr>
<td>Narrow streets send shoppers to mall parking lots, especially during snow storms</td>
<td>1</td>
</tr>
</tbody>
</table>
17. If additional hiking and bicycling trails were available in the community, would you use those trails?

   Yes   16
   No    11

18. If yes, from where to where would you like to see trails?

<table>
<thead>
<tr>
<th>Origin</th>
<th>to Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Hamburg to Lenhartsville</td>
<td>1</td>
</tr>
<tr>
<td>2. Hamburg to Shartlesville</td>
<td>2</td>
</tr>
<tr>
<td>3. Shartlesville to Strausstown</td>
<td>2</td>
</tr>
<tr>
<td>4. Reading to Pottsville</td>
<td>1</td>
</tr>
<tr>
<td>5. Hamburg Watershed</td>
<td>1</td>
</tr>
<tr>
<td>6. Kernsville Dam</td>
<td>1</td>
</tr>
<tr>
<td>7. Strausstown to Hamburg</td>
<td>2</td>
</tr>
<tr>
<td>8. Follow the Schuylkill River</td>
<td>2</td>
</tr>
<tr>
<td>9. Hamburg Park to Shoemakersville</td>
<td>1</td>
</tr>
<tr>
<td>10. Along old railroad cut from the back of the high school to State Street</td>
<td>1</td>
</tr>
<tr>
<td>11. Leesport to Grings Mill</td>
<td>1</td>
</tr>
<tr>
<td>12. Kaersher Creek, without geese</td>
<td>3</td>
</tr>
<tr>
<td>13. Lindyville to Hamburg Watershed</td>
<td>1</td>
</tr>
<tr>
<td>14. Kernsville Dam area to Auburn</td>
<td>1</td>
</tr>
<tr>
<td>15. Strausstown to Shartlesville</td>
<td>1</td>
</tr>
<tr>
<td>16. Bernville to Strausstown</td>
<td>1</td>
</tr>
<tr>
<td>17. Hamburg to Reservoir</td>
<td>1</td>
</tr>
<tr>
<td>18. Hamburg Park to Port Clinton</td>
<td>1</td>
</tr>
<tr>
<td>19. Hamburg to Leesport (Old Canal Bed)</td>
<td>1</td>
</tr>
<tr>
<td>20. Along present waterways</td>
<td>1</td>
</tr>
</tbody>
</table>

19. Do you feel that additional public recreation facilities should be provided in the region?

   Yes   12
   No    12

20. If yes, what new recreational facilities would you like to see?

<table>
<thead>
<tr>
<th>Multi-purpose fields – 6</th>
<th>Tennis Courts - 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ballfields – 1</td>
<td>Skateboarding area - 1</td>
</tr>
<tr>
<td>Basketball Courts - 3</td>
<td>Roller blade/bike paths for children - 1</td>
</tr>
<tr>
<td>Family picnic areas – 2</td>
<td>Fix up Kernsville Dam - 1</td>
</tr>
<tr>
<td>Hiking/Bike Trails - 1</td>
<td>School facilities should be open to public - 1</td>
</tr>
<tr>
<td>Ice Rink – 2</td>
<td>Running track – 1</td>
</tr>
<tr>
<td>Family oriented, community supported health club – 1</td>
<td></td>
</tr>
</tbody>
</table>

21. If yes, where should they be located?

SEE ATTACHED
22. Do you feel that the level of commercial development along Route 61, Route 183, Old Route 22 and the interchanges with I-78 should…

<table>
<thead>
<tr>
<th>Route 61</th>
<th>Route 183</th>
<th>Old Route 22</th>
<th>Interchanges with I-78</th>
</tr>
</thead>
<tbody>
<tr>
<td>Remain the same</td>
<td>13</td>
<td>14</td>
<td>20</td>
</tr>
<tr>
<td>Increase</td>
<td>9</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Decrease</td>
<td>3</td>
<td>7</td>
<td>4</td>
</tr>
</tbody>
</table>

23. Do you feel that the level of industrial and office development along Route 61, Route 183, Old Route 22 and interchanges with I-78 should…

<table>
<thead>
<tr>
<th>Route 61</th>
<th>Route 183</th>
<th>Old Route 22</th>
<th>Interchanges with I-78</th>
</tr>
</thead>
<tbody>
<tr>
<td>Remain the same</td>
<td>12</td>
<td>19</td>
<td>18</td>
</tr>
<tr>
<td>Increase</td>
<td>11</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Decrease</td>
<td>2</td>
<td>4</td>
<td>5</td>
</tr>
</tbody>
</table>

24. How long have you lived in your municipality?

- 5 years or less
- 6-10 years 3
- 11-20 years 3
- more than 20 years 21

25. How much land do you own?

- 10,000 square feet or less 3
- Between 10,000 square feet and 1 acre 8
- 1 to 5 acres 5
- 6 to 49 acres 6
- 50 to 100 acres 1
- More than 100 acres 4
- None, I rent

26. What is the age of the head of your household?

- 18-24
- 25-44 3
- 45-64 17
- 65 and older 7
27. What do you like most about the Northern Berks Region?

SEE ATTACHED

________________________________________

________________________________________

________________________________________

28. What are the most important issues facing Northern Berks today?

SEE ATTACHED

________________________________________

________________________________________

________________________________________

29. What kind of community do you want Northern Berks to be in the future?

SEE ATTACHED

________________________________________

________________________________________

________________________________________

30. Please list any additional comments:

SEE ATTACHED

________________________________________

________________________________________

________________________________________
APPENDIX 2

POPULATION AND HOUSING DATA
# TABLE 1

GENDER

HAMBURG BOROUGH, STRAUSSTOWN BOROUGH, TILDEN TOWNSHIP
UPPER BERN TOWNSHIP, UPPER TULPEHOCKEN, WINDSOR TOWNSHIP,
BERKS COUNTY

2000

<table>
<thead>
<tr>
<th></th>
<th>Total Population</th>
<th>Males</th>
<th>Females</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>Hamburg Borough</td>
<td>4,114</td>
<td>1,935</td>
<td>47.0</td>
</tr>
<tr>
<td>Strausstown Borough</td>
<td>339</td>
<td>172</td>
<td>50.7</td>
</tr>
<tr>
<td>Tilden Township</td>
<td>3,553</td>
<td>1,795</td>
<td>50.5</td>
</tr>
<tr>
<td>Upper Bern Township</td>
<td>1,479</td>
<td>756</td>
<td>51.1</td>
</tr>
<tr>
<td>Upper Tulpehocken Township</td>
<td>1,495</td>
<td>758</td>
<td>50.7</td>
</tr>
<tr>
<td>Windsor Township</td>
<td>2,392</td>
<td>1,204</td>
<td>50.3</td>
</tr>
<tr>
<td>Berks County</td>
<td>373,638</td>
<td>182,956</td>
<td>49.0</td>
</tr>
</tbody>
</table>

Source: U.S. Census
### TABLE 2

**LAND AREA AND POPULATION DENSITY PER SQUARE MILE**

HAMBURG BOROUGH, STRAUSSTOWN BOROUGH, TILDEN TOWNSHIP, UPPER BERN TOWNSHIP, UPPER TULPEHOCKEN, WINDSOR TOWNSHIP, BERKS COUNTY

**1990-2000**

<table>
<thead>
<tr>
<th></th>
<th>Population Density 1990</th>
<th>Per Square Mile 2000</th>
<th>Land Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hamburg Borough</td>
<td>1,898.6</td>
<td>1,959.0</td>
<td>2.1 sq. mi.</td>
</tr>
<tr>
<td>Strausstown Borough</td>
<td>1,765.0</td>
<td>1,695.0</td>
<td>0.2 sq. mi.</td>
</tr>
<tr>
<td>Tilden Township</td>
<td>144.1</td>
<td>195.2</td>
<td>18.2 sq. mi.</td>
</tr>
<tr>
<td>Upper Bern Township</td>
<td>79.7</td>
<td>80.8</td>
<td>18.3 sq. mi.</td>
</tr>
<tr>
<td>Upper Tulpehocken Township</td>
<td>56.8</td>
<td>65.9</td>
<td>22.7 sq. mi.</td>
</tr>
<tr>
<td>Windsor Township</td>
<td>93.0</td>
<td>105.8</td>
<td>22.6 sq. mi.</td>
</tr>
<tr>
<td>Berks County</td>
<td>387.8</td>
<td>432.3</td>
<td>864.3 sq. mi.</td>
</tr>
</tbody>
</table>

Source: Berks County Data Book
TABLE 3

RACIAL CHARACTERISTICS

HAMBURG BOROUGH, STRAUSSTOWN BOROUGH, TILDEN TOWNSHIP
UPPER BERN TOWNSHIP, UPPER TULPEHOCKEN, WINDSOR TOWNSHIP,
BERKS COUNTY

1990-2000

<table>
<thead>
<tr>
<th></th>
<th>1990</th>
<th>2000</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>All Persons</td>
<td>(\text{Non-White Persons} )</td>
</tr>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>Hamburg Borough</td>
<td>3,987</td>
<td>14</td>
</tr>
<tr>
<td>Strausstown Borough</td>
<td>353</td>
<td>3</td>
</tr>
<tr>
<td>Tilden Township</td>
<td>2,622</td>
<td>81</td>
</tr>
<tr>
<td>Upper Bern Township</td>
<td>1,458</td>
<td>3</td>
</tr>
<tr>
<td>Upper Tulpehocken Township</td>
<td>1,289</td>
<td>10</td>
</tr>
<tr>
<td>Windsor Township</td>
<td>2,101</td>
<td>42</td>
</tr>
<tr>
<td>Berks County</td>
<td>336,523</td>
<td>21,962</td>
</tr>
</tbody>
</table>

Source: U.S. Census
TABLE 4

AVERAGE PERSONS PER OCCUPIED HOUSING UNIT

HAMBURG BOROUGH, STRAUSSTOWN BOROUGH, TILDEN TOWNSHIP
UPPER BERN TOWNSHIP, UPPER TULPEHOCKEN, WINDSOR TOWNSHIP,
BERKS COUNTY

1990-2000

<table>
<thead>
<tr>
<th></th>
<th>Average Persons Per Household</th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Owner Occupied</td>
<td>Renter Occupied</td>
<td>Owner Occupied</td>
<td>Renter Occupied</td>
<td></td>
</tr>
<tr>
<td>Hamburg Borough</td>
<td>2.46</td>
<td>1.90</td>
<td>2.42</td>
<td>1.94</td>
<td></td>
</tr>
<tr>
<td>Strausstown Borough</td>
<td>2.62</td>
<td>2.15</td>
<td>2.52</td>
<td>2.27</td>
<td></td>
</tr>
<tr>
<td>Tilden Township</td>
<td>2.80</td>
<td>2.55</td>
<td>2.79</td>
<td>2.35</td>
<td></td>
</tr>
<tr>
<td>Upper Bern Township</td>
<td>2.71</td>
<td>2.61</td>
<td>2.75</td>
<td>2.33</td>
<td></td>
</tr>
<tr>
<td>Upper Tulpehocken Township</td>
<td>2.92</td>
<td>2.96</td>
<td>2.82</td>
<td>2.60</td>
<td></td>
</tr>
<tr>
<td>Windsor Township</td>
<td>2.73</td>
<td>2.43</td>
<td>2.61</td>
<td>2.36</td>
<td></td>
</tr>
<tr>
<td>Berks County</td>
<td>2.67</td>
<td>2.25</td>
<td>2.65</td>
<td>2.27</td>
<td></td>
</tr>
</tbody>
</table>

