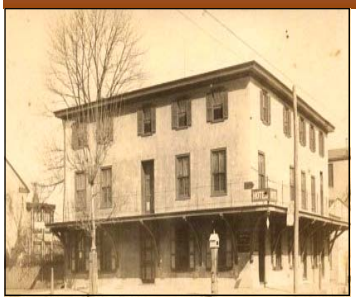
Langhorne Borough

Preserving the past, to enlighten the present, and provide for the future.



COMPREHENSIVE PLAN

Public Review Draft

June 4, 2014

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Part I

Vision and Framework for the Future

INTRODUCTION AND EARLY HISTORY OF BOROUGH

Chapter 1

A Comprehensive Plan is an official public document that provides a foundation for local planning by establishing policies to guide land use decisions in a community. It can help shape a municipality's future by guiding the formulation of zoning and land use ordinances and addressing housing location and densities, economic development, transportation improvements, the protection of natural and historic resources, the acquisition of open space and the provision of community resources. In Pennsylvania, municipalities are authorized to prepare Comprehensive Plans through the Municipalities Planning Code (MPC). With this authority comes the responsibility of complying with the MPC's provisions for plan content and with other guidelines for community development, which have been established by other laws and court decisions.

Langhorne's first and only Comprehensive Plan, the *Four Boroughs Regional Comprehensive Plan,* was prepared in 1975 in conjunction with the nearby boroughs of Langhorne Manor, Penndel, and Hulmeville. The joint plan provided guidance on local planning and zoning decisions for more than 35 years. During that time period, significant land use changes occurred in Langhorne Borough and the surrounding communities in southern Bucks County. Realizing the potential for continued change and progress within its borders and beyond, the Borough began the process of developing its own Comprehensive Plan with current information and updated land use policies. That effort resulted in this document, the *Langhorne Borough Comprehensive Plan [further reference to the Comprehensive Plan in this document will be noted as "this Plan."]*

This Plan sets forth policies aimed at addressing the physical, social, and economic development of the Borough. Through the assessment of existing conditions and local and regional development trends, this Plan determines how change is occurring and directs where and how future development and redevelopment should occur.

During preparation of this Plan, efforts were made to gather opinions from residents and business owners. Community surveys were distributed to residents and business

owners who were asked to offer their views on various topics related to land use and community development as well as their hopes for the Borough's future. A Town Hall Meeting that included an interactive workshop was also held to provide information regarding the development of this Plan, as well as to gain public input into the planning process. The *Langhorne Borough Comprehensive Plan* reflects that public input, as well as input from Langhorne officials and volunteers, including the Planning Core Group Committee, Planning Commission, and Council. Appendices A, B and C provide a summary of the survey results and Town Hall meeting responses.

Langhorne's Comprehensive Plan is divided into three parts with respective chapters, each addressing one or more of the required plan elements of Article III of the PA MPC.

The Comprehensive Plan as a Living Document

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

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

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

Early History of Langhorne

Located in southern Bucks County, the Borough of Langhorne is approximately one-half square mile in size. The Borough is surrounded almost entirely by Middletown Township except for a portion of its southern border which it shares with Langhorne Manor Borough. The Neshaminy Creek runs along the Borough's northern boundary, and separates the Borough from Northampton Township.

The Borough originated at the crossroads of two Lenni Lenape Indian paths in the 17th century. These paths later developed into major Bucks County transportation routes known as Maple Avenue (Route 213), which extends from Philadelphia to Trenton, and Bellevue Avenue (Route 413), which is part of Durham Road that extends from Bristol to Easton. The settlement was first known as Four Lanes End, then Richardson's Corner, and later as Attleborough from about 1737 to 1876. In 1876, two years after being incorporated, the name of the Borough was changed to Langhorne, after Jeremiah Langhorne, an early resident and former Chief Justice of the Pennsylvania Supreme Court.

Langhorne's development into a village can be traced to the settlement of Dutch and English colonists in the beginning of the eighteenth century. Early structures in town included a hotel, built circa 1704, and a general store that was originally part of the hotel but was later moved across the street to the Richardson House around 1738. Owned and operated by Joseph Richardson, the store became the first trading post between Bristol and the northern part of the county. Across from the Richardson House, the Hicks House was erected in 1763. This building housed a military hospital during the American Revolution, and according to available records, this and three other buildings in the Borough were the only military hospital in the northern Philadelphia area. Soldiers who died here were buried in a cemetery

Langhorne Hotel built 1704

located down the street. That cemetery is now preserved as the Revolutionary War Burial Site located at South Bellevue and Flowers Avenues.

R.E.O. bus Langhorne Transportation Co.

By the latter half of the 1700s and into the 1800s, Langhorne became a stop along stage coach routes going east-west between Philadelphia and Trenton, and north-south between Bristol and Easton, establishing it as an early transportation center. It was the only location in the county where travelers could transfer between the east-west route and the north-south route. As more settlers arrived in the late eighteenth and early nineteenth centuries, more small businesses and craftsman's shops began to locate in the village, primarily along Maple and Bellevue Avenues. By the 1830s, Langhorne contained a variety of businesses including a dry goods store, a silversmith, a cooper shop, and two coach-making establishments, making it known as a commercial center that supplied goods and services to village residents as well as to farmers in the surrounding area.

From the 1870s to the early 1900s, Langhorne began to transform into more of a suburban area as businessmen from Philadelphia began moving into the Borough. With the opening of the nearby Langhorne Rail Station on the Philadelphia and Bound Brook Railroad line in 1881 and the county's first trolley, the Newtown, Langhorne and Bristol Trolley Street Railway Company, in 1896, Langhorne's population grew rapidly. The Langhorne Improvement Company, established in 1888 by businessmen from the Philadelphia area, also drew additional residents to Langhorne and the surrounding region. Large homes were erected along South Bellevue and West Maple Avenues during this time period. This growth fostered the development of businesses such as a movie theater, an ice cream parlor, and offices for attorneys and real estate companies.

Langhorne Borough Hall

The Borough's continued growth also prompted the need for improved municipal facilities and in the early 1900s, a building housing the Borough's Town Hall and the Langhorne Fire House was constructed. Also in this time period, the first of The Woods Services, Inc. established a location in Langhorne. The school and residential facility, now known as Woods Services Inc., expanded facilities into

neighboring Middletown and Langhorne Manor to serve special needs of children and adults with intellectual and physical disabilities.

Subsequent decades saw the Borough continue to gain residents. New housing units consisting of bungalows, cape cods, ranch, split level, and twin homes were constructed throughout the Borough. Between 1950 and 1960, Langhorne's population grew by over 21 percent reaching 1,924 people. In 1951, the Penncrest development was constructed in the far northeast corner of the Borough extending into neighboring Middletown. This neighborhood was the first modern housing development in the Langhorne area. Increased development brought increased traffic and, in 1952, the Borough's first traffic light was installed at the intersection of Maple and Bellevue Avenues—the intersection formerly known as Four Lanes End. A year later in 1953, the Borough's first storm sewer system was installed.

While the need for goods and services was provided by local businesses that had developed primarily along Maple Avenue, the growing Borough could support additional retail uses. In 1968, the Borough's first shopping center, the Pine-Watson Plaza, was constructed, introducing a suburban commercial element to the historic Borough. The center housed a Shop 'N Bag supermarket along with smaller stores and had a parking lot that could accommodate 500 cars. Over the years this shopping center has undergone façade changes but still contains a variety of tenants which serve local patrons.

One of the more recent developments in Langhorne is the Attleboro Retirement Village, a life-care community constructed at the corner of E. Winchester Avenue and N. Pine Street, extending into Middletown Township. The facility contains more than 400 beds/units and provides for independent and assisted living as well as skilled nursing services to senior individuals.

Other development in the last few decades included County Club Lane (the only cul-de-sac road in the historic borough) and attached units on both Flowers and Watson Avenues. Infill development projects and conversion of large residential buildings to multifamily units and to nonresidential uses have also occurred. With few remaining

vacant tracts, future development will most likely focus on infill development of scattered vacant parcels and the redevelopment of underutilized properties. The Woods Services Inc.'s campus also contains large areas of open space which could accommodate future infill development.

COMMUNITY DEVELOPMENT GOALS AND OBJECTIVES

Chapter 2

About Our Community

Langhorne Borough is more than the sum of its distinctive physical parts. As important as it is to preserve and enhance historic buildings, residential neighborhoods, village streetscape, and parks and open spaces, it is equally important to foster the friendliness, community spirit, pride, and opportunities for interaction that are part of Borough life. In developing this Plan, the intention is to seek to retain the Borough's history, while channeling forces of change to shape the future in a socially compatible and sustainable manner.

Creating this Plan

The Borough actively encouraged involvement of its residents and business community in formulating this Plan. A Core Group Committee made up of representatives from Borough boards, residents and business owners appointed by the Borough Council to undertake the task of developing this Plan. Planning surveys were mailed to residents and business owners and two town hall meetings were held to promote community participation, garner public input and to engage interaction with public opinions. In addition to the required formal hearing, multiple public meetings were held. Findings from the public process indicate that Langhorne is special to those who live here. Residents have expressed their strong desire to retain the village scale, historic character, and walkability as the Borough addresses current and future land use issues (see appendices A, B and C).

A vision functioning as an overarching goal for the Borough has been derived from this community-wide participation. The Vision Statement that follows embraces the qualities deemed most important to residents and the community. The public surveys and meetings played a key role in shaping the goals and objectives, and

recommendations for implementing the components of this Plan to help achieve the overall community vision.

LANGHORNE BOROUGH VISION STATEMENT

Langhorne's sense of place will be sustained and enhanced in economically, environmentally and socially responsible ways. The qualities that make Langhorne a pleasant community will be protected and improved to meet the needs of the present without compromising the ability of future generations to meet their own needs. The qualities include the Borough's:

- **small-town atmosphere and village scale;**
- **history and architecture;**
- **walkability and accessibility to accommodate all people;**
- **connectivity and traffic flow;**
- **balance of residential, commercial, retail, service, office, and institutional/nonprofit services and land uses;**
- **charm and attractiveness of residential neighborhoods;**
- **parks, open spaces, and natural resources;**
- **energy conservation;**
- **friendliness, sense of community, and pride of residents; and,**
- **community activities and opportunities for social interaction.**

Goals and Objectives

This Plan identifies goals to establish and maintain a Sustainable Community. Langhorne Borough recognizes that a healthy environment, strong economy, and viable community social structure are not in conflict but are mutually dependent upon one another. The distribution and nature of land uses must maintain, restore or enhance the natural and historical character of the Borough.

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

have been established for the Borough are intended to help achieve the community's vision over time, and they will apply during the 10-year Comprehensive Plan term as provided by the *Pennsylvania Municipalities Planning Code*.

The goals and objectives that follow are organized by topic, but many are interrelated and will have impacts in multiple areas.

Land Use

Goal: Maintain a balance among residential, commercial, open spaces and institutional/nonprofit services and uses to encourage a sustainable community.

Objectives

- Provide for various land uses within neighborhoods that are consistent with the village scale, historic character and streetscapes of those neighborhoods.
- Provide for a scale and intensity of development within the Borough that is consistent with the capacity of its infrastructure.
- Retain areas of mixed residential and nonresidential land use in the town center.
- Encourage connectivity and walkability among uses and between neighborhoods.

Housing

Goal: Retain and enhance the character of existing residential neighborhoods.

Objectives

- Continue to provide for a variety of housing densities and unit types in appropriate areas that recognize the housing needs of all people.
- Ensure continued maintenance of the housing stock in physically sound condition.
- Encourage continued maintenance of the housing stock in a manner consistent with the architectural styles, scale, and historic character of the Borough.
- Encourage continued diversity of tenure type—both owner-occupied and rental housing.
- Encourage dwelling units in combination with businesses as mixed use development in the town center.

Economic Development

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

Objectives

- Encourage a diversified tax base, while remaining a predominantly residential community.
- Foster a balance among retail, personal service, office, food service, mixed residential and institutional uses in the town center.
- Foster a balance between businesses oriented to the day-to-day needs of residents and those oriented to serving a more regional clientele.
- Promote pedestrian-friendly businesses in the town center by locating retail uses on street level.
- Maintain, enhance and market the town center as a destination for residents and visitors.
- Promote the connectivity of the town center for pedestrians, including amenities such as benches, bike racks, signage and other public features.
- Encourage convenient on and off-street parking, including shared parking arrangements.
- Establish public/private partnerships for revitalization opportunities, especially for redevelopment of the commercial uses on Pine Street, located outside the historic district.