Source: U.S. Census
<table>
<thead>
<tr>
<th></th>
<th>Hamburg Borough</th>
<th>Strausstown Borough</th>
<th>Tilden Township</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Median Household Income</strong></td>
<td>$37,683</td>
<td>$38,125</td>
<td>$49,966</td>
</tr>
<tr>
<td><strong>Percent Persons Below Poverty Level</strong></td>
<td>6.2</td>
<td>5.0</td>
<td>6.0</td>
</tr>
<tr>
<td><strong>Income Type (Households)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>With earnings</td>
<td>1,386</td>
<td>99</td>
<td>1,092</td>
</tr>
<tr>
<td>With Social Security income</td>
<td>652</td>
<td>56</td>
<td>277</td>
</tr>
<tr>
<td>With Supplemental Security Income</td>
<td>59</td>
<td>0</td>
<td>7</td>
</tr>
<tr>
<td>With Public Assistance Income</td>
<td>47</td>
<td>0</td>
<td>12</td>
</tr>
<tr>
<td>With Retirement Income</td>
<td>413</td>
<td>31</td>
<td>172</td>
</tr>
<tr>
<td><strong>Percent Bachelor’s Degree or Higher</strong></td>
<td>14.1</td>
<td>8.0</td>
<td>12.6</td>
</tr>
<tr>
<td><strong>Percent High School Graduates or Higher</strong></td>
<td>78.2</td>
<td>70.7</td>
<td>76.4</td>
</tr>
<tr>
<td></td>
<td>Upper Bern Township</td>
<td>Upper Tulpehocken Township</td>
<td>Windsor Township</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>---------------------</td>
<td>---------------------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>Median Household Income</td>
<td>$50,991</td>
<td>$45,469</td>
<td>$49,402</td>
</tr>
<tr>
<td>Percent Persons Below Poverty Level</td>
<td>3.7</td>
<td>7.5</td>
<td>6.7</td>
</tr>
<tr>
<td><strong>Income Type (Households)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>With earnings</td>
<td>479</td>
<td>467</td>
<td>692</td>
</tr>
<tr>
<td>With Social Security income</td>
<td>147</td>
<td>125</td>
<td>229</td>
</tr>
<tr>
<td>With Supplemental Security Income</td>
<td>11</td>
<td>12</td>
<td>52</td>
</tr>
<tr>
<td>With Public Assistance Income</td>
<td>4</td>
<td>12</td>
<td>15</td>
</tr>
<tr>
<td>With Retirement Income</td>
<td>112</td>
<td>78</td>
<td>169</td>
</tr>
<tr>
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Source: U.S. Census Bureau: 2000
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Source: U.S. Census
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Source: U.S. Census
# TABLE 7

**EMPLOYMENT BY INDUSTRY**

HAMBURG BOROUGH, STRAUSSTOWN BOROUGH, TILDEN TOWNSHIP
UPPER BERN TOWNSHIP, UPPER TULPEHOCKEN, WINDSOR TOWNSHIP

2000

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<tr>
<th>INDUSTRY</th>
<th>Hamburg Borough</th>
<th></th>
<th>Strausstown Borough</th>
<th></th>
<th>Tilden Township</th>
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<tbody>
<tr>
<td></td>
<td>Number</td>
<td>%</td>
<td>Number</td>
<td>%</td>
<td>Number</td>
<td>%</td>
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<td>4</td>
<td>2.4</td>
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<td>2.1</td>
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<td>-</td>
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**Source:** DP-3. Profile of Selected Economic Characteristics: 2000 U.S. Census

- Represents zero or rounds to zero.
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<th>INDUSTRY</th>
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<th>Upper Tulpehocken Township</th>
<th>Windsor Township</th>
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</thead>
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<td>62</td>
<td>36</td>
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<td>Construction</td>
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<td>79</td>
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<td>Transportation and warehousing, and utilities</td>
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<td>Information</td>
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<td>Finance, insurance, real estate, and rental and leasing</td>
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- Represents zero or rounds to zero.

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<th>Tilden Township</th>
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<tbody>
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<td>35  5.8</td>
<td>40  4.1</td>
</tr>
<tr>
<td>Retail trade</td>
<td>115 14.6</td>
<td>77  12.7</td>
<td>114 11.9</td>
</tr>
<tr>
<td>Finance, insurance, and real estate</td>
<td>27  3.4</td>
<td>20  3.3</td>
<td>44  4.6</td>
</tr>
<tr>
<td>Business and repair services</td>
<td>38  4.8</td>
<td>13  2.1</td>
<td>40  4.1</td>
</tr>
<tr>
<td>Personal services</td>
<td>36  4.5</td>
<td>15  2.4</td>
<td>22  2.3</td>
</tr>
<tr>
<td>Entertainment and recreation services</td>
<td>15  1.9</td>
<td>9  1.4</td>
<td>5  0.5</td>
</tr>
<tr>
<td><strong>Professional and related services</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Health services</td>
<td>79  10.0</td>
<td>31  5.1</td>
<td>94  9.8</td>
</tr>
<tr>
<td>Educational services</td>
<td>24  3.0</td>
<td>26  4.3</td>
<td>49  5.1</td>
</tr>
<tr>
<td>Other professional and related services</td>
<td>25  3.1</td>
<td>22  3.6</td>
<td>33  3.4</td>
</tr>
<tr>
<td>Public administration</td>
<td>11  1.3</td>
<td>12  1.9</td>
<td>31  3.2</td>
</tr>
<tr>
<td>Employed persons 16 years and over</td>
<td>787</td>
<td>602</td>
<td>953</td>
</tr>
</tbody>
</table>

Source: U.S. Census
TABLE 8

EMPLOYMENT BY OCCUPATION

HAMBURG BOROUGH, STRAUSSTOWN BOROUGH, TILDEN TOWNSHIP
UPPER BERN TOWNSHIP, UPPER TULPEHOCKEN, WINDSOR TOWNSHIP

2000

<table>
<thead>
<tr>
<th>OCCUPATION</th>
<th>Hamburg Borough</th>
<th>Strausstown Borough</th>
<th>Tilden Township</th>
</tr>
</thead>
<tbody>
<tr>
<td>Management, Professional, and related occupations</td>
<td>563 (27.0%)</td>
<td>25 (14.8%)</td>
<td>528 (28.1%)</td>
</tr>
<tr>
<td>Service occupations</td>
<td>262 (12.6%)</td>
<td>21 (12.4%)</td>
<td>233 (12.4%)</td>
</tr>
<tr>
<td>Sales and office occupations</td>
<td>580 (27.8%)</td>
<td>50 (29.6%)</td>
<td>459 (24.5%)</td>
</tr>
<tr>
<td>Farming, fishing, and forestry occupations</td>
<td>-</td>
<td>-</td>
<td>9 (0.5%)</td>
</tr>
<tr>
<td>Construction, extraction, and maintenance occupations</td>
<td>135 (6.5%)</td>
<td>29 (17.2%)</td>
<td>261 (13.9%)</td>
</tr>
<tr>
<td>Production, transportation, and material moving occupations</td>
<td>545 (26.1%)</td>
<td>44 (26.0%)</td>
<td>386 (20.6%)</td>
</tr>
</tbody>
</table>

- Represents zero or rounds to zero

<table>
<thead>
<tr>
<th>OCCUPATION</th>
<th>Upper Bern Township</th>
<th>Upper Tulpehocken Township</th>
<th>Windsor Township</th>
</tr>
</thead>
<tbody>
<tr>
<td>Management, Professional, and related occupations</td>
<td>198 (22.9%)</td>
<td>184 (24.1%)</td>
<td>297 (26.7%)</td>
</tr>
<tr>
<td>Service occupations</td>
<td>136 (15.8%)</td>
<td>98 (12.8%)</td>
<td>138 (12.4%)</td>
</tr>
<tr>
<td>Sales and office occupations</td>
<td>187 (21.7%)</td>
<td>144 (18.9%)</td>
<td>250 (22.5%)</td>
</tr>
<tr>
<td>Farming, fishing, and forestry occupations</td>
<td>19 (2.2%)</td>
<td>30 (3.9%)</td>
<td>16 (1.4%)</td>
</tr>
<tr>
<td>Construction, extraction, and maintenance occupations</td>
<td>87 (10.1%)</td>
<td>122 (16.0%)</td>
<td>123 (11.1%)</td>
</tr>
<tr>
<td>Production, transportation, and material moving occupations</td>
<td>236 (27.3%)</td>
<td>185 (24.2%)</td>
<td>287 (25.8%)</td>
</tr>
</tbody>
</table>

- Represents zero or rounds to zero

<table>
<thead>
<tr>
<th>OCCUPATION</th>
<th>Berks County</th>
</tr>
</thead>
<tbody>
<tr>
<td>Management, Professional, and related occupations</td>
<td>53,005 (29.3%)</td>
</tr>
<tr>
<td>Service occupations</td>
<td>24,139 (13.3%)</td>
</tr>
<tr>
<td>Sales and office occupations</td>
<td>47,193 (26.1%)</td>
</tr>
<tr>
<td>Farming, fishing, and forestry occupations</td>
<td>1,545 (0.9%)</td>
</tr>
<tr>
<td>Construction, extraction, and maintenance occupations</td>
<td>16,451 (9.1%)</td>
</tr>
<tr>
<td>Production, transportation, and material moving occupations</td>
<td>38,548 (21.3%)</td>
</tr>
</tbody>
</table>

### TABLE 8

**EMPLOYMENT BY OCCUPATION**

HAMBURG BOROUGH, STRAUSSTOWN BOROUGH, TILDEN TOWNSHIP
UPPER BERN TOWNSHIP, UPPER TULPEHOCKEN, WINDSOR TOWNSHIP

1990

<table>
<thead>
<tr>
<th>OCCUPATION</th>
<th>Hamburg Borough</th>
<th></th>
<th>Strausstown Borough</th>
<th></th>
<th>Tilden Township</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>%</td>
<td>Number</td>
<td>%</td>
<td>Number</td>
<td>%</td>
</tr>
<tr>
<td>Managerial and professional specialty occupations</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Executive, administrative, &amp; managerial occupations</td>
<td>138</td>
<td>6.7</td>
<td>11</td>
<td>5.0</td>
<td>93</td>
<td>7.1</td>
</tr>
<tr>
<td>Professional specialty occupations</td>
<td>152</td>
<td>7.4</td>
<td>16</td>
<td>7.3</td>
<td>124</td>
<td>9.4</td>
</tr>
<tr>
<td>Technical, sales, &amp; administrative support occupations</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Technicians &amp; related support occupations</td>
<td>38</td>
<td>1.8</td>
<td>4</td>
<td>1.8</td>
<td>53</td>
<td>4.0</td>
</tr>
<tr>
<td>Sales occupations</td>
<td>197</td>
<td>9.6</td>
<td>19</td>
<td>8.7</td>
<td>75</td>
<td>5.7</td>
</tr>
<tr>
<td>Administrative support occupations, including clerical</td>
<td>376</td>
<td>18.5</td>
<td>59</td>
<td>27.1</td>
<td>179</td>
<td>13.6</td>
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<tr>
<td>Service occupations</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td>Private household occupations</td>
<td>37</td>
<td>1.8</td>
<td>2</td>
<td>0.9</td>
<td>11</td>
<td>0.8</td>
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<tr>
<td>Protective service occupations</td>
<td>12</td>
<td>0.6</td>
<td>4</td>
<td>1.8</td>
<td>8</td>
<td>0.6</td>
</tr>
<tr>
<td>Service occupations, except protective &amp; household</td>
<td>206</td>
<td>10.1</td>
<td>21</td>
<td>9.6</td>
<td>131</td>
<td>10.0</td>
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<tr>
<td>Farming, forest &amp; fishing occupations</td>
<td>11</td>
<td>0.5</td>
<td>0</td>
<td>0</td>
<td>43</td>
<td>3.2</td>
</tr>
<tr>
<td>Precision production, craft, and repair occupations</td>
<td>272</td>
<td>13.3</td>
<td>28</td>
<td>12.9</td>
<td>162</td>
<td>12.3</td>
</tr>
<tr>
<td>Operators, fabricators and laborers</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Machine operators, assemblers, and inspectors</td>
<td>329</td>
<td>16.1</td>
<td>20</td>
<td>9.2</td>
<td>250</td>
<td>19.1</td>
</tr>
<tr>
<td>Transportation and material moving occupations</td>
<td>123</td>
<td>6.0</td>
<td>15</td>
<td>6.9</td>
<td>110</td>
<td>8.4</td>
</tr>
<tr>
<td>Handlers, equipment cleaners, helpers, &amp; laborers</td>
<td>141</td>
<td>6.9</td>
<td>18</td>
<td>8.2</td>
<td>68</td>
<td>5.2</td>
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<td>Employed persons 16 years and over</td>
<td>2,032</td>
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<td>217</td>
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<td>1,307</td>
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<td>OCCUPATION</td>
<td>Upper Bern Township</td>
<td>Upper Tulpehocken Township</td>
<td>Windsor Township</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---------------------------------------------------------------------------</td>
<td>---------------------</td>
<td>---------------------------</td>
<td>-----------------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>number %</td>
<td>number %</td>
<td>number %</td>
<td>number %</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Managerial and professional specialty occupations</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Executive, administrative, &amp; managerial occupations</td>
<td>68 8.6</td>
<td>41 6.8</td>
<td>74 7.7</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Professional specialty occupations</td>
<td>65 8.2</td>
<td>36 5.9</td>
<td>88 9.2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Technical, sales, &amp; administrative support occupations</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Technicians &amp; related support occupations</td>
<td>44 5.5</td>
<td>17 2.8</td>
<td>45 4.7</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sales occupations</td>
<td>53 6.7</td>
<td>43 7.1</td>
<td>71 7.4</td>
<td></td>
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</tr>
<tr>
<td>Administrative support occupations, including clerical</td>
<td>103 13.0</td>
<td>84 13.9</td>
<td>125 13.1</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Service occupations</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Private household occupations</td>
<td>3 0.3</td>
<td>0 0</td>
<td>2 0.2</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Protective service occupations</td>
<td>6 0.7</td>
<td>0 0</td>
<td>4 0.4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Service occupations, except protective &amp; household</td>
<td>95 12.0</td>
<td>38 6.3</td>
<td>108 11.3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Farming, forest &amp; fishing occupations</td>
<td>55 6.9</td>
<td>40 6.6</td>
<td>46 4.8</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Precision production, craft, and repair occupations</td>
<td>105 13.3</td>
<td>94 15.6</td>
<td>135 14.1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operators, fabricators and laborers</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Machine operators, assemblers, and inspectors</td>
<td>100 12.7</td>
<td>121 20.9</td>
<td>138 14.4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transportation and material moving occupations</td>
<td>39 4.9</td>
<td>47 7.8</td>
<td>62 6.5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Handlers, equipment cleaners, helpers, &amp; laborers</td>
<td>51 6.4</td>
<td>41 6.8</td>
<td>55 5.7</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Employed persons 16 years and over</td>
<td>787</td>
<td>602</td>
<td>953</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: U.S. Census
TABLE 9

HOUSING OCCUPANCY, TENURE AND VALUE

HAMBURG BOROUGH, STRAUSSTOWN BOROUGH, TILDEN TOWNSHIP
UPPER BERN TOWNSHIP, UPPER TULPEHOCKEN, WINDSOR TOWNSHIP,
BERKS COUNTY

2000

<table>
<thead>
<tr>
<th>OCCUPANCY</th>
<th>Hamburg Borough</th>
<th>Strausstown Borough</th>
<th>Tilden Township</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
</tr>
<tr>
<td>Total Housing Units</td>
<td>1,932</td>
<td>100.00</td>
<td>146</td>
</tr>
<tr>
<td>Occupied</td>
<td>1,824</td>
<td>94.4</td>
<td>139</td>
</tr>
<tr>
<td>Vacant</td>
<td>108</td>
<td>5.6</td>
<td>7</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TENURE</th>
<th>Hamburg Borough</th>
<th>Strausstown Borough</th>
<th>Tilden Township</th>
</tr>
</thead>
<tbody>
<tr>
<td>Occupied Housing Units</td>
<td>1,824</td>
<td>100.00</td>
<td>139</td>
</tr>
<tr>
<td>Owner-Occupied</td>
<td>1,194</td>
<td>65.5</td>
<td>95</td>
</tr>
<tr>
<td>Renter Occupied</td>
<td>630</td>
<td>34.5</td>
<td>44</td>
</tr>
</tbody>
</table>

<p>| Median Value of Owner-Occupied Unit | $86,600 | $89,000 | $121,600 |
| Median Contract Rent         | $480    | $463    | $505     |</p>
<table>
<thead>
<tr>
<th>OCCUPANCY</th>
<th>Upper Bern Township</th>
<th>Upper Tulpehocken</th>
<th>Windsor Township</th>
<th>Berks County</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Housing Units</td>
<td>611</td>
<td>587</td>
<td>939</td>
<td>150,222</td>
</tr>
<tr>
<td></td>
<td>100.00</td>
<td>100.00</td>
<td>100.00</td>
<td>100.00</td>
</tr>
<tr>
<td>Occupied</td>
<td>556</td>
<td>538</td>
<td>842</td>
<td>141,570</td>
</tr>
<tr>
<td></td>
<td>91.0</td>
<td>91.7</td>
<td>89.7</td>
<td>94.2</td>
</tr>
<tr>
<td>Vacant</td>
<td>55</td>
<td>49</td>
<td>97</td>
<td>8,652</td>
</tr>
<tr>
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<td>9.0</td>
<td>8.3</td>
<td>10.3</td>
<td>5.8</td>
</tr>
<tr>
<td>TENURE</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Occupied Housing Units</td>
<td>556</td>
<td>538</td>
<td>842</td>
<td>141,570</td>
</tr>
<tr>
<td></td>
<td>100.00</td>
<td>100.00</td>
<td>100.00</td>
<td>100.00</td>
</tr>
<tr>
<td>Owner-Occupied</td>
<td>440</td>
<td>437</td>
<td>700</td>
<td>104,719</td>
</tr>
<tr>
<td></td>
<td>79.1</td>
<td>81.2</td>
<td>83.1</td>
<td>74.0</td>
</tr>
<tr>
<td>Renter Occupied</td>
<td>116</td>
<td>101</td>
<td>142</td>
<td>36,851</td>
</tr>
<tr>
<td></td>
<td>20.9</td>
<td>18.8</td>
<td>16.9</td>
<td>26.0</td>
</tr>
<tr>
<td>Median Value of Owner-Occupied Unit</td>
<td>$113,400</td>
<td>$134,900</td>
<td>$115,000</td>
<td>$104,900</td>
</tr>
<tr>
<td>Median Contract Rent</td>
<td>$534</td>
<td>$475</td>
<td>$535</td>
<td>$545</td>
</tr>
</tbody>
</table>

TABLE 10
HOUSING TYPE

HAMBURG BOROUGH, STRAUSSTOWN BOROUGH, TILDEN TOWNSHIP
UPPER BERN TOWNSHIP, UPPER TULPEHOCKEN, WINDSOR TOWNSHIP,
BERKS COUNTY

2000

<table>
<thead>
<tr>
<th>TYPE</th>
<th>Hamburg Borough</th>
<th></th>
<th>Strausstown Borough</th>
<th></th>
<th>Tilden Township</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>Single Family Detached</td>
<td>807</td>
<td>41.8</td>
<td>97</td>
<td>61.2</td>
<td>942</td>
<td>69.7</td>
</tr>
<tr>
<td>Single Family Attached</td>
<td>630</td>
<td>32.6</td>
<td>27</td>
<td>17.4</td>
<td>27</td>
<td>2.0</td>
</tr>
<tr>
<td>2 Unit Structure</td>
<td>127</td>
<td>6.6</td>
<td>2</td>
<td>1.3</td>
<td>26</td>
<td>1.9</td>
</tr>
<tr>
<td>3 or 4 Unit Structure</td>
<td>146</td>
<td>7.6</td>
<td>25</td>
<td>16.1</td>
<td>1</td>
<td>0.1</td>
</tr>
<tr>
<td>5 to 9 Unit Structure</td>
<td>95</td>
<td>4.9</td>
<td>4</td>
<td>2.6</td>
<td>11</td>
<td>0.8</td>
</tr>
<tr>
<td>10 to 19 Unit Structure</td>
<td>25</td>
<td>1.3</td>
<td>-</td>
<td>-</td>
<td>9</td>
<td>0.7</td>
</tr>
<tr>
<td>20 or More Unit Structure</td>
<td>96</td>
<td>5.0</td>
<td>-</td>
<td>-</td>
<td>0</td>
<td>0.0</td>
</tr>
<tr>
<td>Mobile Home</td>
<td>6</td>
<td>0.3</td>
<td>-</td>
<td>-</td>
<td>335</td>
<td>24.8</td>
</tr>
<tr>
<td>Boat, RV, Van, etc.</td>
<td>0</td>
<td>0.0</td>
<td>-</td>
<td>-</td>
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<td>0.0</td>
</tr>
<tr>
<td>Total</td>
<td>1,932</td>
<td>100</td>
<td>155</td>
<td>100</td>
<td>1,351</td>
<td>100</td>
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<tr>
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<td>Upper Bern Township</td>
<td>Upper Tulpehocken Township</td>
<td>Windsor Township</td>
<td>Berks County</td>
<td></td>
<td></td>
</tr>
<tr>
<td>--------------------------</td>
<td>---------------------</td>
<td>---------------------------</td>
<td>-----------------</td>
<td>--------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>Single Family Detached</td>
<td>471</td>
<td>77.2</td>
<td>477</td>
<td>82.5</td>
<td>763</td>
<td>81.3</td>
</tr>
<tr>
<td>Single Family Attached</td>
<td>41</td>
<td>6.7</td>
<td>5</td>
<td>0.9</td>
<td>35</td>
<td>3.7</td>
</tr>
<tr>
<td>2 Unit Structure</td>
<td>21</td>
<td>3.4</td>
<td>9</td>
<td>1.6</td>
<td>8</td>
<td>0.9</td>
</tr>
<tr>
<td>3 or 4 Unit Structure</td>
<td>7</td>
<td>1.1</td>
<td>3</td>
<td>0.5</td>
<td>7</td>
<td>1.8</td>
</tr>
<tr>
<td>5 to 9 Unit Structure</td>
<td>11</td>
<td>1.8</td>
<td>0</td>
<td>0.0</td>
<td>17</td>
<td>1.8</td>
</tr>
<tr>
<td>10 to 19 Unit Structure</td>
<td>0</td>
<td>0.0</td>
<td>0</td>
<td>0.0</td>
<td>0</td>
<td>0.0</td>
</tr>
<tr>
<td>20 or more Unit Structure</td>
<td>0</td>
<td>0.0</td>
<td>0</td>
<td>0.0</td>
<td>0</td>
<td>0.0</td>
</tr>
<tr>
<td>Mobile Home and Others</td>
<td>57</td>
<td>9.3</td>
<td>84</td>
<td>14.5</td>
<td>66</td>
<td>7.0</td>
</tr>
<tr>
<td>Boat, RV, Van, etc</td>
<td>2</td>
<td>0.3</td>
<td>0</td>
<td>0.0</td>
<td>43</td>
<td>4.6</td>
</tr>
<tr>
<td>Total</td>
<td>610</td>
<td>100</td>
<td>578</td>
<td>100</td>
<td>939</td>
<td>100</td>
</tr>
</tbody>
</table>

## TABLE 10

### HOUSING TYPE

HAMBURG BOROUGH, STRAUSSTOWN BOROUGH, TILDEN TOWNSHIP
UPPER BERN TOWNSHIP, UPPER TULPEHOCKEN, WINDSOR TOWNSHIP,
BERKS COUNTY

1990

<table>
<thead>
<tr>
<th>TYPE</th>
<th>Hamburg Borough</th>
<th>Strausstown Borough</th>
<th>Tilden Township</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
</tr>
<tr>
<td>Single Family Detached</td>
<td>724</td>
<td>40.1</td>
<td>95</td>
</tr>
<tr>
<td>Single Family Attached</td>
<td>613</td>
<td>34.0</td>
<td>22</td>
</tr>
<tr>
<td>2-4 Unit Structure</td>
<td>234</td>
<td>12.9</td>
<td>20</td>
</tr>
<tr>
<td>5-9 Unit Structure</td>
<td>82</td>
<td>4.5</td>
<td>10</td>
</tr>
<tr>
<td>10 or more Unit Structure</td>
<td>108</td>
<td>5.9</td>
<td>0</td>
</tr>
<tr>
<td>Mobile Home and Others</td>
<td>40</td>
<td>2.2</td>
<td>8</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,801</strong></td>
<td></td>
<td><strong>155</strong></td>
</tr>
</tbody>
</table>