Park, Open Space and Natural Resources

Goal: Preserve and enhance "green infrastructure."[1]

Objectives

- Protect open spaces and natural resources in the Borough through acquisition and conservation easements for future generations to enjoy.

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

- Maintain and improve park and recreation facilities within the Borough.
- Encourage planting, maintenance, and preservation of trees on public and private property and along stream corridors.
- Promote the connectivity of greenspace and public access to it, including amenities such as benches, bike racks, signage and other public features, both within the Borough and to other nearby destinations in surrounding communities.
- Incorporate sustainability measures into public policy and planning practice.

Historic Resources

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

Objectives

- Protect the integrity of the Historic District.
- Promote the historic and cultural attributes of the Borough.
- Ensure that public improvements and amenities are compatible with historic context.
- Ensure energy conservation measures or devices are placed in a manner to protect the historic integrity of structures and the historic landscape.

Transportation and Circulation

Goal: Enhance connectivity and traffic flow throughout the Borough including vehicular, pedestrian, and bicycle mobility.

Objectives

- Maintain and improve the street system, as warranted, in a manner that will add to the safety and livability of Borough neighborhood streets.
- Promote a balance among the community's parking needs, local traffic flow, through-traffic needs, and emergency vehicle access.

- Encourage improvement of the safety and accessibility of pedestrian and bicycle circulation systems within the Borough and with other destinations in nearby communities.
- Support access to, and expansion of the regional public transportation system.

Community Services and Facilities

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

Objectives

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

Regional Considerations

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

Objectives

- Work with surrounding and regional planning agencies to find areas of mutual interest and efficiencies of scale.
- Leverage federal, state and county opportunities to create and enhance local and regional partnerships to provide community services and amenities.

Planning

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

Objective

- Develop and carry out a process for executing, updating, and evaluating this Plan.

COMMUNITY PROFILE AND BACKGROUND

Chapter 3

Regional Setting

Langhorne Borough is situated in lower Bucks County, Pennsylvania, surrounded by Middletown Township and shares its southern border with Langhorne Manor Borough. To the north, the Neshaminy Creek separates Langhorne from Northampton Township.

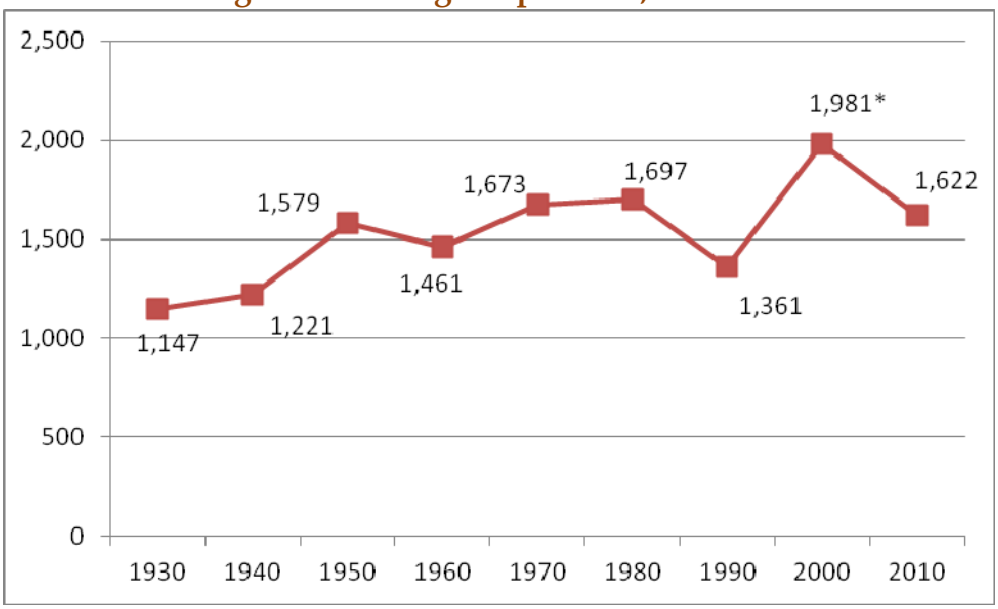
Comprising of only about one-half square mile in size, Langhorne is subject to broader-based development, population and economic trends, particularly those emanating from Middletown Township. Growth in the Langhorne area has been spurred by its accessibility to transportation facilities and employment. Interstate Route 95 and U.S. Route 1 traverse the area and it is served by regional rail and bus transit, providing convenient access to employment centers in Bucks and Montgomery counties, Philadelphia, New Jersey, and even New York City.

Population

According to 2010 U.S. Census data, there were 1,622 people residing in the half-square-mile Borough. This constitutes a 13.4 percent increase in population between 2000 and 2010, with the addition of 192 more people to the Borough.[2] Langhorne's population has increased by more than 40 percent since 1930, and similar to many Bucks County boroughs, its population fluctuated during this period due to changing economic trends, but over time continued to steadily increase. The steady population growth can be attributed in part to the amount of land that was available for new housing construction, its small town quaintness, historic attributes, and proximity to employment centers. Figure 1. shows changes in population for Langhorne.

[2] For the purposes of this plan, the 2000 population was adjusted based on an evaluation of the enumeration conducted by the U.S. Census Bureau for the 2000 Census – see Appendix D of this plan.

Figure 1.
Langhorne Borough Population, 1930 – 2010



*Source: U.S. Census 1930-2010**

*The 2000 U.S. Census population data for this Plan has been adjusted based on enumeration issues – see note for Table 1 below and Appendix D for more details on the adjustment.

The municipalities surrounding Langhorne show a mixed pattern of population change between 1990 and 2010. The townships showed a steady rise in population, mainly due to available land area for housing development. Significant increases in population were seen in Langhorne Manor Borough due to the construction of student housing for Cairn University (formerly Philadelphia Biblical University). Langhorne Borough also had steady increases in population due to infill residential development and the construction of Attleboro Retirement Village, a life-care community. However, Langhorne and the nearby boroughs are nearly built out and therefore, significant increases in population are not anticipated. Demographic trends have been seen over the past few decades which affect population. These include smaller families and aging population resulting in a decreased household size.

Table 1. illustrates the comparative dimensions of growth in the region including Langhorne, surrounding Middletown and Northampton Townships, nearby Boroughs, and the County.

Table 1.
Population in Langhorne, nearby municipalities, and Bucks County, 1990, 2000, 2010

Municipality	1990 Population	2000 Population	% Change	2010 Population	% Change
Langhorne Borough	1,361	1,430*	5.0%	1,622	13.4%
Langhorne Manor Borough	807	1,328*	64.5%	1,442	8.5%
Penndel Borough	2,703	2,420	-14.2%	2,328	-3.8%
Hulmeville Borough	916	893	-2.5%	1,003	12.3%
Newtown Borough	2,565	2,312	-9.8%	2,248	-2.8%
Middletown Township	43,063	43,740*	1.5%	45,436	3.8%
Northampton Township	35,406	39,384	11.2%	39,726	0.9%
Bucks County	**541,224**	**597,635**	**10.4%**	**625,249**	**4.6%**

Source: U.S. Census, 1990, 2000, 2010 and Bucks County Planning Commission population analysis

*According to the U.S. Census, the official 2000 population figures are as follows:
Langhorne Borough: 1,981
Langhorne Manor: 927
Middletown Township: 45,436

POPULATION ADJUSTMENT SUMMARY FOR 2000

The 2000 U.S. Census population data used for this Plan has been adjusted by the BCPC for Langhorne and Langhorne Manor boroughs, and Middletown Township. The adjustments are due to a geocoding error or significant discrepancies found in census block level data and underlying existing land uses. An analysis was not undertaken for Penndel and Hulmeville Boroughs, or for the entire Township of Middletown, but rather only that portion located adjacent to Langhorne Manor Borough.

Previous publications indicate that Langhorne Borough believed that the 1990 population was undercounted due to group home residents at Woods Services, Inc. being included in population figures for Middletown Township. The BCPC was not able to obtain census block level detail for 1990 to confirm or dispute this assumption. See Appendix D for the complete analysis regarding the adjustments made to the 2000 population figures.

Households

The number of households[3] in the Borough totaled 649 in 2010 which is a 17.5 percent increase from the 552 households counted in 2000. About 20 percent of Langhorne households had at least one child under age 18. Almost 33 percent of the households

[3] A household is one or more persons occupying a housing unit. The occupants may be related, or not. A family household consists of two or more individuals related by marriage, birth, or adoption.

had at least one member age 65 or older. The corresponding numbers for Bucks County in 2010 were 33.5 percent and 27.3 percent. Table 2 lists characteristics of Borough households.

Table 2.
Characteristics of Langhorne Households, 2000 and 2010

Characteristic	2000	2010
Number of Households	552	649
Average Household Size	2.40	2.21
Average Family Size	3.07	3.01
Family Household	339	351
Married Couple Families	262	269
Nonfamily Households	213	298
Householders Living Alone	175	257

Source: U.S. Census, 2000, 2010

Non-family households, which are made up of non-related persons, constitute 298 households in the Borough (45.9 percent of all households). Of these households, 257 (39.6 percent) are living alone and 120 (18.5 percent) are over 65 years of age. The number of householders living alone increased almost 47 percent between 2000 and 2010. This can be attributed in part to the construction of Attleboro Retirement Village.

The average family size and household size in Langhorne have also changed. The average family size was 3.01 in 2010, down slightly from 3.07 in 2000. The average household size has declined from 2.40 in 2000 to 2.21 in 2010. The Borough average household size is smaller than the County's which were 2.63 persons per household in 2010. Household size has been declining nationwide in recent years due to a number of factors: later family formation, declining birth rates, rising divorce rates and more people living alone.

Population Characteristics

Following regional and national trends, the Borough's population has been aging, and this trend can be expected to continue. The median age in the Borough has been climbing steadily upward, rising from 34.5 years in 2000 to 41.3 years of age in 2010. This is slightly lower than the median age in Bucks County, which was 42 years of age in 2010. As Langhorne's population continues to age, the demand for specialized services in the Borough's may heighten, including the need for transportation, emergency aid and social interaction.

In 2010, adults in the 35-to-54 age bracket formed the largest segment of the Borough's population, at 28.2 percent. This is followed by individuals between the ages of 18 and 34 years, who represent 23.5 percent of the population, and children under age 18 who accounted for 18.8 percent of the Borough's population. Adults between the ages of 55 and 64 represented 12.8 percent of the population, while seniors age 65 and up accounted for 16.7 percent of the population. Table 3. below provides breakdowns of various age groups.

Table 3.
Age Distribution in Langhorne, 2010

Age	Number	Percent
Under 5 years	85	5.1%
5-17 years	222	13.7%
18-34 years	381	23.5%
35-54 years	457	28.2%
55-64 years	207	12.8%
65-74 years	100	6.2%
75 years and over	170	10.5%
TOTAL	**1,622**	**100%**

Source: U.S. Census, 2010

Race, Ethnicity and Gender

The population of Langhorne was mostly white and native-born as of the 2010 census. The share of white residents was 87.7 percent and native-born residents numbered 98.3 percent. The population was 50.8 percent female and 49.2 percent male.

The largest single minority racial group was Black or African-Americans which represented 8 percent of the population. Individuals of Hispanic or Latino races represented 2.3 percent of the population, and Asians represented 1.5 percent of the population. The ancestry indicated most often was German (18.3 percent), Irish (17.3 percent), English (11.9 percent), and Italian (8.5 percent).

Social and Economic Characteristics

According to the 2006-2010 American Community Survey (ACS)[4] Borough residents had incomes and levels of educational attainment higher than that of the county as a

[4] The American Community Survey (ACS) is conducted every year to provide up-to-date information about the social and economic needs of a community. It assesses data no longer collected in the decennial census. The ACS estimates are evaluated on 1-year, 3-year, and 5 year increments.

whole. In 2010, the median Langhorne household income was $93,393. The median income for Bucks County was $74,828. Almost 97 percent of Borough residents over age 25 were high school graduates, and 41.5 percent held a bachelor's degree or higher. The educational attainment rate for Bucks was 91.9 percent of residents having earned a high school diploma with 34.5 percent having a bachelor's degree or higher.