### Upper Bern Township

<table>
<thead>
<tr>
<th>TYPE</th>
<th>Upper Bern Township</th>
<th>Upper Tulpehocken Township</th>
<th>Windsor Township</th>
<th>Berks County</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>Single Family Detached</td>
<td>411</td>
<td>71.2</td>
<td>367</td>
<td>78.7</td>
</tr>
<tr>
<td>Single Family Attached</td>
<td>27</td>
<td>4.6</td>
<td>5</td>
<td>1.0</td>
</tr>
<tr>
<td>2-4 Unit Structure</td>
<td>18</td>
<td>3.1</td>
<td>9</td>
<td>1.9</td>
</tr>
<tr>
<td>5-9 Unit Structure</td>
<td>3</td>
<td>0.5</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>10 or more Unit Structure</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Mobile Home and Others</td>
<td>118</td>
<td>20.4</td>
<td>85</td>
<td>18.2</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>577</strong></td>
<td></td>
<td><strong>466</strong></td>
<td></td>
</tr>
</tbody>
</table>

Source: U.S. Census
TABLE 11
HOUSEHOLDS BY TYPE
HAMBURG BOROUGH, STRAUSSTOWN BOROUGH, TILDEN TOWNSHIP
UPPER BERN TOWNSHIP, UPPER TULPEHOCKEN, WINDSOR TOWNSHIP

2000

<table>
<thead>
<tr>
<th></th>
<th>Hamburg Borough</th>
<th>Strausstown Borough</th>
<th>Tilden Township</th>
</tr>
</thead>
<tbody>
<tr>
<td>Family households (families)</td>
<td>1,157</td>
<td>90</td>
<td>991</td>
</tr>
<tr>
<td></td>
<td>With own children under 18 years</td>
<td>468</td>
<td>40</td>
</tr>
<tr>
<td>Married-couple families</td>
<td>925</td>
<td>73</td>
<td>853</td>
</tr>
<tr>
<td></td>
<td>With own children under 18 years</td>
<td>338</td>
<td>32</td>
</tr>
<tr>
<td>Female householder, no husband present</td>
<td>166</td>
<td>8</td>
<td>78</td>
</tr>
<tr>
<td></td>
<td>With own children under 18 years</td>
<td>92</td>
<td>4</td>
</tr>
<tr>
<td>Nonfamily households</td>
<td>677</td>
<td>49</td>
<td>255</td>
</tr>
<tr>
<td></td>
<td>Householder living alone</td>
<td>581</td>
<td>43</td>
</tr>
<tr>
<td></td>
<td>Householder 65 years and over</td>
<td>309</td>
<td>20</td>
</tr>
<tr>
<td>Households with individuals under 18</td>
<td>507</td>
<td>41</td>
<td>493</td>
</tr>
<tr>
<td>Households with individuals 65 years and over</td>
<td>626</td>
<td>52</td>
<td>279</td>
</tr>
<tr>
<td>Total households</td>
<td>1,824</td>
<td>139</td>
<td>1,246</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Upper Bern Township</th>
<th>Upper Tulpehocken Township</th>
<th>Windsor Township</th>
</tr>
</thead>
<tbody>
<tr>
<td>Family households (families)</td>
<td>419</td>
<td>393</td>
<td>628</td>
</tr>
<tr>
<td></td>
<td>With own children under 18 years</td>
<td>183</td>
<td>178</td>
</tr>
<tr>
<td>Married-couple families</td>
<td>351</td>
<td>343</td>
<td>544</td>
</tr>
<tr>
<td></td>
<td>With own children under 18 years</td>
<td>149</td>
<td>149</td>
</tr>
<tr>
<td>Female householder, no husband present</td>
<td>38</td>
<td>21</td>
<td>51</td>
</tr>
<tr>
<td></td>
<td>With own children under 18 years</td>
<td>18</td>
<td>11</td>
</tr>
<tr>
<td>Nonfamily households</td>
<td>137</td>
<td>145</td>
<td>214</td>
</tr>
<tr>
<td></td>
<td>Householder living alone</td>
<td>100</td>
<td>108</td>
</tr>
<tr>
<td></td>
<td>Householder 65 years and over</td>
<td>29</td>
<td>43</td>
</tr>
<tr>
<td>Households with individuals under 18</td>
<td>199</td>
<td>188</td>
<td>287</td>
</tr>
<tr>
<td>Households with individuals 65 years and over</td>
<td>111</td>
<td>113</td>
<td>211</td>
</tr>
<tr>
<td>Total households</td>
<td>556</td>
<td>538</td>
<td>842</td>
</tr>
</tbody>
</table>

Source: U.S. Census
TABLE 12

AGE OF HOUSEHOLDER PER OCCUPIED HOUSING UNIT

HAMBURG BOROUGH, STRAUSSTOWN BOROUGH, TILDEN TOWNSHIP
UPPER BERN TOWNSHIP, UPPER TULPEHOCKEN, WINDSOR TOWNSHIP

2000

<table>
<thead>
<tr>
<th></th>
<th>Hamburg Borough</th>
<th>Strausstown Borough</th>
<th>Tilden Township</th>
</tr>
</thead>
<tbody>
<tr>
<td>Occupied Units</td>
<td>1,824</td>
<td>139</td>
<td>1,246</td>
</tr>
<tr>
<td>15 to 24 years</td>
<td>65</td>
<td>5</td>
<td>36</td>
</tr>
<tr>
<td>25 to 34 years</td>
<td>302</td>
<td>24</td>
<td>210</td>
</tr>
<tr>
<td>35 to 44 years</td>
<td>301</td>
<td>27</td>
<td>322</td>
</tr>
<tr>
<td>45 to 54 years</td>
<td>343</td>
<td>27</td>
<td>273</td>
</tr>
<tr>
<td>55 to 64 years</td>
<td>224</td>
<td>16</td>
<td>160</td>
</tr>
<tr>
<td>65 years and over</td>
<td>589</td>
<td>40</td>
<td>245</td>
</tr>
<tr>
<td>65 to 74</td>
<td>274</td>
<td>16</td>
<td>141</td>
</tr>
<tr>
<td>75 to 84 years</td>
<td>231</td>
<td>17</td>
<td>84</td>
</tr>
<tr>
<td>85 years and over</td>
<td>84</td>
<td>7</td>
<td>20</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Upper Bern Township</th>
<th>Upper Tulpehocken Township</th>
<th>Windsor Township</th>
</tr>
</thead>
<tbody>
<tr>
<td>Occupied Units</td>
<td>556</td>
<td>538</td>
<td>842</td>
</tr>
<tr>
<td>15 to 24 years</td>
<td>13</td>
<td>12</td>
<td>16</td>
</tr>
<tr>
<td>25 to 34 years</td>
<td>92</td>
<td>78</td>
<td>101</td>
</tr>
<tr>
<td>35 to 44 years</td>
<td>156</td>
<td>143</td>
<td>205</td>
</tr>
<tr>
<td>45 to 54 years</td>
<td>121</td>
<td>130</td>
<td>211</td>
</tr>
<tr>
<td>55 to 64 years</td>
<td>71</td>
<td>74</td>
<td>115</td>
</tr>
<tr>
<td>65 years and over</td>
<td>103</td>
<td>101</td>
<td>194</td>
</tr>
<tr>
<td>65 to 74</td>
<td>50</td>
<td>58</td>
<td>112</td>
</tr>
<tr>
<td>75 to 84 years</td>
<td>37</td>
<td>28</td>
<td>74</td>
</tr>
<tr>
<td>85 years and over</td>
<td>16</td>
<td>15</td>
<td>8</td>
</tr>
</tbody>
</table>

Source: U.S. Census
## TABLE 13

### PLACE AND MEANS OF TRANSPORTATION TO WORK

HAMBURG BOROUGH, STRAUSSTOWN BOROUGH, TILDEN TOWNSHIP
UPPER BERN TOWNSHIP, UPPER TULPEHOCKEN, WINDSOR TOWNSHIP

2000

<table>
<thead>
<tr>
<th>Means of Transportation to Work</th>
<th>Hamburg Borough</th>
<th>Strausstown Borough</th>
<th>Tilden Township</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car, Truck or Van, Drove Alone</td>
<td>1,600</td>
<td>130</td>
<td>1,598</td>
</tr>
<tr>
<td>Car, Truck or Van, Carpooled</td>
<td>182</td>
<td>23</td>
<td>119</td>
</tr>
<tr>
<td>Public Transportation (including taxicab)</td>
<td>0</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>Walked</td>
<td>187</td>
<td>10</td>
<td>77</td>
</tr>
<tr>
<td>Other Means</td>
<td>16</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Worked at Home</td>
<td>32</td>
<td>2</td>
<td>68</td>
</tr>
<tr>
<td>Total Commuting to Work (workers 16 years and older)</td>
<td>2,017</td>
<td>168</td>
<td>1,862</td>
</tr>
<tr>
<td>Mean travel time to work (minutes)</td>
<td>24.6</td>
<td>23.1</td>
<td>24.1</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Means of Transportation to Work</th>
<th>Upper Bern Township</th>
<th>Upper Tulpehocken Township</th>
<th>Windsor Township</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car, Truck or Van, Drove Alone</td>
<td>704</td>
<td>600</td>
<td>945</td>
</tr>
<tr>
<td>Car, Truck or Van, Carpooled</td>
<td>71</td>
<td>98</td>
<td>89</td>
</tr>
<tr>
<td>Using Public Transportation (including taxicab)</td>
<td>2</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Walked</td>
<td>28</td>
<td>22</td>
<td>0</td>
</tr>
<tr>
<td>Other Means</td>
<td>5</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Worked at Home</td>
<td>50</td>
<td>35</td>
<td>61</td>
</tr>
<tr>
<td>Total Commuting to Work (workers 16 years and older)</td>
<td>860</td>
<td>757</td>
<td>1,095</td>
</tr>
<tr>
<td>Mean travel time to work (minutes)</td>
<td>29.6</td>
<td>25.9</td>
<td>25.8</td>
</tr>
</tbody>
</table>

### PLACE AND MEANS OF TRANSPORTATION TO WORK

**HAMBURG BOROUGH, STRAUSSTOWN BOROUGH, TILDEN TOWNSHIP**
**UPPER BERN TOWNSHIP, UPPER TULPEHOCKEN, WINDSOR TOWNSHIP**

**1990**

<table>
<thead>
<tr>
<th>Means of Transportation to Work</th>
<th>Hamburg Borough</th>
<th>Strausstown Borough</th>
<th>Tilden Township</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car, Truck or Van, Drove Alone</td>
<td>1,367</td>
<td>172</td>
<td>995</td>
</tr>
<tr>
<td>Car, Truck or Van, Carpooled</td>
<td>291</td>
<td>15</td>
<td>167</td>
</tr>
<tr>
<td>Using Public Transportation</td>
<td>20</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Using Other Means</td>
<td>10</td>
<td>0</td>
<td>6</td>
</tr>
<tr>
<td>Walked or Worked at Home</td>
<td>307</td>
<td>25</td>
<td>97</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Means of Transportation to Work</th>
<th>Upper Bern Township</th>
<th>Upper Tulpehocken Township</th>
<th>Windsor Township</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car, Truck or Van, Drove Alone</td>
<td>591</td>
<td>467</td>
<td>740</td>
</tr>
<tr>
<td>Car, Truck or Van, Carpooled</td>
<td>80</td>
<td>70</td>
<td>98</td>
</tr>
<tr>
<td>Using Public Transportation</td>
<td>0</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Using Other Means</td>
<td>6</td>
<td>2</td>
<td>10</td>
</tr>
<tr>
<td>Walked or Worked at Home</td>
<td>97</td>
<td>55</td>
<td>72</td>
</tr>
</tbody>
</table>

Source: U.S. Census
APPENDIX 3

NATIONAL AND STATE EFFORTS AND LEGISLATION FOR HISTORIC PRESERVATION
Federal programs encouraging historic preservation include:

- Maintenance of the National Register of Historic Places.
- Section 106 Review of federally funded or assisted projects that impact historic resources.
- Historic Preservation Tax Credits on federal income tax for qualifying rehabilitation and adaptive reuse of historic buildings used for income-producing purposes.
- The Certified Local Government Program was created to facilitate historic preservation at the local level.