According to the 2006-2010 ACS, only 2.5 percent of the Borough labor force (population over age 16) was unemployed in 2010, representing one of the lowest unemployment rates of all Bucks County municipalities. Much of the labor force was employed in white-collar occupations, with 49 percent employed in management, business, science and arts occupations and 28.1 percent in sales and office occupations. The industries that employed the Borough labor force were primarily related to educational services, health care and social services (28.1 percent), professional, scientific, and management (12.6 percent), manufacturing (9.8 percent), and finance, insurance, and real estate (8.9 percent).

Projected Population

Population projections are useful in helping a municipality plan for future needs, such as park and recreation facilities, emergency services, and senior services. Forecasts prepared by Delaware Valley Regional Planning Commission (DVRPC) in 2012 suggest a minimal increase in Borough population in the future. The DVRPC forecasts for Bucks County municipalities are based on 20-year projections with input by the Bucks County Planning Commission (BCPC). The BCPC uses demographic trends and land use patterns of each municipality to analyze potential population for the years 2020 and 2030. DVRPC extended the projection to 2040 and developed interim forecasts for 2015, 2025, and 2035. Table 4. shows population forecasts for Langhorne Borough extending over the 15-year period between 2010 and 2025 for future planning purposes.

Table 4.
Population Forecasts for Langhorne

Year	Population
2010	1,622
2015	1,621
2020	1,620
2025	1,630

Source: Bucks County Planning Commission, Delaware Valley Regional Planning Commission

These forecasts indicate a small increase of 10 people residing in the Borough by 2025, or half a percent increase for the 15-year period between 2010 and 2025. DVRPC forecasts for most nearby communities indicate that the region is expected to experience some growth in the future. While Langhorne Manor is projected to have a slightly lower population over the 15-year period (a decrease of 0.5 percent), the other nearby boroughs are all projected to see increases ranging from 3.8 percent to 8.1 percent. The surrounding suburban townships (Northampton and Middletown) are projected to have population increases of 5.2 and 7.6 percents, respectively. The population projections for Langhorne and other nearby communities are shown in Table 5. below.

Table 5.
Population Projections for Langhorne Borough and Nearby Communities

Municipality	2010	2025	% Change
Langhorne Borough	1,622	1,630	0.5
Hulmeville Borough	1,003	1,085	8.1
Langhorne Manor Borough	1,442	1,435	-0.5
Newtown Borough	2,248	2,335	3.8
Penndel Borough	2,328	2,455	5.4
Middletown Township	45,436	48,920	7.6
Northampton Township	39,726	41,800	5.2

Source: Bucks County Planning Commission, DVRPC

Housing and Residential Neighborhoods

Perceptions of the quality of life in a community are often directly related to the everyday experiences in neighborhoods. Quality neighborhoods are safe, adequately served by public facilities and linked to the rest of the community by sidewalks or pathways. A community that meets the needs of a diverse population throughout all stages of life with housing choices is ideal. Langhorne contains a variety of housing types and choices which lends itself towards meeting both present and future housing needs of all people. Residential uses extend across the municipal border into Langhorne Manor and Middletown Township forming cohesive neighborhoods with similar housing types and lot sizes. Sidewalks are located throughout much of Langhorne and connect into Langhorne Manor along Station Avenue; however, U.S. Route 1 creates an impediment for pedestrian crossing. As one enters Middletown, sidewalks tend to end shortly just beyond Langhorne, making it difficult to access nearby destinations.

Housing Characteristics

According to the 2010 U.S. Census data, Langhorne contained 677 dwelling units in 2010, a modest 4.3 percent increase over the 2000 housing total of 649 dwelling units. The 2006-2010 ACS is used to examine specific housing characteristics not available from the decennial census. While the number of total dwelling units indicated in the 2006-2010 ACS information is somewhat different than that indicated in the 2010 U.S. Census, ACS percentages of dwelling unit type can be applied to the 2010 Census figures to gain an understanding of the diversity of the Borough's housing stock.

While single-family detached dwellings predominate, other residential unit types are located throughout the Borough. According to 2006-2010 ACS figures, in 2010, single-family detached housing accounted for more than 52 percent of the housing stock, multifamily units which contain three or more dwelling units accounted for slightly less than 22 percent, attached single-family townhouses accounted for almost 16 percent and, 2-unit dwellings, which consist of twin and duplex units, accounted for 9.6 percent. Table 6. below details unit characteristics in the Borough by type based on 2006-2010 American Community Survey 5-Year Estimates since census data was collected for housing types in the 2010 count.

Table 6.
Housing Units by Type in Langhorne Borough

Housing Type	Number of Units	Percent
Single-family detached	355	52.4%
Single-family attached (townhouse or condominium)	106	15.7%
2 unit building (multi-family or apartments)	65	9.6%
3 or 4 units	60	8.9%
5 to 9 units	37	5.5%
10 or more units	51	7.5%
Mobile home	3	0.4%
TOTAL	**677**	**100.0%**

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

Many of the multifamily units or apartments in the Borough are located in Attleboro Retirement Village, above businesses on West Maple Avenue, or in large historic homes that have been converted to multifamily housing. Some units also contain housing for Woods Services, Inc.'s residents. The overall mix of housing types contributes to the

diversity of the Borough's population and is typical of what is found in many borough settings throughout Bucks County.

The 2010 U.S. Census indicates that nearly 57 percent of occupied housing units in the Borough were owner-occupied, while housing occupied by renters accounted for slightly more than 43 percent. Table 7. below lists figures on housing tenure type and value for Langhorne, selected nearby communities, and Bucks County.

Table 7.
Rental and Owner-Occupied Housing in Langhorne Borough, Selected Municipalities and Bucks County (2010)

	Rental Housing Units			Owner-Occupied Housing Units		
Municipality	Number	Percent	*Median Rent	Number	Percent	*Median Value
Langhorne Borough	280	43.1%	$928	369	56.9%	$340,100
Langhorne Manor Borough	46	14.6%	$944	269	85.4%	$348,300
Newtown Borough	318	33.0%	$1,060	647	67.0%	$489,600
Penndel Borough	425	46.7%	$852	485	53.3%	$275,000
Yardley Borough	340	29.7%	$1,032	803	70.3%	$332,700
Middletown Township	4,072	24.4%	$1,139	12,646	75.6%	$316,700
Bucks County	53,836	22.9%	$1,059	181,013	77.1%	$319,600

*Source: U.S. Census (2010) and *2006-2010 American Community Survey 5-Year Estimates (Median Rents and Median Value)*[5]

Langhorne contains many older homes which contribute to the historic character of the town. According to the 2006-2010 ACS, almost half (49.1 percent) of the Borough's dwellings were built before 1940, with about 70 percent built before 1960. Many of the early homes constructed in the Borough still remain, with the dwellings located close to one another in a traditional village pattern.

The cost of housing in Langhorne reflects a number of factors, including diverse housing stock, convenient access to major transportation routes and facilities, proximity to regional employment centers, the desirable historic character of the community and

[5] *Note:* Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables. The median gross rent excludes no cash renters.

its school system and the area's housing market. The 2006-2010 ACS indicates that the median value of owner-occupied housing in 2010 was $340,100. The median rent was $928 per month in 2010.

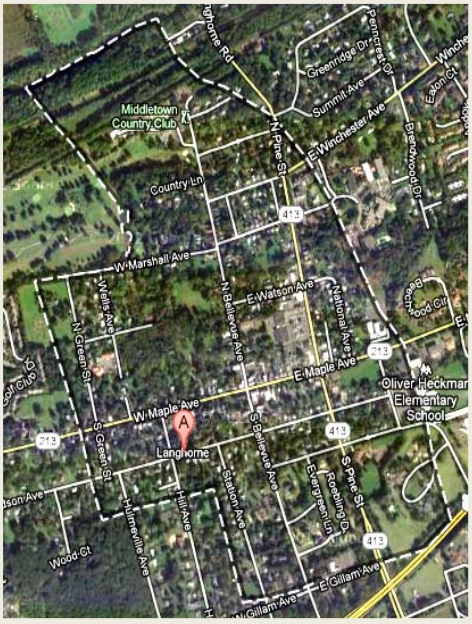
Projected Housing

Langhorne Borough is nearly completely developed, with little available vacant land to accommodate new construction is limited. Most of the open land that does exist in the Borough is associated with public and institutional/nonprofit uses (i.e., parkland, place of worship, library, utility, etc.) or contains a conservation easement. Recent population estimates suggest that the Borough is experiencing slower growth as it approaches full build-out. Housing projections have been developed using the DVRPC population projections and Langhorne's 2010 average household size. The projected increase in population of 10 persons (from 2010 to 2025) is converted into a projected need for housing units. Using the actual 2010 average household size of 2.21 persons, only five additional dwelling units would be needed to accommodate the projected population increases to the year 2025. Current zoning regulations applicable to the few remaining undeveloped lands, as well as provisions allowing conversions and accessory units, should be able to easily accommodate such a small number in a variety of dwelling unit types.

LAND USE AND DEVELOPMENT TRENDS

Chapter 4

Langhorne Borough comprises 324 acres with 322 acres of land area (0.5 sq. mi.) and 2 acres covered by water. Water area includes Neshaminy Creek, Catawissa Creek and two ponds on the golf course property. Public roads laid out mainly in a traditional grid system, cover about 28 acres (8.7%) of the Borough. Most of the historic Borough is developed, with less than one percent remaining vacant. The vacant land does not include parcels used as parks or those that contain development restrictions, but rather several small undeveloped parcels and a larger wooded parcel associated with Attleboro Retirement Village.



Map 1., Existing Land Use, provides a snapshot of the various land uses in the Borough and Table 8. below provides a breakdown of the Borough's land uses. Land use was based on the Bucks County Board of Assessment records and information provided by the Borough. The acreages and percentages of various land use categories were obtained using computer calculations generated through the County's GIS (Geographic Information System). A detailed description of land use classification can be found in Appendix E.

Table 8.
Langhorne Borough Land Use Characteristics (2012)

Land Use	Acreage	Percentage
Single Family	141.4	43.9
Multifamily	10.2	3.2
Commercial	21.3	6.6
Government/Institutional/Nonprofit	55.3	17.2
Park, Recreation & Open Space	37.5	11.6
Transportation & Utilities	53.5	16.6
Vacant	2.8	0.9
TOTAL	**322.0**	**100.0**

Residential

In terms of land area, residential is the predominant land use in Langhorne covering more than 150 acres and comprising about half (47 percent) of the Borough. Residential land uses include single-family units (detached and attached) as well as multifamily units. Of the two residential land use categories, single-family accounts for just over 140 acres or 44 percent and multifamily accounts for about 10 acres, or 3 percent. Accessory apartment units located in predominately commercial buildings are not included in this acreage, nor are housing units associated with Woods Services, Inc. or Attleboro Retirement Village.

Multifamily land use, which includes properties with three or more attached dwelling units, are generally scattered throughout the Borough with the greatest concentration in and around the center of the Borough. Many multifamily units are contained in large historic homes that were converted to accommodate changing demographics over the past decades, such as smaller family size. These units provide rental housing opportunities for single people and young couples who may not otherwise be able to purchase a home. A niche market also exists for renovating and upgrading historic homes as single-family use. These types of reverse conversions are encouraged and acceptable in the Borough.

Commercial

Typical of main streets in many small towns, some buildings contain a mixture of uses, such as a store or restaurant on the first floor with accessory apartment units located above or to the rear. For the purpose of land use calculations, parcels containing such mixed use are classified as commercial.

Commercial land area and uses make up 21 acres, just over 6 percent of the Borough's land area. Commercial uses, mostly of an office, food, or service-related nature, are concentrated in the historic district, extending along Maple and Bellevue Avenues, also

known as the Town Center. Vehicular-oriented businesses are located along Pine Street including the Pine-Watson Shopping Center, the largest commercial site in the Borough. Other commercial uses along Pine Street include two gas stations, a bank, convenience store, restaurant and other service-related and office uses. Several businesses also are located in residential neighborhoods. These nonconforming uses precede zoning, and consist mainly of automotive repair and contractors' shops.