The earliest Federal preservation statute was the Antiquities Act of 1906, which authorized the President to set aside historic landmarks, structures, and objects located on lands controlled by the United States as national monuments. It required permits for archeological activities on Federal lands, and established criminal and civil penalties for violation of the act.

The Historic Sites Act of 1935 was the second major piece of Federal historic preservation legislation. This act declared it national policy to preserve for public use historic sites, buildings, and objects of national significance and directed the Secretary of the Interior to conduct various programs with respect to historic preservation.

National Historic Preservation Act of 1966 (NHPA)

The National Historic Preservation Act (1966) and its subsequent amendments established a legal basis for the protection and preservation of historic and cultural resources. Historic resources are defined as "any prehistoric or historic district, site, building, structures or object included in, or eligible for inclusion in the National Register; the term includes artifacts, records, and remains which are related to such a district, site, building, structure or object".

The Act promoted the use of historic properties to meet the contemporary needs of society. It directed the Federal Government, in cooperation with State and local governments, Native Americans, and the public, to take a leadership role in preservation. First, the Act authorized the Secretary of the Interior to expand and maintain the National Register of Historic Places. This is an inventory of districts, sites, buildings, structures, and objects significant on a national, State, or local level in American history, architecture, archeology, engineering, and culture. Once a property is eligible to be placed on the list, the property, site, or object can be qualified for Federal grants, loans, and tax incentives.

Second, NHPA encourages State and local preservation programs. States may prepare and submit for approval, programs for historic preservation to the Secretary of the Interior. Approval can be granted if they provide for the designation of a State Historic Preservation Officer (SHPO) to administer the State preservation program; establish a State historic preservation review board; and provide for adequate public participation in the State program. The SHPO must identify and inventory historic properties in the State; nominate eligible properties to the National Register; prepare and implement a statewide historic preservation plan; serve as a liaison with Federal agencies on preservation matters; and provide public information, education, and technical assistance. The NHPA also authorized a grant program, supported by the Historic Preservation Fund, to provide monies to States for historic preservation projects and to individuals for the preservation of properties listed in the National Register.

Since 1966, Congress has strengthened national preservation policy further by recognizing the importance of preserving historic aspects of the Nation’s heritage in several other statutes, among them the National Environmental Policy Act and several transportation acts, and by enacting statutes directed toward the protection and preservation of archeological resources. These laws require Federal agencies to consider historic resources in their planning and decision-making and overlap with provisions of NHPA.
Section 106 Review

Section 106 of the NHPA requires Federal agencies to consider the effects of their actions on historic properties and provide the Council an opportunity to comment on Federal projects prior to implementation. Section 106 review encourages, but does not mandate, preservation.

To successfully complete Section 106 review, Federal agencies must:

- Determine if Section 106 of NHPA applies to a given project and if so, initiate the review;
- Gather information to decide which properties in the project area are listed on or eligible for the National Register of Historic Places;
- Determine how historic properties might be affected;
- Explore alternatives to avoid or reduce harm to historic properties; and
- Reach agreement with the SHPO/tribe (and the Council in some cases) on measures to deal with any adverse effects or obtain advisory comments from the Council, which are sent to the head of the agency.

The Executive Branch has also expressed support for preservation through several Executive Orders. Examples include Executive Order No. 11593 President Nixon signed in 1971, which instituted procedures Federal agencies must follow in their property management activities. In 1996, President Clinton signed another important Executive Order No. 13006, which put forth support for locating Federal offices and facilities in historic districts and properties in the Nation’s inner cities. Executive Order No. 13006 also directs Federal agencies to use and rehabilitate properties in such areas wherever feasible and reaffirms the commitment to Federal leadership in the preservation of historic properties set forth in NHPA. Another 1996 Executive Order, No. 13007, expresses support for the protection of Native American sacred sites.

Federal Tax Incentives for Historic Buildings

According to the Tax Reform Act of 1986, a property owner is eligible for a 20% tax credit, along with a 27.5 to 31.5% straight-line depreciation for the substantial rehabilitation of historic buildings for commercial, industrial and rental residential purposes (but not owner-occupied buildings), and a 10% tax credit for the substantial rehabilitation of nonresidential buildings built before 1936. The 10% tax credit is not available for rehabilitations of certified structures.
Two Federal Tax Incentive Programs currently apply to preservation activities in Pennsylvania: the rehabilitation investment tax credit and the charitable contribution deduction.

**Rehabilitation investment tax credits** are the most widely used incentive program. Certain expenses incurred in connection with the rehabilitation of an old building are eligible for a tax credit. Rehabilitation investment tax credits are available to owners and certain long-term leases of incoming-producing properties that are listed on the National Register of Historic Places. There are two rates: 20% for historic buildings and 10% for non-residential, non-historic buildings built before 1936.

The **charitable contribution deduction** is taken in the form of a conservation easement and enables the owner of a "certified historic structure" to receive a one-time tax deduction. A conservation easement usually involves the preservation of a building's facade by restricting the right to alter its appearance.

The Federal Tax Incentive Programs are coordinated through the State Historic Preservation Office, Bureau for Historic Preservation, Pennsylvania Historical and Museum Commission in conjunction with the National Park Service. Federal Historic Preservation Certification Applications are available on-line.

**The National Park Service “Certified Local Government” (CLG) Program**

This program was created in 1980 under the National Historic Preservation Act and administered in the Commonwealth by the Pennsylvania Historical and Museum Commission; the Certified Local Government Program provides additional benefits to municipalities interested in historic preservation. Once certified, the local government is then eligible to:

- Participate directly in the federal historic preservation program.
- Have greater access to Historic Preservation Funds;
- Have greater level of information exchange with the State Historic Preservation Office (SHPO);
- Get technical assistance and training from the SHPO;
- Have a higher degree of participation in statewide preservation programs and planning.

**Several critical requirements for CLG designation are:**

- Adopt and enforce appropriate legislation for designation and protection of historic properties;
- Establish a qualified historic preservation commission;
• Enact a system for surveying historic properties;
• Enact a public participation component as part of the local program;
• Adequately perform duties and responsibilities delegated through the certification process.
• Continuing in-service historic preservation training for Historical Architecture Review Board (HARB) and Historical Commission members (8 hrs training annually per member);
• Regular attendance at HARB or Historical Commission meetings;
• A good faith effort by the governing body to appoint HARB members with professional qualifications and historic preservation backgrounds;
• Submittal of an annual report of the municipality’s historic preservation activities;
• Continuing enforcement of the historic district ordinance.

This was established to allow local governments to participate directly in the national historic preservation program and to provide funding to local governments to carry out their historic preservation responsibilities (survey, inventory, designation and protection of their historic resources). To achieve “certified local government” status in Pennsylvania a municipality applies to the Pennsylvania Historical and Museum Commission’s Bureau for Historic Preservation.

All states are required to set aside 10% of their federal historic preservation grant funds to CLGs. These grants are presently offered as a ratio of 60% funding from the Pennsylvania Historical and Museum Commission (PHMC) and 40% match from the CLG.

**Pennsylvania State Legislative Response to Historic Preservation: Historical and Museum Commission Act 1945**

Act No. 446, approved June 6, 1945, amending the Administrative Code to consolidate the functions of the Pennsylvania Historical Commission, The State Museum and the State Archives, created the Pennsylvania Historical and Museum Commission. The Pennsylvania Historical and Museum Commission is responsible for the following historic preservation activities in the Commonwealth:

• State Historic Preservation Office for *Determination of Eligibility* and nominations to the National Register, of Historic Places;
• Section 106 Review;
• Administering Historic Preservation Grants;
• Assisting local governments with the Certified Local Government Program.
The Commission is an independent administrative board, consisting of nine citizens of the Commonwealth appointed by the Governor, the Secretary of Education ex officio, two members of the Senate appointed by the President Pro Tempore and Minority Leader, and two members of the House of Representatives appointed by the Speaker and Minority Leader. The Executive Director, appointed by the Commission to serve at its pleasure, is an ex officio member of the Environmental Quality Board, County Records Committee and the Local Government Records Committee.

As the official agency of the Commonwealth for the conservation of Pennsylvania's historic heritage, the powers and duties of the Commission fall into these principal fields; care of historical manuscripts, public records, and objects of historic interest; museums; archaeology; publications; historic sites and properties; historic preservation; geographic names; and the promotion of public interest in Pennsylvania history.

The Commission is funded partially through an annual legislative appropriation, various grants provided by Federal programs, and private donations. Officially recognized local historical organizations may benefit financially through the Commission’s eligibility to receive matching funds from various federal programs. The PHMC is active in many phases of historic preservation. The PHMC also conducts a landmark identification program, presenting identification plaques to property owners for attachment on structures included in the PA Inventory of Historical Places. The landmark identification program also includes the placement of roadside historical signs at various sites and locations having statewide and national historic significance. Today nearly 1,900 markers are placed along city roads and highways to represent sites of historical significance in Pennsylvania.

An executive order went into place to require the Office of Historic Preservation of the PHMC to approve all proposals involving the demolition of a state building. The Office of Historic Preservation was also directed to develop and implement a program that will assist the public and private sectors in implementing the Commonwealth’s policy to “protect and enhance our irreplaceable resources.” The Office has since implemented a five-point program to achieve the executive order as follows:

1. Registering historically or architecturally significant sites and structure on the National Register of Historic Places and on the Pennsylvania Inventory of Historic Places;
2. Advising and guiding individuals and organizations regarding historic preservation and its funding;
3. Reviewing applications for federal preservation grants;
4. Working for legislation at the state level as an effective tool in historic preservation; and
5. Working with other governmental agencies to review the impact of projects, such as highways, on the Commonwealth’s historic resources.

The Contact information for the Pennsylvania Historical and Museum Commission is as follows:

Commonwealth Keystone Bldg.  
2nd Floor  
400 North Street  
Harrisburg, PA 17120-0093  
(717) 787-3362  
fax: (717) 783-9924  
www.phmc.state.pa.us

Pennsylvania’s Bureau for Historic Preservation (Bureau)

The Bureau is part of the PHMC and serves as the State Historic Preservation Office (SHPO). The PHMC is the Commonwealth’s official history agency and the Executive Director is designated as the State Historic Preservation Officer.

The Bureau provides technical assistance for the preservation, rehabilitation and restoration of historic buildings throughout Pennsylvania. The Bureau reviews architectural plans and specifications and provides comments on historic building projects for state and federal compliance. They also assist in code-related issues and accessibility programs in the form of letters of support for variances to historic buildings. In an effort to inform the general public, public agencies, local governments and other stewards of historic properties, the Bureau assists in the development and distribution of material on applying the Secretary of the Interior's Standards for Rehabilitation, preservation planning and the appropriate treatment and repair of historic building materials.

The Bureau also administers the Federal Rehabilitation Investment Tax Credit (RITC) program in partnership with the National Park Service. The tax credit program is one of the most successful and cost-effective programs that encourage private investment in rehabilitating historic properties such as office buildings, rental housing, hotels and retail stores. According to PHMC’s website, since its inception in 1976, Pennsylvania has been a national leader in certified tax credit projects, completing over 1,800 projects and generating over $2.5 billion in qualified rehabilitation expenditures. The Bureau provides technical assistance throughout the application process.

They can provide property owners with publications and technical assistance that discuss the appropriate treatment of historic buildings according to the Secretary of the Interior's Standards for Rehabilitation.
The Bureau administers the state’s historic preservation program as authorized by the Pennsylvania History Code and the National Historic Preservation Act of 1966 and is guided by advisory boards and The Pennsylvania Historic Preservation Plan. A board of Commissioners, appointed by the Governor, provides oversight of the Commission.