Government, Institutional and Nonprofits

Governmental, institutional and nonprofit uses (excluding railroad and utility property) comprise approximately 55 acres, constituting about 17 percent of the Borough. Woods Services, Inc. facilities, located mainly in the southeast portion of the Borough make up the majority of land area in this category. Other uses include religious institutions, cemeteries, Attleboro Retirement Village, American Legion, Oliver Heckman Elementary School, Pennwood Branch of the Bucks County Free Library, and governmental facilities including the Borough Hall and fire station.

Except for Attleboro Retirement Village, the land uses in this category are institutions or nonprofits that are tax exempt. However, other land use categories (e.g., Transportation & Utilities and Parks, Recreation & Open Space Areas) contain uses that are tax exempt. Overall, about 93 acres (29%) in the Borough contain uses that are tax exempt. Map 3. shows the location of these parcels.

Park, Recreation and Open Space Areas

Parks and open spaces offer important green spaces, recreational opportunities, and in some cases secondary linkage through trail access in the otherwise densely settled Borough. Approximately 37 acres of park, recreation, and open space land exists in the Borough. These areas include recreation facilities associated with the Middletown County Club (portion of golf course, clubhouse and swimming pool), the elementary school

Revolutionary War burial site located on South Bellevue Avenue

(soccer fields) and Mayor's Playground. Other preserved community park land includes Langhorne Heritage Farm, Catawissa Nature Preserve, and the Revolutionary War Burial Site pocket park.

Open space land containing conservation easements are also included in this category. These include the Keen tract fronting on W. Marshall Avenue, and the rear portion of the privately-owned Manzo tract (TMP #18-4-78-2) on North Pine Street. A conservation easement was also placed on the viewshed of the Orthodox Meeting House; however, the property is classified as Single-Family due to the existing dwelling on the property.

Transportation and Utilities

This land use category includes roadways, utility installations, utility right-of-ways, and the railroad property. Transportation and Utilities cover approximately 54 acres, or about 16 percent of the Borough's land area. Excluding public road area, about 25 acres is dedicated to these uses. Much of the land associated with the utilities is undeveloped and covered by woodland vegetation, steep slopes and floodplain. Although expansion and/or further development could occur on the properties associated with the utilities, it is unlikely due to access and environmental constraints.

Vacant Land

At less than 3 acres, land classified as vacant only accounts for about one percent of the Borough. The largest vacant parcel in the Borough is a parcel associated with Attleboro Retirement Village which is covered by woodlands and was considered part of the land development plan for the retirement community. Other vacant properties include several small scattered parcels located throughout the Borough. There are also several properties that contain vacant buildings, however, since these most likely will be occupied in the future, they are not considered vacant land for the purpose of calculating land use. Likewise, open land associated with another use on the same parcel is not considered to be vacant.

Consistency with Zoning

The Borough's zoning map generally mirrors existing land use conditions. The existing zoning districts are indicated on Map 2. A few properties in the Borough are

nonconforming with the underlying zoning district in terms of existing use, lot size, and setbacks. The following provides a brief description of the Borough's zoning districts along with a general analysis of consistency between zoning and existing land use, and discussion on the historic overlay and areas of potential future development.

Residential Districts

The Borough has three residential zoning districts: R-1 and R-2 Residential, and RC Retirement Community. The R-1 District is located along Station Avenue adjacent to Langhorne Manor, along Wells Avenue and encompassing the northern section of the Borough in the vicinity of Summit and E. Winchester Avenues between N. Bellevue Avenue and N. Pine Street. The purpose of the R-1 District is to retain the character of the existing single-family residential areas; maintain a low density lot size of 15,000 square feet; and encourage the preservation of open space. In addition to single-family detached units, the R-1 District permits country clubs/golf course, group care facilities, and open recreation uses. Apartment & residential conversion to apartments and bed & breakfast inns are also permitted by special exception approval. Based on the underlying land uses existing in the R-1 districts and the lack of vacant land area, there appear to be little, if any, opportunities to accommodate new development.

The R-2 District encompasses the remaining residential neighborhoods in the Borough located outside the Commercial District (Town Center). The purpose of the R-2 District is to retain the character of existing single-family residential areas; maintain a medium density lot size of 10,000 square feet; and encourage the preservation of open space. In addition to allowing single-family detached units on a minimum lot area of 10,000 square feet, the R-2 District permits duplex units on a minimum lot area of 12,000 square feet with a maximum density of 5 units per acre, single-family cluster and performance standard subdivisions on a minimum 5 acre tract, preservation development, group care facility, bed & breakfast inns and religious uses. Apartment & residential conversion to apartments are also permitted by special exception approval.

In the R-2 district, there are several vacant parcels, the largest being TMP #18-4-88, the wooded parcel located adjacent to parking facilities associated with the Attleboro Retirement Village at the assisted living community. This 1.52 acre vacant parcel is located entirely within Langhorne Borough and owned by Attleboro Associates Ltd. Attleboro also owns adjacent TMP #22-21-49-1 in Middletown Township which contains the nursing home facilities. It does not appear the parcel in Langhorne contains a

restrictive easement; however, notes on the final plan for the Attleboro development indicate that this land has been set aside for future parking, if needed. Given the existing natural features on the parcel (woodlands) as well as the lack of public road frontage and access, the potential to develop this lot appear to be limited, particularly under the R-2 district and natural resource protection zoning standards.

There appears to be limited ability in the R-2 district for additional infill development on vacant lots, as well as the potential for conversions. Important issues to consider regarding any new or redevelopment of lots include compatibility with the layout and design features of the ajoining residences, assurances that sufficient parking is provided and that necessary maintenance to building interiors and exteriors is completed. The presence of natural resources, cost of required improvements to accommodate a few lots and the layout of existing features on some of the larger residential lots that remain in the district will also limit the ability for additonal development.

RC Retirement Community

The RC Retirement Community District encompasses Attleboro Retirement Village, which extends into Middletown Township. The purpose of the RC district is to provide housing, care, and treatment for people suffering from physical and mental limitations due to age or health, because of these reasons must live or reside in a supervised environment. The RC district permits single-family detached units, group care facilities, medical center, and open recreation uses on a minimum lot area of 2 acres with 30 percent open space. A maximum impervious surface ratio of 40 percent is permitted.

The RC zoning designation reflects current conditions of the Attleboro Retirement Village site, and no additional development is anticipated within the zoning district.

Commercial Districts

In addition to the Professional Service District, there are two commercial zoning districts: C Commercial and C-1 Commercial. The C district comprises the majority of the commercial area and uses including the historic district extending along portions of West Maple and Bellevue Avenues and an area on Pine Street including the Pine-Watson Shopping Center up to the 7-Eleven convenience store on East Watson Avenue. The purpose of the C district is to provide for office, retail, personal service, commercial center, and business uses; meet appropriate circulation and parking needs; to provide

for public convenience; encourage pedestrian traffic; and preserve the historical character of the district.

The C district allows residential uses that meet the requirements of the R-2 district. Other permitted uses include institutional, recreation, education, business and office, and retail and consumer services. These uses are required to have a minimum lot area of 4,000 square feet with 20 percent open space. A maximum impervious surface ratio of 50 percent is allowed.

The C-1 district is limited to the corner properties at the intersection of Route 213 (Maple Ave.) and Route 413 (Pine Street), excluding Mayor's Playground, but including several properties on the east side of Pine Street north of East Maple Avenue. The purpose of the C-1 district is to provide reasonable standards for the orderly development of automobile-related businesses, which due to traffic volumes must be located with adequate street frontage to avoid undue congestion. Automotive services are permitted in this district as are limited business and commercial uses including, business services, personal and repair services, and sit down restaurants. Permitted uses are required to have a minimum lot area of 4,000 square feet with 10 percent open space, and a maximum impervious surface ratio of 80 percent.

A key corner property located at the intersection of Maple Avenue and Pine Street recently has been revitalized. The abandoned gas station that had been an eyesore for years, has been converted into a family restaurant. Site amenities such as enhanced vegetation, signage, and pedestrian access are provided and the scale and outdoor dining area compliments the streetscape. There may be other opportunities in the commerical area for conversions and/or revitalization. Additional discussion, analysis and evaluation related to zoning and other strategies to revitalize the Town Center and commercial areas are provided in Chapter 8.

PS Professional Services

The PS Professional Services District covers the southeastern portion of the Borough containing nonprofit, institutional and office uses including Woods Services, Inc.'s property, the public library, and portions of the elementary school and the office complex whose property boundaries extend into Middletown Township. A small area of PS zoning also encompasses the property currently occupied with retail on the first floor located on N. Bellevue Avenue adjacent to the Langhorne Hotel. The purpose of the PS Professional Services District is to provide an appropriate area for professional

services which do not require high visibility or ease of access; encourage the preservation of the character of the existing buildings; and provide appropriate standards for development which are harmonious with the existing character of the area, and provide for public convenience. The PS district allows residential uses that meet the requirements of the R-2 district. Other permitted uses include institutional, recreation, education, limited office, bed & breakfast, and funeral home. Sit down restaurant and motel/hotel use are allowed by conditional use. Permitted uses are required to have a minimum lot area of 20,000 square feet with 10 percent open space, and a maximum impervious surface ratio of 30 percent.

Based on the amount of open space associated with the Woods Services, Inc. campus and the county library property, there is potential for expansion of existing facilitites or infill development in the PS district.

OR Open Recreation

Several protected properties including Langhorne Heritage Farm, the Catawissa Nature Preserve, Middletown Country Club, and Langhorne Memorial Association Park are zoned OR/ Open Recreation. Additionally, the northernmost portion of the Borough adjacent to the Neshaminy Creek is zoned OR. This 10+ acre parcel is owned by the railroad company and although it is classified as transportation and utility, it is almost entirely covered by woodlands.

The purpose and intent of the OR district is to provide open space, recreation, and educational uses and to ensure continuation of such uses for the benefit of residents. Permitted uses in this district are limited to agricultural, country club/golf course, and open recreation. Cultural facility, community center, nursery school, and private recreation are also permitted by conditional use. A minimum lot area of 20,000 square feet with 80 percent open space is required in the OR district.

The OR zoning designation appears to be compatible with all underlying uses including the large undeveloped railroad property. The vegetated property currently provides a riparian buffer and wildlife habitat along the Neshaminy Creek. Future development of this property would be difficult due to the natural constraints and lack of convenient access.

LI Light Industrial

The LI Light Industrial zoning district is situated between the railroad tracks in the northern portion of the Borough. The purpose and intent of the LI district is to provide sufficient space for industrial activity; protect industrial establishments from incompatible land uses; protect the surrounding district from negative impacts; provide sufficient space for off-street parking, vehicular circulation; and, provide for landscaping and other amenities to help buffer uses from surrounding neighborhoods. Utilities, light industrial use, school bus yard, and open recreation are permitted in the LI district. Bulk commercial and mobile home are permitted by conditional use. Vehicle sales, rental, and service are allowed by special exception on a minimum lot area of 40,000 square feet with 20 percent open space. A maximum impervious surface ratio of 40 percent is allowed.

The land zoned LI contains a utility substation, overhead electric lines, and rail lines. Additional industrial growth in the Borough is not anticipated due to the amount of suitable land remaining and transportation and access issues.

Historic Overlay District

In addition to the above mentioned zoning districts, Langhorne contains a National Register Historic District. This zoning overlay district is shown on Map 2. and special requirements and design criteria, in addition to those of the underlying zoning districts, are provided by the Borough for properties located within the officially designated Historic District. It has been several decades since the Borough updated its historic inventory and an extension of the historic overlay may now be warranted. This topic is discussed in more detail in Chapter 10.

Development Trends and Issues

Consideration of existing land use and zoning in a community is an important part of the comprehensive planning effort. Evaluating existing land use patterns and taking stock of what is located within an area is essential to developing recommendations that will benefit the Borough in the future. Langhorne Borough has a variety of land uses ranging from a strong residential base to a compact and diverse business community. Historic, institutional/non-profit uses and open space areas (passive and active) also add to the diversity and vibrancy of the Borough by not only accommodating all people, but through community spirit and involvement.

The largest development to occur in Langhorne over the last few decades was the construction of Attleboro Retirement Village. The facility contains more than 400 beds/units and provides for independent and assisted living as well as skilled nursing services to senior individuals. Other development in Langhorne included single-family housing on a cul-de-sac, Country Club Lane, and several townhouses constructed on Flowers Avenue and also three units on East Watson Avenue.

In addition to infill development, the conversion of larger historic buildings to multifamily units and limited nonresidential uses has also occurred in the Borough. With few remaining large or vacant tracts, future development will most likely focus on conversions, redevelopment or infill on underutilized properties. Additionally, in the commercial area, there are a few vacant store fronts and unoccupied buildings that present opportunities for infill commerical or business conversions and/or revitalization.

Future development in the Borough should respect its historic and architectural nature, maintain a balance among land uses to enhance the local economic structure to strengthen the tax base and encourage energy and environmental sustainability. When development is undertaken in a manner that is sensitive to the Borough's existing nature and needs, it will only add to the vibrancy of its neighborhoods and commercial center. It is important that Borough officials promote policies and standards that help achieve these goals. In addition, officials should continue to satisfy current needs for community services and facilities (e.g., infrastructure improvements, public parking, police and fire protection, park maintenance, and historic/cultural enhancements) as well as plan for future needs to enhance the quality of life for all residents of Langhorne.

Part II

Comprehensive Plan Elements

THE NATURAL ENVIRONMENT AND NATURAL SYSTEMS

Chapter 5

Natural resources help to maintain the character of a place and enhance the quality of life in a community. Protection of the natural environment is a goal that has been embraced by all levels of government. Federal and state laws foster clean air and clean water and protect floodplains, wetlands, and coastal areas. Local governments are directed by the MPC [Section 603 (g)(2)] to include protection of natural resources as one of the functions of zoning. Protecting natural resources means preserving the most important environmentally sensitive areas, as well as respecting the landscape when development occurs so that water quality, habitat and scenic characteristics are protected and hazards such as soil erosion and flooding are avoided.

Headwaters of Catawissa Creek, a tributary flowing into the Neshaminy

Because Langhorne is largely built out, the existing natural resources are a valued amenity and the protection of such resources remains a priority. Understanding their importance is crucial to helping guide future development and redevelopment projects and foster actions that protect and enhance these resources. Open space preservation was identified as one of the top ten qualities in Langhorne Borough by residential survey respondents. Many of the Borough's open space areas correlate to significant natural resources present in the Borough, such as the Neshaminy Creek and Catawissa Creek corridors and the wooded area of the Catawissa Nature Preserve. Map 4. depicts natural and scenic resources in the Borough and this chapter describes these resources and recommends actions to protect and enhance them.

Hydrologic Resources

Hydrology is the science that encompasses the occurrence, distribution, movement and properties of the waters and their relationship with the environment within each phase of the hydrologic cycle. Understanding the quantity and quality of water as it moves through the processes involved in the hydrologic cycle (evaporation, precipitation,

streamflow, infiltration, ground water flow, and other components) can help establish environmental policies and address the management of water resources. Langhorne's water resources are discussed below:

Waterways and Watersheds

Langhorne Borough lies within two primary watersheds: Delaware River (South) and Neshaminy Creek. Approximately 0.2 square miles of the Borough's southeastern portion lies within the Delaware River (South) watershed. Rainwater collects into storm inlets which eventually drain into Mill Creek. Mill Creek flows into Otter Creek which ultimately drains into the Delaware River at its confluence located at the western end of Bristol Borough. The remainder of the Borough drains into the Neshaminy Creek via swales, waterways, and piping. Fed by natural springs, the Catawissa Creek originates on the Catawissa Nature Preserve property and flows northwest through several properties before crossing through the Middletown Country Club and west into the township where is flows into the Neshaminy Creek. Ultimately, the Neshaminy Creek flows into the Delaware River at its confluence located at Neshaminy State Park at the border of Bensalem and Bristol Townships.

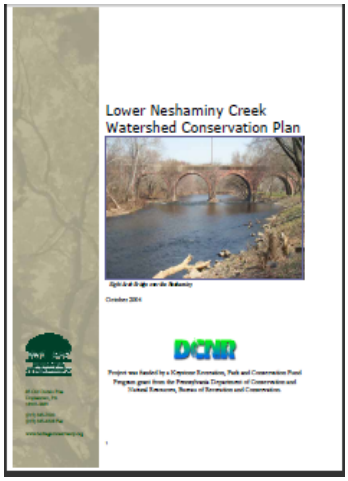
The Borough also contains two ponds, fed by the Catawissa Creek, located just north of West Marshall Avenue on the Middletown Country Club property. Lakes and ponds function in a similar manner to streams and other hydrologic features. Whether natural or man-made, lakes and ponds moderate stream flow during storms and flood events and play an important role in oxygen and nitrogen cycles. In addition to providing habitat and water sources for aquatic life and wildlife, these landscape features are scenic and recreational amenities.

The Borough zoning ordinance identifies Lakes, Ponds, and Watercourses as a Protected Natural Resource Area and requires a 100 percent protection standard for such water bodies. The ordinance states that such areas shall not be altered, regraded, filled, piped, diverted or built upon. In addition, the zoning ordinance regulates disturbances of lake and pond shorelines by limiting any alteration, regrading, or filling to 20 percent within a distance of 100 feet from the spillway crest elevation.

Mill Creek (Otter Creek) Watershed Studies

As a result of major flooding along Mill Creek and some of its tributaries, several studies had been conducted in order to develop recommendations to alleviate flooding. In 2002, the *Mill Creek (Otter Creek) Watershed Assessment* (November, 2002) was conducted to assess the water quality of major streams and reservoirs throughout the watershed, to identify major nonpoint source (NPS) pollution to these waters and to prioritize the major subwatersheds on an NPS loading basis. The end result is a comprehensive lake and watershed management plan intended to reduce NPS pollution to watershed streams and lakes. Recommended watershed best management practices (BMPs) include stormwater retrofits, lake shoreline stabilization, stream channel reconstruction, establishing riparian buffers, parkland improvements at Magnolia Lake and floodplain improvement projects along Black Ditch and Mill Creeks. While many of the recommendations apply to areas outside Langhorne, the establishment of riparian buffer regulations along the Neshaminy Creek could help improve water quality and reduce downsteam impacts.

The Lower Neshaminy Creek Watershed Conservation Plan



The Lower Neshaminy Creek Watershed Conservation Plan (2004) was prepared in a collaborative effort initiated under the Rivers Conservation Plans (RCP) program, developed by the Pennsylvania Department of Conservation and Natural Resources (PA DCNR). Officials from Langhorne Borough participated on the steering committees in the development of the RCP. Members of the steering committee performed a stream visual assessment in 2003 and indicated the right bank was severely eroded and invasive vegetation has begun to dominate the riparian area. There were also sump and drainage pipes discharging directly into the stream and signs of degradation and erosion from high stormwater velocities from storm pipes from Rt. 413. It was noted that residents along this stream segment receive bottled drinking water from PECO in response to contaminated wells.

The steering committee identified goals, which provide direction for the planning process and input for identifying management options and an implementation schedule. *The Lower Neshaminy Creek Watershed Conservation Plan* also provides recommendations to improve and protect waterways and water resources including

removing invasive vegetation, establishing riparian corridors, homeowner education regarding the use of pesticides and non-point source discharges into local waterways.

Severe erosion has also taken place along the Catawissa Creek at the Catawissa Nature Preserve. Stormwater collected from various streets in the Borough, including Maple Avenue are channeled underground into the Catawissa Nature Preserve, where it is discharged via a headwall. Due to the massive amount of water channeled here from off-site areas, the creek has suffered severe erosion approximately 40 feet from the headwall discharge, and on private properties further downstream. The silt is deposited in the two ponds at Middletown Country Club resulting in problems at that location. Representatives from Langhorne Open Space, Inc. and Langhorne Borough Council have met with engineers to understand options to mitigate and resolve the situation.

Water Quantity and Quality

As with most urbanized areas, Langhorne's waterways may exhibit the types of water quality problems that are generally associated with automobile-dependent, developed communities. Nonpoint source pollutants from stormwater runoff include gasoline, motor oil, and road salt from paved surfaces. Runoff from residential lawns often contains herbicides, pesticides, and fertilizers. Nonpoint pollutants flow into storm drains which in turn may affect water quality downstream.

Erosion and sedimentation carried in runoff washing into storm drains also contributes to stream pollution. The runoff transports suspended solids and toxins that may harm organic and aquatic life in streams and rivers as well as infiltrate groundwater. Sediments can accumulate and clog storm drains and stream channels. Langhorne's subdivision and land development ordinance promotes general erosion and sedimentation control principles such as protecting and enhancing natural vegetation, and requiring stabilization of disturbed soils, trapping of sediment until stabilization of soils, and grading plans.

Floodplains

Floodplains are areas which adjoin watercourses that accommodate floodwaters. Floodplain areas are mapped by the National Flood Insurance Program (NFIP) and in Langhorne, are located along the Neshaminy Creek. The Borough participates in the NFIP, which is designed to reduce flood hazards by regulating land development activities in the floodplain as well as the purchase of federally-backed flood insurance.

The Borough's regulations prohibit grading, filling or development in floodplain areas consistent with the NFIP.

Wetlands

State and federal authorities, under the federal Clean Water Act, have adopted regulations designed to protect wetlands because of their value to the protection of water quality, preservation of animal habitats, and their ability to absorb floodwaters. Wetland areas are subject to federal regulations, as administered by the U.S. Army Corps of Engineers, and state regulation by the Pennsylvania Department of Environmental Protection (PA DEP).

Langhorne's zoning ordinance requires 100 percent protection of wetlands. In addition, the Borough's natural resource protection standards require a wetlands margin extending from the wetland to the limit of the hydric soil or 100 feet, whichever is greater. A protection ratio of 80 percent is required for wetlands margins.

Land Resources

Langhorne Borough lies within the Piedmont geological region. This region consists of flat to low rolling terrain and is situated between the Atlantic coastal plain and the eastern side of the Appalachian Mountains. Elevations in Langhorne range from the lowest—about 40 to 60 feet above mean sea level along the Neshaminy Creek in the northern portion of the Borough, to the highest—around 220 feet above mean sea level in the southwestern part of town.

Topography/Steep Slopes

While the majority of the Borough is fairly level and flat, several bands of steep slopes (containing grades 15 to 25 percent and those in excess of 25 percent grade) exist in areas where land rises up from the Neshaminy Creek and alongside of the railroad tracks. Areas of moderately steep slopes of between 8 to 15 percent grade are scattered in the northern half of the Borough, primarily on and around the Middletown Country Club.

The Borough has protection standards for steep slopes in its zoning ordinance and includes the following regulations: 50 percent protection for slopes of 8 to 15 percent; 60 percent protection for slopes of 15 to 25 percent; and, 75 percent protection for slopes of 25 percent or steeper. The protection standards are appropriate to help reduce the adverse environmental impacts of earthmoving activities.

Soils

Soils are important to the planning process because they impact the level of development that may occur on a given site and are an important consideration for stormwater runoff management. Soil limitations need to be considered when construction is proposed in areas with wet soils, shallow water tables, or shallow depth to bedrock. Soils support vegetation and woodlands, agricultural activities, and development; remove pollutants from surface water and groundwater; and enhance groundwater infiltration. Poor soils management can contribute to erosion and sedimentation, flooding issues, nutrient loading and decreased quality and quantity of groundwater.

Nearly all the soils in the Borough are classified as Urban Land. These soils are generally covered by urban structures and have been disturbed to the point that specific identification is not practical. The Urban Land soil category generally consists of nearly level and gently sloping well-drained land types and soils found along the coastal plain. Soils in the northern portion of the Borough, along the Neshaminy Creek, have been identified as Manor loam which is also generally well-drained with gently sloping topography.

Floodplain (Alluvial) Soils

Floodplain, or alluvial, soils are found in low lying areas that are subject to periodic flooding. In Langhorne these soils are found along the Neshaminy Creek. Based on the potential for flooding, these soils are considered unsuitable for most types of development and should be protected.