The Pennsylvania General Assembly is in the process of considering legislation to establish a Historic Homesites Grant Program. Once established, this legislation will provide funds to the Pennsylvania Historical and Museum Commission to support rehabilitation grants (up to $6,000) to individuals owning and residing in a historic residential building, as well as to individuals intending to purchase and reside in a historic residential building.

The buildings must serve as the owner's principal residence, must be listed in the National Register of Historic Places or be determined to be a contributing building in a listed National Register Historic District, or be located in an Act 167 historic district, or be designated as a historic property under the local ordinance or city code in Pittsburgh and Philadelphia. All work on a historic homesite must conform to the U.S. Secretary of Interior's "Standards for the Treatment of Historic Properties."

**The Pennsylvania Historic Preservation Plan**

The PHMC is gearing up to create a PA Historic Preservation Plan. Below states the agenda and goals of the plan. The agenda of the plan is to:

1. **Educate Pennsylvanians About Our Heritage and Its Value**
   - Bring Pennsylvania heritage alive for our children
   - Get the preservation message out
   - Reach out to elected officials and key professionals in the public and private sectors

2. **Build Better Communities Through Preservation**
   - Strengthen and expand preservation planning at the local and regional levels
   - Expand the use of preservation as an economic development strategy
   - Make technical assistance more available and useful to citizens and local governments

3. **Provide Strong Leadership At The State Level**
   - Seek increased financial support for historic preservation
   - Lead by example
   - Build strong partnerships
**Historic District Designation in Pennsylvania**

To establish a designation of a Historic District on the local level requires an assessment of the present status of the community’s historic resources, knowledge of past historic preservation efforts, and a list of goals and objectives to be obtained in the future.

Taking advantage of historic preservation incentives available at the national, state, and local governmental levels, such as grants, income tax credits for historic rehabilitation, low-interest loans, and local tax abatements will help in the success and acceptance of preserving historic buildings in the community.

It is useful to relate local historic preservation efforts to state and national programs, which will provide a broader perspective by identifying national, state and local historic preservation organizations and government agencies as resources.

**Act 167- Establishing Historical Districts**

Act 167 was adopted in 1961 and amended in 1963. This Act authorizes “counties”, cities, boroughs, … and townships to create historic districts within their geographic boundaries; provides for the appointment of Boards of Historical Architectural Review; empowers governing bodies of political subdivisions to protect the distinctive historical character of these districts and to regulate the erection, reconstruction, alteration, restoration, demolition or razing of buildings within the historic districts.” It provides the necessary authority for municipalities to adopt and implement historic preservation programs.

**Pennsylvania Municipalities Planning Code Act 247**

The State Legislature enacted Act 247, the Pennsylvania Municipalities Code, in 1969. The Act, as enabling legislation, authorizes local governments (counties, cities, township, and boroughs) to establish by ordinances, local planning commissions, zoning regulations and subdivision regulations; and by resolution adopt a municipal comprehensive plan. In particular, Article VI, Zoning, Section 605, states:

“The provisions of all zoning ordinances may be classified so that different provisions may be applied to different classes of situations, uses and structures...Where zoning districts are created, all provisions shall be uniform for each class of uses or structures, within each district, except that additional classifications may be made within any district:
...For the regulation, restriction, or prohibition of uses and structures at or near... (vi) places having unique historical or patriotic interest of value...”

The combination of Act 167 and Act 247 provides the constitutional authority and legislative framework for local governments to develop, adopt and implement historic preservation programs, in conjunction with a municipal comprehensive plan based on sound planning and legal principles. The legislative authority is provided, expert legal and planning advice is available, however; local governments must yet be sold on the necessity and benefits of historic preservation.

**Historic Preservation at the Local Level**

Two state laws provide the legal foundation for municipalities to adopt historic ordinances and regulatory measures.

1. **Act 247 - Pennsylvania Municipalities Planning Code (MPC):** In 2001, two new amendments to the MPC, Act 67 and 68 strengthened the ability of local government to provide for the protection of historic resources in their comprehensive plans, zoning ordinances and subdivision ordinances.

   *Multi-municipal Comprehensive Plans shall consider the conservation and enhancement of natural, scenic, historic and aesthetic resources in their municipalities [§1106 (a) (6)].*

   *Zoning ordinances may promote and preserve prime agricultural land, environmentally sensitive areas, and areas of historic significance. [§603 (C) (7)]*

   *Zoning ordinances are required to protect natural and historic resources [§603 (G) (2)].*

   *The governing body of each municipality may enact, amend and repeal provisions of a zoning ordinance in order to fix standards and conditions for traditional neighborhood development. In the case of either an outgrowth or extension of existing development or urban infill, a traditional neighborhood development designation may be either in the form of an overlay zone, or as an outright designation, whichever the municipality decides. Outgrowths or extensions of existing development may include development of a contiguous municipality. [Article VII-A §702 (1) (ii)].*

In Brecknock Township a Historic Overlay Zoning District could be considered for the areas around Bowmansville and Little Fivepointville due to the bunching of historic structures in those locations, or even over the entire Township as there are at least sixty-
three (63) selected buildings within Brecknock Township that could be determined as a historic resource. Unlike the protection offered through the establishment of an Act 167 Historic District, can include individual sites as well as clusters, as long as the resources are well documented and identified on an historic resources map. An historic overlay district could require new buildings to be similar in type and scale to those already existing. Setbacks should be consistent with the common building setback. Requirements to replicate the existing building line, and height and bulk could help to preserve the existing neighborhood character.

2. Act 167 - The Historic District Act (1961): Under this act townships and boroughs may create historic districts within their municipalities to protect the historic character through regulation of the erection, reconstruction, alteration, restoration, demolition or razing of buildings within the district. The Pennsylvania Historical and Museum Commission must certify districts, including a determination of eligibility for the National Register of Historic Places: Therefore historic districts established through Act 167 are afforded the same protection from federal projects associated with National Register Properties. Act 167 requires appointment of an historic architectural review board, or HARB, to advise the local governing body on the appropriateness of building activity in the district. Currently there are no certified historic districts in Brecknock Township. If one would be considered, the only two places in the Township where it may be considered would be in villages of Bowmansville and Little Fivepointville.
APPENDIX 4

GROWING GREENER WORKBOOK

MODEL COMPREHENSIVE PLAN LANGUAGE
DEscribing ORDINANCE IMPROVEMENTS
NEEDED TO IMPLEMENT CONSERVATION
PLANNING OBJECTIVES
Model Comprehensive Plan Language
Describing Ordinance Improvements
Needed to Implement Conservation Planning Objectives

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Describing Ordinance Improvements Needed to Implement Conservation Planning Objectives

A. ZONING ORDINANCE REFINEMENTS

In order to protect the community's existing open space network municipal officials should consider amending the zoning ordinance to include the following special techniques for "creative development":

1. "Menu" of Options Offering a Variety of Densities and Conservation Requirements

The first zoning technique discussed here provides landowners with a "menu" of options to encourage land-conserving subdivision designs, and to discourage land-consumptive layouts that needlessly divide all the acreage into suburban house lots and streets. In its most basic form, this "menu" of five choices consists of two low-density options, one "density-neutral" option, and two higher-density options.

The "density-neutral" option would yield the same number of lots attainable under the pre-existing zoning. To attain full density, developers would have to submit a "conservation design" in which lots are reduced in area in order to permanently conserve half the unconstrained land. Developers willing to leave a greater percentage of the unconstrained land as undivided open space would receive a density bonus through a second layout option.

To encourage landowners to consider creating rural "estates" or mini-farms (at one principal dwelling per 10 acres, for example), a "Country Properties" option is included. Several incentives are offered for those who choose this alternative, including special street standards for gravel-surfaced "country lanes", and the ability to add two accessory dwellings per lot (subject to certain size limits and design requirements for harmonizing with the rural landscape). Another low-density option of four-acre lots is provided for developers who feel that there is a strong local market for executive homes on large lots, but which are smaller than the 10-acre mini-estates.

The fifth, highest-density option would involve a significant density bonus, doubling the pre-existing yield to produce well-designed village layouts in a neo-traditional manner, including architectural standards for all new construction, tree-lined avenues, village greens, parks,
playgrounds, and broad perimeter greenbelts or conservancy areas in which mini-farms could be situated. (For additional details about this design option, please refer to #5 below.)

2. **Natural Features Conservation Standards**

The zoning technique known as *Natural Features Conservation Standards* typically excludes certain environmentally sensitive lands from development activities. Depending upon the fragility of the resource, restrictions can prohibit construction, grading, and even vegetative clearing (especially when steep slopes co-occur with highly erodible soils). "Net-outs", which subtract constrained land from the acreage on which building density is calculated, often accompany *Natural Features Conservation Standards* and effectively reduce the maximum allowable density when environmentally constrained lands occur. The percentage of constrained land which is subtracted typically varies according to the severity of the building limitation imposed by the site feature involved. This variation on *Natural Features Conservation Standards* is sometimes called "density zoning" or "performance zoning", described below.

3. **"Density Zoning"**

This approach, frequently referred to as "performance zoning", was first promoted actively in Bucks County during the early 1970s, and an excellent publication by that name is still available from the county planning department in Doylestown. Under "density zoning", the permitted intensity of development directly relates to the ability of the site to safely accommodate it. This tool provides municipalities with a highly defensible way to regulate building density, in contrast to conventional zoning which designates entire districts for a single uniform lot size. While the latter "blanket" approach is defensible at higher densities in serviced areas, this more finely-grained "performance" approach, which responds to the constraints present on individual parcels, is legally more sustainable in outlying areas where a community wishes to place stricter limits on new development for a variety of sound planning reasons. Courts which have rejected attempts to zone entire districts for two-, three-, or five-acre lots in Pennsylvania have upheld ordinances that place similarly restrictive density limitations on land that is steeply sloping, shallow to bedrock, or underlain by a seasonally high water table. (The definitive court decision on this issue is *Reimer vs. Upper Mt. Bethel Twp.*, 615 Atlantic Reporter, 2nd, 938-946.)

Under this approach, various "density factors" are applied to different kinds of land to objectively calculate the true area of unconstrained, buildable land within any given parcel. In that way, tracts of good flat, dry land would be eligible for full density, while other parcels of the same overall size but with fewer buildable acres would qualify for proportionately fewer dwellings. However, for more effective control over the location of house-sites and to limit the percentage of the development parcel that is converted from woodland, meadow, or farmland to suburban lawn, density zoning must be combined with other land-use techniques encouraging or requiring "conservation subdivision design", described under "Subdivision Ordinance Refinements", below.
"Landowner Compacts"

Although this approach is not currently prohibited, neither is it encouraged (or even mentioned in the zoning as an option for people to consider) in most communities. Simply put, a landowner compact is a voluntary agreement among two or more adjoining landowners to essentially dissolve their common, internal, lot lines, and to plan their separate but contiguous landholdings in an integrated, comprehensive manner. Areas for development and conservation could be located so that they would produce the greatest benefit, allowing development to be distributed in ways that would preserve the best parts of the combined properties. Taking a very simplified example, all the development that would ordinarily occur on two adjoining parcels could be grouped on the one containing the best soils or slopes, or having the least significant woodland or habitat, leaving the other one entirely undeveloped. Two landowners would share net proceeds proportionally, based upon the number of house lots each could have developed independently. The accompanying illustration shows how a "landowner compact" might occur on two hypothetical adjoining properties.