The zoning ordinance, through the site capacity calculations, requires 100 percent open space protection for areas containing alluvial soils. The zoning ordinance (Natural Resource Protection Ordinance of 2000) defines Floodplain Soils and prohibits such soils from delineating the 100-year floodplain where it has not been mapped. Where such cases exist, the ordinance allows studies by a registered engineer who is an expert in the preparation of hydrological studies, to delineate the 100-year floodplain with a floodway and flood fringe in place of areas designated as Flood Plain Soils and Approximate 100-Year Flood Boundary. Such hydrological studies are subject to the review and approval of the Borough Council.

The definition of Alluvial Soil in the zoning ordinance references the 1975 Soil Survey. In 2002, the Natural Resource Conservation Service (NRCS) issued a comprehensive

new soil survey with new soil classifications. The definition of Alluvial Soil in the zoning ordinance should be updated to reference the 2002 Soil Survey. In addition, the references to alluvial and floodplain soil in both the zoning and subdivision and land development ordinance should be updated to be consistent.

Woodlands and Trees

Woodland areas and trees provide numerous benefits for communities. Woodland areas moderate environmental conditions by anchoring soils and reducing erosion and sedimentation, and by providing shade to lower water temperature in streams which helps to maintain aquatic life. Vegetative cover softens the impact of falling rainwater which better enables groundwater recharge, reducing the volume and rate of stormwater runoff. Additionally, woodlands and trees play a role in filtering air pollutants and provide visual and sound buffering. They serve as a habitat for wildlife and have significant aesthetic value.

Woodland coverage is shown on Map 4. About 14 acres of significant woodlands exist in the Borough including the wooded area in the vicinity of the Neshaminy Creek and covering the Catawissa Nature Preserve. Other wooded areas are found towards the Borough's border with Middletown Township and Langhorne Manor Borough. In addition to these woodlands, many trees line the Borough streets and exist on individual properties. According to *TreeVitalize*, a public-private partnership sponsored by the Pennsylvania Department of Conservation and Natural Resources, Langhorne has a tree cover of approximately 30 to 40 percent. This meets the recommended average rate of 40 percent for this region as established by American Forests.

The zoning ordinance requires 60 percent of woodlands to remain as permanent open space, unless otherwise recommended by the Langhorne Borough Shade Tree Commission (STC) and approved by Borough Council.

The zoning ordinance also defines Tree Protection Zone and prohibits construction activity within this zone. However, tree protection provisions related to plan requirements, procedures and design standards have not been included in the Subdivision and Land Development Ordinance (SALDO). To ensure that trees are adequately protected, the SALDO should be updated to incorporate specific provisions

as recommended in the Bucks County Planning Commission Model Tree Protection Ordinance.

In addition, definitions for woodlands vary between the zoning and subdivision and land development ordinances. The zoning ordinance defines Forests and Woodlands as at least one-quarter acre or more containing six or more trees greater than four inches caliper measured fourteen inches above the ground or consisting of a grove of trees forming one canopy where ten or more trees exist within the driplines of adjacent trees. The SALDO defines Woodlands as areas, groves, or stands of mature or largely mature trees (i.e., greater than 8 inches caliper) growing at a density of 10 individual tree covering an area of one quarter of an acre of land, or less. The terms and definitions should be updated and consistent to ensure comprehensive woodland protection.

Trees planted along streets, on individual properties and in parks are valued for aesthetic and environmental purposes. Trees provide shade, help screen out noise and aid in air pollution abatement. Because of the benefits they provide and the role they play in the environment, it is important that large trees be protected. The health of the Borough's street and shade trees is dependent on proper care. For individual trees, the zoning ordinance requires that no living tree having a girth greater than 10 inches, measured at a point four feet above grade, may be removed in connection with a land development or building permit application without the recommendation of the STC and the approval of Borough Council. The zoning ordinance also limits the amount of disturbance near roots of large, healthy trees, and requires a tree well or aeration channels when fill is placed within 35 feet of the trunk.

Disease prevention, treatment of illness and removal should be done regularly to ensure the health of trees as mature trees add to the charm and character of Langhorne. Recognizing the importance of the town's street trees early on, the Borough established the Langhorne Borough Shade Tree Commission (STC) in 1954. Consisting of three members, the STC meets quarterly. Commission responsibilities and activities include annual tree planting throughout the Borough, organizing annual Arbor Day celebrations, and providing advice to property owners on matters related to trees. The

STC is responsible for the maintenance of trees on Borough property. While trees located within rights-of-way are property of the Borough, their care is the responsibility of adjacent property owners as required by local ordinance. However, prior to removal of any tree within the right-of-way, property owners must first obtain approval from the STC.

Efforts to maintain and/or increase the tree cover in the Borough will continue. *TreeVitalize* has several programs (e.g., Neighborhoods, Watersheds, Tree Tenders, and Municipalities) that are available to assist municipalities with tree planting, education, and technical assistance. A comprehensive tree management program which includes tree inventories, maintenance practices and schedules, and replacement requirements will help the community to maintain and expand tree cover. The identification of large specimen trees would help establish a registry for the Borough and could be used to create additional protection standards to help preserve the special trees.

Air Quality

Typical air pollution that is experienced in the area can be attributed to regional industrial activity and motor vehicle emissions. For uses within the Borough, the zoning ordinance contains performance standards which include regulations on smoke, dust, fumes, vapors and gases. In addition, restrictions on backyard burning are in place.

Langhorne is a walkable community and various destinations extend beyond its borders. Reducing dependence on the personal automobile and encouraging alternative travel by foot, bicycle and public transportation are means of reducing emissions. This can be accomplished by facilitating transit and by providing pedestrian and bicycle trail networks. A further discussion of implementation measures is provided in Chapter 9. Transportation Systems and Chapter 11. Parks, Recreation and Open Space.

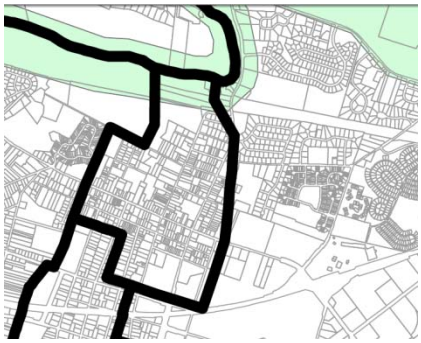
Conservation Landscapes and Scenic Resources

Bucks County Natural Areas Inventory

In 1999, an inventory was performed to identify and rank the most significant natural areas remaining in the county. This survey was conducted by the Morris Arboretum of the University of Pennsylvania (Ann F. Rhoads and Timothy A. Block) for the Bucks County Commissioners, to provide guidance for implementation of the natural areas protection component of the Bucks County Open Space Program. The *Bucks County Pennsylvania Natural Areas Inventory Update* (2011) takes a slightly different approach by

focusing on broader geographical areas which include many of the individual sites previously recognized. By recommending protection and preservation of these broader areas, referred to as Conservation Landscapes, it aims to protect sustainable natural communities or ecosystems by promoting connectivity of sensitive areas rather than focusing on individual sites.

In Langhorne, the *Natural Areas Inventory Update* identifies the Neshaminy Creek Conservation Landscape following the Neshaminy Creek corridor (green area shown in adjoining picture and on Map 4.). The OR/Open Recreation zoning designation, presence of floodplain, steep slopes, and existing rail lines in area will limit potential development. However, the location of the Neshaminy Creek Conservation Landscape could be required to be shown on any subdivision and land development plan and additional standards could be created to protect this environmental sensitive area. A special overlay district could also be considered for this area. This conservation landscape should also be considered while the Borough continues to move forward with its open space preservation efforts.



Scenic Resources

The preservation of scenic resources reinforces a unique sense of place and helps to retain cultural and natural heritage for generations to come. Scenic resources are characterized by natural and visual qualities that include pristine landscapes, historic structures and sites, and unique combinations of resources such as stream valleys and wooded hillsides. Scenic vistas tend to be areas that have sweeping views of the landscape.

Suburban sprawl with pockets of open space and historic resources surrounds much of Langhorne. Upon entering the Borough however, a sense of small town replaces the feel of suburbs, due to the scale and placement of buildings, historic attributes, and pedestrian nature. Throughout Langhorne there are scenic views of open space, wooded tracts and historic buildings. Map 4 shows the locations of scenic vistas in the Borough.

One of the stated goals and objectives in The *Open Space Plan for Langhorne Borough, Bucks County, Pennsylvania* (2009) is to protect areas which provide scenic vistas and visual qualities across the broad landscape due to Langhorne's high elevation. Since the

qualities that make such vistas scenic can be undermined by insensitive development and activities, development of ordinance provisions related to the preservation and protection of these resources should be considered.

Resource Protection Strategies

The Borough recognizes the importance of protecting natural resources. The zoning ordinance restricts the following features from intrusion by development: floodplains, steep slopes over 8 percent, woodlands, lakes, ponds and watercourses, lake and pond shorelines, and wetlands. In addition, the zoning ordinance requires a Special Building Permit be obtained before any construction or development is undertaken within one-hundred feet of any natural resource protection area.

The SALDO and stand-alone ordinances address stormwater management and soil erosion and sedimentation. Also, the SALDO requires the submission of an Environmental and Community Impact Assessment Report for every subdivision and land development proposal.

In addition to maintaining the protection of natural features through the current zoning and subdivision ordinances and through stand-alone ordinances, the Borough should consider the following issues:

Riparian Buffer Requirements

Riparian buffer requirements protect floodplains, soils, and woodlands along streams and waterways and enhance stormwater management and water quality by strengthening stream banks and filtering stormwater. Such standards, which generally prohibit clearing, grading, paving, and structures (except for essential utilities and access roads) within a certain setback from a stream, provide an added degree of stream protection, particularly where detailed floodplain mapping has not been done.

It is important that natural vegetation be protected within a stream corridor. This vegetation will stabilize the stream bank, filter stormwater, help slow stream velocities, preserve the floodplain, and provide wildlife habitat. In developed areas such as Langhorne Borough, a minimum width corridor can be established on private land, and landowners can be encouraged to let streamside vegetation grow or to plant additional vegetation. Borough officials should consider establishing a riparian buffer along the Catawissa and Neshaminy Creeks.

Low Impact Development (LID)

Although Borough ordinances require that proposed development comply with natural resource protection standards, additional tools can enhance resource protection on an individual site basis. Low Impact Development (LID) is an approach that uses various land planning and design practices and technologies to conserve and protect environmental resources. The concept focuses on maintaining and conserving natural systems and hydrologic functions on a site in order to reduce the need for future mitigation.

A primary principle with LID is the minimization of development impacts and site disturbances such as grading and tree removal while encouraging the preservation and utilization of a site's natural drainage patterns. This strategy is aimed at preserving open space, minimizing land disturbance, protecting natural systems (such as vegetation and soils), and incorporating natural site elements (such as wetlands and stream corridors) as design features.

Rather than designing stormwater management systems to collect, convey, and remove water from the site as quickly as possible, the LID philosophy encourages the handling and treatment of stormwater close to the source by using solutions such as biofiltration or infiltration areas, vegetated swales, or minimizing impervious surface areas altogether. Since each site is unique, designers should be flexible when tailoring their approach to potential stormwater management solutions. Developers should be encouraged to utilize LID techniques by incorporating related requirements into the zoning ordinance and subdivision and land development ordinance.

Environmental Advisory Council (EAC) and Shade Tree Commission (STC)

One of the most effective strategies or methods a municipality can utilize to protect natural resources is to create a local Environmental Advisory Council (EAC). Pennsylvania Act 148 permits municipal governing bodies to establish EACs to advise local government agencies on matters dealing with protection, conservation, management, promotion, and use of natural resources.

Langhorne Borough has an active EAC consisting of volunteer citizens appointed by the Borough Council. One of the primary roles of the EAC is to reduce Langhorne's operating costs by reducing the Borough's carbon footprint. The EAC was responsible for conducting an *energy/operations survey/audit* of Borough Hall to determine how

municipal facilities and functions could be more efficient. That project resulted in efforts designed to improve the municipal ecological footprint by reducing energy usage and costs over the long term.

Educating the community, in particular children, is an important facet in the EAC's mission. The EAC is active at all organized community events and festivals, which includes Harvest Day in the fall and the Strawberry Festival in the spring. At such events, the EAC has a presence by setting up tables/booths where members provide information on different environmental topics such the benefits for recycling, stormwater management, and tree planting.

An important task charged to the EAC is to ensure Borough responsibilities related to the National Pollutant Discharge Elimination System (NPDES) requirements are met. This includes submitting annual reports as well as fulfilling the educational and operational requirements of the NPDES. In addition to implementing educational activities, the EAC collaborates with Borough officials and the building inspector to ensure applicable stormwater management requirements are followed.

In 2012, the EAC filed a new Notice of Intent (NOI) as required every 10 years for MS4 communities under the NPDES requirements. The EAC has an inventory of stormwater management facilities such as, basins and outfalls, and as part of the NOI requirements, that information was updated to map the location of every inlet in the Borough.

Other activities that the EAC is involved with include the annual submission of the recycling forms to the state, promoting cost effective, environmentally-friendly initiatives, such as the use of Light Emitting Diode (LED) traffic signals and street lights. The Borough currently has LED traffic signals and is in the process of getting bids for new LED street lights.

The Shade Tree Commission (STC) is the Borough entity with the prime responsibility for overseeing tree planting and maintenance, specifically those on Borough property. Trees situated within the street right-of-way are also property of the Borough, but by ordinance, they are to be cared for by the adjacent property owner and any removal must be approved in writing by the STC. In addition the STC will, upon request, advise

residents on tree matters and also should be consulted on any questionable tree removals.

The most recent STC review of trees found that many areas in the Borough can no longer accommodate new plantings due to proximity to sidewalks. The STC can assist in an exchange so a property owner may plant a tree in another selected area within the Borough.

The Borough is enrolled in the Arbor Day Foundation's National Tree City USA program, which requires it to carry out a community forestry program. The STC has qualified many times for the Tree City USA award presented by the National Arbor Day Foundation. Each year, usually the last Friday in April, the STC holds an Arbor Day celebration which is publicized as a community event.

The knowledge and expertise of the EAC and STC should continue to be utilized, and with their guidance the Borough's green infrastructure will be maintained and enhanced.

Recommendations for Natural Resource Protection

- Update and revise land use ordinance definitions for Alluvial Soils, Floodplain Soils, and Forests and Woodlands to provide consistency between terms and regulations.
- Update tree protection provisions in ordinances related to plan submission requirements and procedures, and also consider providing option addition of tree replacement options.
- Determine appropriate and alternate sites for that can accommodate additional or replacement trees when such trees are not suitable to be planted on an individual property or on a development site.
- Promote efforts to maintain and increase tree cover and pursue assistance from organizations regarding education, training and funding opportunities for tree-related matters.

- Establish and periodically update a public tree list identifying the condition of such trees, including structural defects, damage from disease, and pruning needs.
- Consider developing ordinance provisions related to the preservation and protection of identified scenic resources.
- Develop riparian buffer standards for the Catawissa and Neshaminy creeks.
- Encourage the planting of native vegetation, removal of invasive plants, and the long-term management and maintenance of vegetation.
- Evaluate the need to create standards, or an overlay district, for the Neshaminy Creek Conservation Landscape.
- Pursue funding opportunities to address stormwater-related problem areas, including storm inlet, grading and runoff issues along West Maple Avenue that affect nearby properties and causes erosion along the Catawissa Creek and downstream.
- Consider the incorporation of Low Impact Development (LID) into land use ordinances.
- Continue to utilize the expertise of the Environmental Advisory Council (EAC) and Shade Tree Commission (STC) and promote their environmental stewardship.
- Continue partnership with Langhorne Open Space, Inc. in its land preservation program efforts in a manner that preserves the important natural resources.
- Consider the establishment of a Tree Registry on which protection standards can be based to preserve large, historic and special species trees.

ENERGY AND SUSTAINABILITY

Chapter 6

The goal of sustainability is to ensure that the use, development, and protection of resources are done in a manner that does not deplete them. In doing so, sustainability meets current needs without compromising or foregoing the ability of or an opportunity for future residents to do the same. Sustainability is broad in nature and encompasses not only natural resource protection, but also energy production and use, building techniques and landscaping, and transportation. Sustainable communities are characterized by:

- Natural resource protection,
- Recognition of the interface between the natural (green infrastructure) and built (gray infrastructure) environments,
- Promotion of energy conservation,
- A focus on improving community health and quality of life, and
- Waste reduction.

Green Infrastructure

The physical framework of a community is called its infrastructure. Green infrastructure includes areas covered with trees, shrubs, grass, and water. Gray infrastructure refers to areas of buildings, roads, utilities, and other impervious surfaces.

Green infrastructures comprise several different elements working together to sustain the ecological processes and the health and diversity of plant and animal species. These include wetlands, forests, and watershed and water resource areas such as floodplains and groundwater recharge areas, all of which naturally manage stormwater, reduce flooding risk and improve water quality. It also includes landscapes with ecological values; lands supporting park and recreational facilities; open space parcels; fish and wildlife resource areas such as nesting areas and breeding sites.

Equally important to the various components of a green infrastructure is the network that ties them together. This network consists of hubs and links. Hubs anchor the network and provide space for animal and plant communities as well as a destination for wildlife and people. These include parks and natural areas and open space areas. Links are the connections that tie together the green infrastructure network and include landscape linkages, conservation corridors, greenways, and waterways. Links can be water-based, along wetlands, rivers and streams; or land-based, including ridges and vegetation and woodlands.

Energy Conservation

In most cases, power production, transportation, and building practices affect the natural balance of the ecosystem. Given the complexities of these issues, and the urgency with which they need to be addressed, planning for a more sustainable local community is important. Energy conservation can be achieved at the local level by municipalities, businesses and residents. Langhorne has led by example by implementing sustainable practices on several municipal projects including open space protection, trail development, stormwater management, recycling, and energy efficient street lighting. The Borough will continue to encourage new methods, practices and technologies to promote a sustainable community.

Solar panels on garage roof of West Marshall Avenue residence

In addition to waterways and vegetation in the Borough, there are other less visible resources that need to be considered in guiding future land use. Specifically, the use of fossil fuels to heat homes and businesses, power cars, and manufacture goods has polluted the air and warmed the atmosphere. The reliance on non-renewable sources of energy and the rapid rate of consumption of resources cannot be sustained at current levels for the benefit of future generations. Carbon emissions and energy independence are arguably among the most important issues facing society. Modern-day lifestyles require a constant supply of energy. As a country, the United States is moving toward a lean carbon economy that will require tapping into previously underutilized energy resources such as wind, solar, and biomass; alter the approach to the ways buildings are designed and constructed; develop land in more sustainable methods; reduce the solid

waste stream and increase recycling; and explore alternative approaches to the current transportation system.

Transportation conservation alternatives can include increased use of public transit, carpooling, bicycling and walking. Promoting hybrid and/or alternative fuel vehicles (e.g., compressed natural gas, hybrid engines) by allowing facilities such as recharging stations and installation of solar panels over parking lots would help to reduce local emissions as well. Planting vegetation along roadways to help collect and purify rainwater will also reduce pollution while providing for safe pedestrian traffic. The planning and implementation of a regional trail network, and promoting rail and bus service to and from Langhorne, including bus shelters, can help reduce reliance on the automobile and vehicle miles traveled.

Green Street

Electric Cars Recharging

Solar Panels over Parking Lot

Other alternative energy sources to explore allowing in the Borough with appropriate regulations include solar panels, wind turbines and geothermal. Any such energy device should be regulated to keep in scale with the historic nature of the Borough. In the historic district, green building and energy conservation technologies must be carefully planned to ensure the integrity of the building and district. For example, wind devices or a roof covered with solar panels that are visible from the street may overshadow the historic amenity. The historic design guidelines could be updated to ensure careful placement of energy efficient systems to ensure that the historic integrity of a structure remains intact. Such guidelines could include standards for green technology regarding location/placement and size/scale (e.g., building integrated devices, solar roof shingles, small wind device disguised as a weathervane, etc.).

Other energy conservation initiatives the Borough will consider include undertaking a comprehensive energy audit of Borough facilities, establishing of a green building incentive program and promoting community-wide energy conservation practices. An energy audit could result in cost savings to the community over both a short and long-term period of time. A green building incentive program could allow a reduction in permit fees and/or an expedited approval process for the use of sustainable building methods such as LEED—Leadership in Energy and Environmental Design. Promoting energy conservation practices (i.e., turning off lights and electronics when not in use, installation of adjustable/programmable thermostats, replacement of old light bulbs with compact fluorescent bulbs, and upgrade of old appliances with energy efficient models, etc.) can also benefit residents and business owners and result in lower energy bills.

Landscaping/Water Conservation

Landscaping acts to moderate climate, improve air quality, and conserve water. Planting trees will provide shade that can reduce summer cooling costs. Establishing low- or no-mow practices reduces the amount of energy (typically gasoline) needed to maintain open areas and educates local residents on how these practices can be implemented on individual properties. The use of an Integrated Pest Management (IPM) program can provide environmentally friendly alternatives to pesticides and fertilizers. Collectively, the implementation of water conservation techniques including rain barrels, underground cisterns, rain gardens, and water-saving faucets and low-flow toilets can have a significant impact on water infiltration and usage. Native and adaptive plantings should be planted and maintained in a fashion that does not require permanent irrigation.

Rain Barrel

Rain Garden

Green Roof

Community Health and Safety

The overall health and wellness of residents is a component of sustainability. Clean water and clean air are a basic necessity when seeking to keep people healthy. In addition to health issues such as respiratory problems brought about due to poor air quality, recent evidence suggests that the increasing rates of obesity, high blood pressure, and diabetes are linked to our environment, which tends to be automobile-friendly and less suitable for pedestrians, walking, and active living.

An active and healthy community is designed to provide opportunities for people of all ages and abilities to engage in routine daily physical activity. Government leadership in such a community embraces diverse policies and programs that support active living and encourage a strong sense of community. Characteristics of healthy and active communities include:

- Access to health care services that focus on both treatment and prevention for all members of the community;
- The presence of roads, schools, playgrounds, and other services to meet the needs of the people in that community;
- A diversity of housing options for a variety of ages and incomes;
- People who respect and support each other;
- A place that promotes and celebrates its cultural and historical heritage;
- Good schools located within walking distance of neighborhoods;
- Bicycle- and pedestrian-oriented design;
- Mixed-use development;
- Ample recreational facilities.

Langhorne is fortunate to possess all of these characteristics on which to build and strengthen. St. Mary Medical Center and other nearby hospitals provide access to quality medical care and treatment. Neshaminy School District and private schools, such as Woods Services, Inc., provide education facilities for a diverse population. There are various local parks and recreational facilities in and around the Borough, as well as two nearby county parks that serve the region. As described in Chapter 4., the

Borough contains a diversity of housing types, mix uses, sidewalks, cultural amenities and a plethora of historic resources, and community associations.

The Borough can further support a healthy, safe, and active community by enhancing existing programs and undertaking initiatives that will encourage active living and a stronger sense of community connections.

Waste Reduction

Waste reduction, as the name implies, is anything that reduces waste by using less material in the first place. It is doing simple things like using both sides of a sheet of paper, using ceramic mugs instead of disposable cups or buying in bulk rather than individually packaged items. The end result is money saved, resources conserved, pollution reduced, and landfill space saved. Recycling and waste reduction involves a more efficient and economical use of resources, and lessens the impact on the environment by limiting the need for extraction, production, and disposal of materials. In particular, eliminating or reducing the amount of unwanted materials entering landfills can help prevent polluted soil, groundwater, and degraded air quality.

Recommendations for Energy and Conservation

Langhorne Borough has already taken many steps toward becoming a more sustainable community. Recommendations to further enhance the sustainability of the Borough are listed by category below. The Borough will consider the development of guidelines or ordinances to encourage and/or regulate the incorporation of emerging green technologies into the community. These steps, coupled with ongoing efforts to preserve natural resources, will help continue to build on the Borough's heritage of environmental stewardship.

Renewal Energy Production

1. Explore opportunities to encourage solar, geothermal, wind, hydropower, or other on-site regenerative energy production to benefit public and private use in a manner compatible with the historic nature of the community.

Energy Consumption

1. Reduce energy consumption by establishing guidelines for turning off lights, computers, and other office equipment in municipal facilities.