Figure 14-10. These sketches illustrate contrasting approaches to developing two adjoining parcels, each 30 acres in area. Parcel A contains very few site constraints and could easily be developed into the maximum number of lots permitted under local zoning: 18 lots. Parcel B contains some steep slopes, a pond, and a small wetland area, but could still be divided into 12 lots. However, much of parcel B is also covered with some rather special stands of trees, which would be completely unprotected under local regulations: mature hemlock groves around the pond, and numerous large beeches on the hillside. The landowner compact approach would allow the common boundary between the two parcels to be erased, so that an overall plan could be created for distributing house lots in a manner that would preserve all the important natural features on parcel B. The entire development of 30 homes could be located on parcel A, together with a natural park/buffer along the public road, and a ball field in one corner. Net proceeds would typically be divided in a proportional manner between the two owners, for example, 18/30ths (60 percent) for the owner of parcel A, and 12/30ths (40 percent) for the owner of parcel B.
5. **Traditional Neighborhood Model**

When it is deemed necessary or desirable to accommodate a diversity of housing sizes and types, including semi-detached and multi-family dwellings at a variety of price ranges, that development can best be handled through the creation of new neighborhoods designed along traditional lines, rather than as suburban-style 'Planned Residential Developments' with garden apartments and townhouse condominiums (where the central organizing principle typically appears to be the asphalt parking lots). Accordingly, the zoning ordinance should be amended so that higher-density development will be guided by detailed design and layout standards regarding lot size, setbacks, street alignment, streetscape design, on-street parking, the provision of interior open space as well as surrounding greenbelt areas, etc. Where appropriate, high density development should be allowed in a manner that reflects the best of traditional villages and small towns in the Commonwealth, such as Bellefonte in Centre County and Lititz in Lancaster County. (An excellent resource in preparing such zoning design standards can be found in *Crossroad, Hamlet Village, Town: Design Characteristics of Traditional Neighborhoods, Old and New*, by Randall Arendt, American Planning Association Planning Advisory Service Report, 1999.) Zoning standards for traditional neighborhoods should always include numerous illustrations including aerial perspectives, street cross-sections, building elevations, photographs, and streetscape perspectives, so that intending developers will know what the municipality expects before they prepare their proposals.

6. **Transfer of Development Rights (TDRs)**

Another technique that might ultimately help to conserve some of the Township’s undeveloped lands is known as the "transfer of development rights" (TDRs). Under this approach, a zoning ordinance amendment would authorize developers to purchase the rights to develop one parcel of land and to exercise those rights on another parcel within the township. Such an ordinance would determine the areas from which those rights may be "sent" and those which would "receive" them, either by designating special districts for such purposes or by establishing certain objective criteria to be met in each case.

When most rural lands are already zoned at suburban densities (one-half to two acres per dwelling), the number of potential units that would need to be accommodated within TDR 'receiving districts' becomes extremely high, unless only a small part of the rural area were to be protected in this manner. The experience of TDRs in several Pennsylvania townships is that the "sending districts" (to be preserved) should therefore be relatively modest in scale, so that they will not overwhelm the 'receiving districts' with more dwelling units than they could reasonably handle. For this reason, in areas zoned for suburban densities (e.g. 0.5 to 2.0 dwellings/acre), TDRs are inherently limited to playing only a partial role in conserving a community's undeveloped lands, and they should therefore be viewed as a tool mostly for use on an occasional basis. An exception to this general rule in Pennsylvania is Lancaster County, where numerous townships have -- with the political support of their Amish and Mennonite farmers -- down-zoned much of the agricultural land to base densities of 20 or more acres per dwelling. Once those local political decisions were made, it became relatively easy to draw...
"urban growth boundaries" around the remaining parts of those townships and to designate them as TDR "receiving areas".

In West Bradford Township, Chester County, the TDR technique was used successfully in 1997 to protect the scenic and historic Albertson-Yerkes farm at the edge of the historic village of Marshallton, from which the majority of development rights were transferred to a wooded tract several miles away. The success of this transaction was largely due to the general public consensus that preserving the scenic viewshed around Marshallton was extremely important to conserving the Township's rural character, and the broad support which existed among residents for employing this special technique to achieve that objective gave the Supervisors and Planning Commission the backing they needed to adopt this special procedure. Areas that are designated to receive the TDR development rights must be appropriate in terms of general location, accessibility, and public water/sewer service or soils suitable for community water and sewage treatment systems. To gain greater political acceptability at the local level, it is important that the TDR technique should be combined with detailed design standards to control the appearance of the areas designated to receive the additional development rights, so that they will resemble historic hamlets and villages with traditional streetscapes and neighborhood greens (as advocated in A.5 above), rather than higher-density groupings of attached housing arranged in a suburban manner around cul-de-sacs and large parking lots.

In West Vincent Township, also in Chester County, the Supervisors saw a large proposed golf course subdivision with its own new spray irrigation sewage treatment system as an incredible opportunity to save pristine farmland elsewhere in the municipality. By identifying that project site -- a lovely gentlemen's farm already targeted to be bulldozed and developed -- as a TDR "receiving area", West Vincent could, in effect, "turn lemons into lemonade". With conservation uppermost in their minds, officials strongly suggested that the applicant buy a large number of development rights from farmers in other parts of the Township previously identified as TDR "sending areas". In this way the developer could significantly increase the number of units over which it could spread its fixed costs (sewage system, golf course, etc.), while at the same time playing a very major role in conserving many acres of productive farmland elsewhere in the community, where rural preservation was much higher on the municipal agenda.

Common characteristics of these two examples are the outstanding vision and leadership shown by local officials who pro-actively led developers in new directions and had the courage to pursue this course amidst the inevitable objections of abutters in the "receiving areas". Another common thread is the laser-like focus of these officials on preserving certain well-defined, very special areas, for which there existed broad agreement and popular support. Where these two communities succeeded, others had previously failed, often because their TDR "sending area" boundaries had been drawn far too generously, encompassing considerably more acreage than could possibly be saved without creating new developments that would be much larger or denser than local residents could comfortably accept as the price of preserving land elsewhere in their township.
In other words, TDR policies should be pursued -- at least at first -- in a "baby step" fashion producing modest but solid successes, and avoiding large-scale "fantasyland" notions of preserving entire rural landscapes with a TDR "silver bullet". Better to register a respectable gain with a relatively small project than to experience an embarrassing defeat from an idealistic attempt to accomplish too much, too fast. Such was the sad case in Kennett Township, also in Chester County, where local officials tried to preserve 700 acres of farmland by compressing that many acres of development onto a 55-acre site. The tightly-packed model village plan they commissioned an urban design team to produce was vociferously rejected by large numbers of residents who judged the proposed layout containing hundreds of rowhouses, twins, and occasional single-family homes as more appropriate to Philadelphia than to their quiet rural community. Some residents suggested that the Supervisors turn their energies instead into actively promoting conservation subdivision design -- as exemplified in the successful "Ponds at Woodward" project which had preserved a 50-acre orchard and a 10-acre woodland, while not increasing overall density above the two-acre/dwelling standard in that district. A well-balanced approach would include both strategies, in addition to PDRs and landowner stewardship (such as easement donations to land trusts). Unfortunately, the political firestorm ignited by the Township's overly ambitious TDR/village initiative effectively killed any further interest in that approach in that community, at least in the foreseeable future.

Inter-municipal TDRs could alleviate problems typically associated with finding areas of the community where designation of higher-density "receiving areas" is politically acceptable, provided the Municipalities Planning Code were amended to authorize such transfers. However, transferring development rights between jurisdictions would require a much higher degree of cooperation and coordination than typically exists among local governments. Another consideration is that Pennsylvania communities cannot rely upon TDR provisions to meet their conservation objectives, as the MPC prohibits municipalities from mandating this technique.

7. Purchase of Development Rights (PDRs)

As with TDRs, this technique is inherently limited as an area-wide protection tool by suburban zoning densities, which create land values that are beyond the affordability range of most communities. However, PDRs (like TDRs) provide an excellent way for a municipality to conserve an entire parcel on an occasional basis, and for this reason they can become an important element in protecting individual properties of great local significance, from time to time. As with TDRs, PDRs can potentially play critical supporting roles to other techniques that hold more promise as a method for protecting the majority of unbuilt lands in the community, such as conservation subdivision design (see B.5 ). Their advantage is that they protect typically whole properties, while conservation subdivision design (CSD) protects 40-70 percent of each parcel. (However, CSD can protect interconnected networks of open space, while PDRs usually save isolated parcels.)
B. SUBDIVISION ORDINANCE REFINEMENTS

The subdivision and land development ordinance should be specifically amended to include the following six items:

1. **Existing Resources/Site Analysis Maps**

   Base maps showing fundamental site information (such as topography, and the boundaries of floodplains and wetlands) have long been required as part of the subdivision review process. In recent years several municipalities have substantially expanded the list of features to include many resources identified in their open space plans. The new kind of base map that has emerged from this evolution, sometimes called an *Existing Resources and Site Analysis Map*, identifies, locates, and describes noteworthy features to be designed around through sensitive subdivision layouts. These resources include many otherwise "buildable" areas such as certain vegetation features (including mature, undegraded woodlands, hedgerows and copses, trees larger than a certain caliper), farmland soils rated prime or of statewide importance, natural areas listed on the *Pennsylvania Natural Diversity Inventory (PNDI)* or which support flora or fauna that is known to be threatened or endangered, unique or special wildlife habitats, historic or cultural features (such as farmhouses, barns, springhouses, stone walls, cellarholes, Indian trails, and old country roads), unusual geologic formations, and scenic views into and out from the property.

   Even in conventional large-lot subdivisions a few of these natural and cultural features can occasionally be conserved through sensitive street alignment, and by drawing lot lines so that particularly large trees, for example, are located near lot boundaries and not where houses, driveways, or septic systems would be likely to be sited. However, flexible site design in which lot dimensions can be substantially reduced offers the greatest potential to conserve these special places within new subdivisions. It is recommended that this kind of approach be more strongly and effectively encouraged through updated zoning provisions (such as those which offer a combination of density bonuses for sensitive land-conserving layouts to encourage this conservation design approach -- and also density disincentives to discourage conventional land-consuming layouts).

2. **Pre-Sketch Conference and Site Visit**

   Subdivision applicants should be encouraged to meet with officials or their staff informally to discuss ideas for their properties prior to the submission of a Preliminary Plan, and to walk the land with the *Existing Resources/Site Analysis Map* in hand at this formative stage. As state law does not specifically authorize Sketch Plans, these steps should be included within the subdivision procedures section as optional but strongly recommended. Developers interested in expediting the review process will often take advantage of this option, as it helps everyone become better acquainted with the issues earlier in the process. Developers can obtain clearer insights into what local officials are looking for, in terms of conserving particular site features, or wanting to avoid (in terms of impacts) by walking the property with them early in the planning process and identifying the noteworthy features.

*Model Comprehensive Plan Language*
3. **Voluntary Sketch Plans**

*Sketch Plans* are simple and inexpensive drawings illustrating conceptual layouts of house lots, streets, and conservation areas. They should ideally be based upon the *Existing Resources/Site Analysis Map*, and comments received from local officials during the pre-sketch conference and on-site visit. As with that conference and visit, municipalities currently lack authority under state law to require that applicants submit Sketch Plans *per se*, because such a requirement would expand the subdivision process from a two-stage procedure (with 90 days each for the Preliminary and Final Plans) to one involving a third stage and additional time. However, some developers have found the sketch plan process to be time well spent, because it helps them to identify and address community concerns prior to spending large sums on detailed engineering typically required for so-called "Preliminary Plans" (where about 90% of the total engineering effort is often expended). The voluntary Sketch Plan helps all parties avoid the extremely common situation in which developers first pay to engineer expensive "Preliminary Plans" and then understandably refuse to modify their layouts in any substantial manner. The final nature of the highly-engineered Preliminary Plan, as the first document which local officials see, deeply flaws the subdivision review process by limiting dialogue and information exchange at the very point when it is most needed -- during those first crucial months when the overall layout should be examined and be open to modification.

4. **Two-Stage Preliminary Plans (Conceptual and Detailed)**

Many developers perceive sketch plans as adding to their time and costs (which is generally true only in the short run), and generally forego this opportunity to start the process with an informal sharing of ideas. To ensure that concepts are sketched out and discussed with local officials early in the process, before plans become heavily engineered and "hardened", it is highly recommended that subdivision ordinances be amended to split the 90-day review period authorized under state law for Preliminary Plans into two phases. Those applicants who decide *not* to submit voluntary sketch plans would be required to prepare a *Conceptual Preliminary Plan* during the first 30 days, and a *Detailed Preliminary Plan* during the following 60 days. The former would closely resemble the voluntary sketch plan in its requirements, while the latter would essentially encompass the requirements for the standard "Preliminary Plan". By the end of the first 30 days the Planning Commission or its staff must complete their informal but detailed review, specifying the kinds of modifications needed to bring the proposal into compliance with the applicable zoning and subdivision ordinance requirements. As with standard Preliminary Plan applications, in those instances where additional time is needed, a mutually-agreed extension should be signed by the applicant.

5. **Conservation Subdivision Design**

The term "conservation subdivision design" describes a relatively new breed of residential development where, in addition to wetlands, floodplains and steep slopes, the majority of
flat, dry and otherwise buildable land is protected from clearing, grading and construction by reducing lot sizes in order to achieve full-yield density. Conservation subdivision design offers the single most cost-effective way for municipalities to conserve their natural lands and the other significant resources identified in their Comprehensive Plans. It is seen as a potentially very useful tool for augmenting the land protection efforts possible through state and county funding programs, which are quite limited in scope. This design approach avoids the "taking" issue because developers can -- as of right -- achieve the full density allowed on their properties under the zoning ordinance, and because the land not converted to suburban house lots remains privately owned, typically by homeowner associations (although in some instances developers have preferred to donate those portions of their subdivisions to local land trusts).

Conservation subdivision design differs from "clustering" in three important ways. First, it sets much higher standards for the quantity, quality and configuration of the resulting open space. Where cluster ordinances typically require only 25 or 30 percent open space to be set aside, conservation subdivisions designate at least 40 (and usually 50 or more) percent of the land as permanent, undivided open space. Unlike most cluster provisions, this figure is based only on the acreage that is high, dry, flood-free, and not steeply sloped. In this way important farmland or woodland resources (including terrestrial habitat), and historic or cultural features can usually be included within the minimum required open space.

Second, municipalities can exercise greater influence on the design of new conservation subdivisions. Rather than leaving the outcome purely to chance, this flexible design approach can be strongly encouraged or even required where the Comprehensive Plan has identified the location of noteworthy resources. That encouragement could take the form of strong density disincentives to actively discourage land-consuming layouts of large lots, combined with density bonuses for land-conserving design exceeding the minimum 50% open space requirement. In certain overlay districts where the resources are critically important or particularly sensitive, the ordinance could simply require all plans to follow the principles of conservation subdivision design. Those principles are described below, in #6.

Third, the protected land is also configured so that it will, wherever practicable, contribute to creating an interconnected network of open space throughout the community, linking resource areas in adjoining subdivisions, and/or providing buffers between new development and pre-existing parklands, state forests, game lands, wildlife refuges, or land trust preserves.

6. Four-Step Approach to Designing Land-Conserving Subdivisions

The majority of subdivisions across the Commonwealth are prepared by civil engineers and land surveyors whose professional training and experience has typically not included a strong emphasis on conserving the wide range of natural and cultural features essential the successful design of this new kind of subdivision. Therefore, subdivision ordinances should be updated to explicitly describe the steps involved in designing conservation subdivisions. A
simple-four-step design approach has been devised by Natural Lands Trust as a way of clarifying the process for all parties involved, including the landowner, the developer, and local officials.

The sequence of these four steps is critical and reflects their relative importance, with the first and most significant one being the identification of conservation areas. These include both the unbuildable land (wet, floodprone, steep) which are classified as "Primary Conservation Areas", as well as noteworthy site features which would typically not be highlighted as elements to be designed around in conventional subdivisions. Among those "Secondary Conservation Areas" would be mature woodlands, hedgerows, large trees, prime farmland, natural meadows, upland habitats, historic buildings, geologic formations, and scenic views (particularly from public roads). In other words, this design approach seeks to conserve those special places that make each community a distinctive and attractive place and, in that regard, is a tool that is uniquely well-adapted to implementing both the letter and the spirit of the municipal open space plans. Identifying these conservation areas is a fairly easy task, once the Existing Resources/Site Analysis Map (described above) has been carefully prepared.

Once the primary and secondary conservation areas have been identified (which comprise the most critical step of the process), house sites are located to enjoy views of, and often direct access to, the protected open space—which enhances their desirability and value. Siting the homes in this manner provides developers with a strong marketing advantage, compared with layouts where homes are boxed in on all sides by other houselots. The third step, aligning streets and trails, is almost a matter of "connecting the dots" for vehicular and pedestrian access, while the fourth and final step of drawing in the lot lines typically involves little more than marking boundaries midway between house locations.

It is virtually impossible to design a truly bad subdivision when following this simple four-step approach. Conservation subdivision design and the four-step approach can be institutionalized in municipal ordinances, providing communities with a ready tool to help them implement their open space conservation objectives even when parcels cannot be protected in their entirety, through donations, purchases, or more sophisticated planning techniques such as TDRs.

(Note: In laying out hamlets, villages, and other forms of traditional neighborhoods such as TDR "receiving areas", Steps Two and Three are reversed, signifying the increased importance of streetscapes, terminal vistas, and public squares in such developments.)
APPENDIX 5

TRANSPORTATION IMPACT FEES
## SUMMARY OF THE STEPS ASSOCIATED WITH IMPLEMENTING A TRAFFIC IMPACT FEE ORDINANCE

<table>
<thead>
<tr>
<th>Task</th>
<th>Responsible Entity</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Establish Transportation Service Area and appoint advisory committee.</td>
<td>Governing Body</td>
</tr>
<tr>
<td><strong>Note:</strong> Committee must be at least 7 members, and can be the entire Planning Commission, with ad hoc members if necessary to meet the 40% builder/realtor requirement. Other than this, the committee cannot contain municipal officials or employees.</td>
<td></td>
</tr>
<tr>
<td><strong>Note:</strong> This allows for fees to start being collected and starts an 18 month clock, by which time the Ordinance must be adopted.</td>
<td></td>
</tr>
<tr>
<td>3. Committee oversees preparation of Land Use Assumptions plan, holds public hearing, forwards to Governing Body for adoption.</td>
<td>Impact Fee Advisory Committee</td>
</tr>
<tr>
<td>4. Committee oversees preparation of Roadway Sufficiency Analysis and forwards to Governing Body for approval.</td>
<td>Impact Fee Advisory Committee</td>
</tr>
<tr>
<td>5. Committee oversees preparation of Capital Improvements Plan, holds public hearing, forwards to Governing Body for approval.</td>
<td>Impact Fee Advisory Committee</td>
</tr>
<tr>
<td>6. Impact Fee Ordinance text developed and Ordinance adopted.</td>
<td>Governing Body</td>
</tr>
</tbody>
</table>
TRAFFIC IMPACT FEE ADVISORY COMMITTEE FUNCTIONS

• Develop Land Use Assumptions Report
  • Describe existing land uses
  • Project land use changes within the next 5 to 10 years
  • Project development densities and population growth rates
  • Submit to County Planning Commission for review
  • Hold public hearing
  • Forward to Governing Body for approval

• Develop Roadway Sufficiency Analysis
  • Identify intersections and/or roads that will be affected by development
  • Collect traffic data
  • Analyze existing conditions [Level of Service (LOS)]
  • Identify preferred LOS
  • Identify existing deficiencies and required improvements
  • Project conditions with “pass-through” trips
  • Identify deficiencies and required improvements
  • Project conditions with new development trips
  • Identify deficiencies and required improvements
  • Forward to Governing Body for approval

• Develop Capital Improvements Plan
  • Identify needed improvements and proportionate costs according to:
    • Needed for existing conditions
    • Needed to accommodate pass-through traffic
    • Needed to accommodate development generated traffic
  • Identify time frame for construction
  • Identify other funding sources (e.g., PennDOT, Federal funds)
  • Hold public hearing
  • Forward to Governing Body for approval
TRAFFIC IMPACT FEE BASICS

- Allows collecting dollars for “off site” roadway improvements from developers
- Will ultimately require matching PennDOT or municipal funds for improvements, based on the proportionate share of traffic
- Municipality sets study area, which may ultimately be broken up into one or more Transportation Service Areas (TSA); some of the study area can be eliminated
- Each TSA must be less than 7 square miles
- First step is to determine the study area and appoint an advisory committee
- Advisory committee to be at least 7 members with 40% representation of the builder/realtor community
  - Must be residents or those doing business in the municipality
  - Cannot be municipal officials or employees
- After committee appointed, study must be done within 18 months, but all development plans filed in that period are subject to the fee
- Background studies include
  - Land Use Assumptions
  - Roadway Sufficiency Analysis
  - Capital Improvements Plan
- Collected monies must be used within certain timeframe, set by Capital Improvements Plan
- Partial cost of the Roadway Sufficiency Analysis can be recouped through the collected fees
Adoption Process for Transportation Impact Fee Ordinance

1. Upon completion of the draft of Land Use Assumptions report, the Advisory Committee must forward copies to the County Planning Commission, the School District, and each of the adjoining municipalities. Each of these entities has a minimum of thirty (30) days to review the document and submit comments to the municipality.

2. At the conclusion of the review period, the Advisory Committee must conduct a hearing (advertised in compliance with MPC) to present the assumptions and receive comments from municipal residents and the general public. Comments received from the other review entities (those listed above) must be addressed at this hearing.

3. Following the public hearing, the Governing Body must pass a resolution that approves, approves with specific modifications, or disapproves the report. Unless the resolution disapproves the report, it must include a provision stating that the report is adopted as an official policy of the municipality.

4. Upon adoption of the Land Use Assumptions report, the Advisory Committee shall develop a Roadway Sufficiency Analysis to establish the existing level of infrastructure sufficiency and preferred levels of services within the Transportation Service Area (TSA) established by the Land Use Assumptions report. The Roadway Sufficiency Analysis must address every road where there is an anticipated need for improvements due to projected future development. Roads not addressed by the Roadway Sufficiency Analysis are deemed to be unaffected by future development; impact fees collected pursuant to this Analysis may only be spent to improve roads addressed in the Analysis.

5. At the completion of the Roadway Sufficiency Analysis, the Advisory Committee shall submit it to the Governing Body. The Governing Body must pass a resolution that approves, approves with specific modifications, or disapproves the Analysis. No public hearing or review by outside agencies is required at this stage, although the resolution must be presented and voted upon at a duly advertised public meeting, such as any regular Governing Body meeting.

6. Based upon the Land Use Assumptions report and the Roadway Sufficiency Analysis, the Advisory Committee shall identify specific capital projects for inclusion in the municipality’s Transportation Capital Improvements Plan for the Transportation Service Area. The plan must include a projected timetable and budget for the identified projects in addition to the other elements required by the MPC.

7. The completed draft of the Transportation Capital Improvements Plan must be made available for public inspection for a period of not less than ten (10) working days. Following this inspection period, the Advisory Committee must hold at least one (1) public hearing to present the Plan formally to the public and to receive comments from them. This hearing must be advertised as required by the MPC.

8. After the public hearing(s), the Governing Body may make revisions to the draft Plan that are consistent with comments received at the hearing(s). The Governing Body must then adopt the
Plan pursuant to municipal procedures.\(^1\) If the Plan proposes improvements to be funded at least in part by impact fees for Federal aid or state highways, the Plan must be approved by PennDOT and, if necessary, the U.S. Dept. of Transportation.

9. Once the Plan is adopted, the municipality may establish an Impact Fee Ordinance meeting the requirements of the MPC. The Ordinance must establish the boundaries of the Transportation Service Area and a fee schedule. The draft Ordinance must be available for public inspection for not less than ten (10) working days prior to the adoption date. The collection of fees may be retroactive for a period of up to eighteen (18) months prior to the date of enactment of the Ordinance.

\(^{1}\) The MPC specifically requires that the Land Use Assumptions report and the Roadway Sufficiency Analysis be approved and adopted by resolution. The MPC provisions addressing the adoption of the Transportation Capital Improvements Plan make no reference to the means of adoption.