2. Continue to purchase a percentage of energy from clean and renewable sources consistent with budget resources.

3. Explore installation of geothermal and solar systems on Borough property.

Transportation

1. Consider the purchase of hybrid and/or compressed natural gas fueled municipal vehicles and the use of bicycles to patrol the community.

2. Determine suitable locations for vehicular recharging stations, bus shelters, and bicycle racks.

3. Partner with surrounding municipalities and the county in the development of a regional trail network.

4. Promote public transit, car-sharing, and carpooling to reduce emissions and help decrease local traffic.

Landscaping/Water Conservation

1. Continue to educate the public about the benefits of no or low mowing policies relative to grass cutting and minimize the amount of mown landscape areas in favor of meadows, fields, and woods.

2. Establish criteria for the use of more environmentally-friendly alternatives to pesticides and fertilizers.

3. Encourage the use of water-saving techniques in new building construction such as rain barrels, rain gardens, cisterns, and water-saving faucets.

Green Building

1. Continue to encourage the reuse and rehabilitation of existing buildings.

2. Consider developing a green building incentive program.

3. Develop design guidelines to ensure careful placement of various types of energy efficient systems to preserve the historic integrity of structures and of the historic district.

Community Health and Safety

1. Expand on the bicycle and sidewalk network to ensure that alternatives to automobile travel are available.
2. Require pedestrian connections between adjacent developments and nearby public facilities such as schools, libraries, and shopping centers and ensure that development plans are reviewed to achieve pedestrian orientation and connectivity.
3. Consider a reduction to the amount of parking spaces needed for businesses that provide for connectivity, walkability, and bicycle facilities.
4. Continue to conduct educational, health care, historical, environmental, and other community interest presentations to promote community identity.

Waste Reduction

1. Provide waste reduction information and tips on the Borough's website.
2. Encourage composting by households through education and distribution of information on how to set up, maintain and use compost bins;
3. Establish a local recycle bank for the purpose of connecting individuals interested in recycling items such as building materials, household items, etc.
4. Ensure that all municipal facilities, including park and recreation facilities, are equipped with both refuse and recycling bins.

HOUSING AND RESIDENTIAL NEIGHBORHOODS

Chapter 7

Shelter is a basic human need; however, the arrangement, style and quality of housing can greatly contribute to the identity and vitality of a community beyond just basic requirements. Housing that reinforces existing village scale, character, diversity and density in walkable configurations, such as those seen in the existing historic fabric of Langhorne, can be a template for any future growth (where possible) or redevelopment. Some of these arrangements include historic massing, details and fenestration, high ratios of windows to solid wall for the front facing facades, short setbacks, front wrap-around porches, steep gable roofs and dormers, garages in rear and narrow lots in a gridlike pattern.

Quality neighborhoods are safe, adequately served by public facilities and linked to the rest of the community by sidewalks or pathways. Similarly, housing in Langhorne should be appropriate to meet the needs of residents of all ages and be affordable to the people who work in and around the Borough. Cost of housing influences the social fabric of communities, and it is important to offer diverse housing choices to accommodate people in all stages of life.

While much of the housing market (both supply and cost) is driven by private forces well beyond the control of local government policies, programs at all levels can have an impact, especially on housing needs not easily met by the marketplace. Federal policy allowing an income tax deduction for mortgage interest, for example, has historically encouraged homeownership which can aid the long term viability of a community and the quality and upkeep of its housing stock. The physical condition of housing greatly affects the quality of neighborhood life and public perception of local conditions.

According to Section 301.(a)(2.1) of the MPC, a comprehensive plan must address the housing needs of present and future residents. This chapter provides an analysis of

existing housing characteristics and strategies to conserve, rehabilitate and accommodate new housing based on need.

Housing Profile

Many of the early homes constructed in the Borough still remain with the dwellings located close to one another in a grid pattern which is a largely intact predominantly residential crossroads village. A varied mix of housing types exists such as both small and large single-family dwellings, twins, attached (townhouses) and multifamily (apartments) units. According to the 2010 U.S. Census, there were 677 housing units in the Borough, 95.9 percent of which were occupied units (649 units). Much of the housing stock in Langhorne is older and historic in nature which adds to the Borough's small town charm. In addition to traditional housing types, some larger single-family homes have been converted into apartment units to meet the needs of changing family size and living arrangements. Attleboro Retirement Village also provides assisted living quarters for a senior population, and Woods Services, Inc. provides housing in a campus-type setting for the developmentally-disabled. The varied housing stock contributes to the diversity of the population and to the close-knit community character that its residents cherish as indicated by the community survey.

Housing type characteristics can be obtained by applying ACS percentages of dwelling unit types to the 2010 Census figure. More than half of the Borough's housing stock consisted of single-family detached dwellings (52.4 percent), followed by attached single-family townhouse units and 2-unit buildings which include twins and duplexes (25.3 percent), and apartment buildings containing three or more units (21.9 percent).

A housing mix that includes smaller period homes of the 1920-1930's Bungalow and Arts & Crafts design, twin homes, townhouses, detached single-family houses, adaptive reuse of historic structures, and upscale new construction, is affordable to a wide range of households. Rental units are found in many of the larger buildings that have been converted and may contain three or more units. These types of housing units are scattered throughout the Borough with a greater concentration along Maple and Bellevue Avenues. In some instances, historic homes whose owners previously had converted part of the dwelling into an additional apartment unit have been converted back into a single-family dwelling. Such reversals of previously converted structures help to support the historic integrity of Langhorne since

they are in keeping with how such structures were originally developed in the Borough.

Approximately 57 percent of housing in the Borough was owner-occupied in 2010, while 43 percent was rented. While the renter-occupied rate in Langhorne is higher than that for the County as a whole and those in many other nearby and select communities, this rate is comparable to other boroughs in the County such as Bristol (44.4%), Doylestown (49.8%), and New Hope (42.2%).

The median monthly rent in the Borough, at $928, was comparable to that of nearby municipalities. The 4.1 percent rental vacancy rate in Langhorne Borough is considered "normal" or desirable to allow for market turnover.

The median value of owner-occupied housing in Langhorne Borough, at $340,100, was higher than several of the municipalities listed as well as the county's median value. This shows that Langhorne's livable neighborhoods are desirable.

Housing Age

The Borough's housing stock is a key component of its historic character. Information on housing age was not provided from the decennial census, however the 2006-2010 ACS information can be used to determine housing age. While the number of total dwelling units indicated in the 2006-2010 ACS information is somewhat different than that indicated in the 2010 U.S. Census, ACS percentages of dwellings built in each decade can be applied to the 2010 Census figures to gain an understanding of the age of the Borough's housing stock.

High style Victorian Brownstone Mansion circa 1860

Almost half of all housing in the Borough—49.1 percent—was built before 1940 and many houses from the 18th and 19th centuries remain. Many of these homes are noteworthy examples of period architecture dating from the early 1700s. Table 9. below details the age of housing in the Borough. Since the 1940s, relatively low, but steady growth continued in each decade until more recently when housing construction activity dropped dramatically. This is primarily due to lack of available land for residential development. Much of the vacant land in the Borough contains natural features or deed restricted open space which prevents further development of housing units. There is some land associated with larger institutional uses (such as Woods

Services Inc., churches, school district and county library) that could possibly be further subdivided or redeveloped if sold. The land that is potentially available for further residential development is discussed in the Future Land Plan chapter.

Table 9.
Housing Age in Langhorne Borough

Year Built	Number	Percent
Built 2005 or later	0	0.0%
Built 2000 to 2004	14	2.0%
Built 1990 to 1999	31	4.5%
Built 1980 to 1989	62	9.2%
Built 1970 to 1979	42	6.2%
Built 1960 to 1969	57	8.4%
Built 1950 to 1959	92	13.6%
Built 1940 to 1949	47	7.0%
Built 1939 or earlier	332	49.1%
Total housing units	**677**	**100%**

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

With few exceptions, the Borough attracts residents who seek out historic housing and in general, the housing stock is well kept. Consistent with the character of these historic homes there are many architectural elements that are identified with the time period of these homes. This includes wrap-around porches, divided light windows, historic wood details, high-pitched roofs and dormers. Although there are several examples of later period homes without these elements, the survey results of the residents encouraged historic homes consistent with small town character.

There are financial benefits to the community to preventing deterioration or unkempt properties as it affects the overall character of a neighborhood. Upkeep and maintenance of properties helps to maintain housing values and healthy rental rates in the community. Therefore, proper upkeep and maintenance of properties and structures is required in the Borough.

In the late 1990's and early 2000's, the Borough experienced a small burst of residential construction. The Attleboro Retirement Village added approximately 80 assisted living units at the intersection of North Pine Street and Winchester Avenue. Infill development also occurred along Flowers Avenue and three units were constructed on

East Watson Avenue. The new housing development was designed to be stylistically compatible with existing housing in the surrounding neighborhood. Architectural features, building materials and garage placement were all taken into consideration to ensure the new housing was compatible with the surrounding neighborhood. It is important for any new infill development to be designed in the same manner.

Residential Conversions

The zoning ordinance includes regulations that control residential conversion within homes. Residential conversions are permitted by special exception in the existing residential (zones R-1 and R-2) and the C Commercial zoning districts. Regulations regarding lot area, parking, and access for each unit are provided. Building conversions and reuse of structures should exhibit compatible design and scale of the neighborhood. As indicated above, residential conversions have occurred throughout the Borough in some of the larger homes as well as above businesses in the Town Center along West Maple Avenue. However, given the current high rate of rental apartments in the Borough, the policy of allowing conversions in the R-1 and R-2 district should be reviewed to determine if changes are needed.

Although flexible living arrangements for various lifestyles choices are encouraged in the Borough, allowing apartment use and higher residential densities in conjunction with businesses in the downtown (C district) would be more appropriate. More information is provided on this type of housing in the Economic Development chapter which discusses units in combination with businesses such as Live/Work units and accessory apartment units.

Tear-Downs and Lot Consolidations

Alterations to existing structures and lot areas which may have negative impacts on the scale and character of the neighborhood are discouraged. In particular, tear-downs, when existing homes or buildings are demolished and replaced with much larger structures often with different architectural styles from neighboring properties, often change the scale and character of a neighborhood. Such activity should only be considered where architectural improvement to an area is desired, such as the North Pine Street shopping center. Otherwise, alterations to existing houses and buildings should be compatible with the scale and design of neighboring properties including setbacks, façade elements, and driveway and parking areas.

Also, lot consolidations, when smaller lots are combined to create larger building lots, often increase the bulk, height, and density of an area by allowing replacement or new construction at a scale out of character with an existing neighborhood or historic district. While lot consolidations can occur in any district, they are primarily associated with older residential areas where a landowner may desire to build a larger structure than what would be permitted on an existing lot. Since such actions can alter the character of a neighborhood, lot consolidations are discouraged.

Sustainable Homes

As sustainability practices become more main stream in the U.S., homeowners will start incorporating sustainable methods, materials, and facilitate green practices into their house design. These practices will need to be addressed by the Borough to both encourage such practices, yet preserve the historic character of each neighborhood. This issue is further discussed in Chapter 10. as it relates to historic resources.

In general, sustainably designed houses are sited so as to create as little of a negative impact on the ecosystem as possible, oriented to the sun so that it creates the best possible microclimate (typically, the long axis of the house or building should be oriented east-west), and provide natural shading or wind barriers where and when needed, among many other considerations (i.e., using passive solar lighting and heating, creating temperature buffer zones by adding porches, deep overhangs to help create favorable microclimates, etc.). Sustainably constructed houses may involve environmentally-friendly management of waste building materials such as recycling and composting, use non-toxic and renewable, recycled, reclaimed, or low-impact production materials that have been created and treated in a sustainable fashion (such as using organic or water-based finishes), use as much locally available materials and tools as possible so as to reduce the need for transportation, and use low-impact production methods (methods that minimize effects on the environment).

Landscaping features and water conservation measures are also associated with sustainable homes. Additionally, sustainable homes may be connected to a grid, but generate their own electricity through renewable means and use energy efficient appliances and devices. More information regarding energy efficiency and sustainability is provided in Chapter 6.

Recommendations for Housing and Residential Neighborhoods

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

- Promote proper maintenance of the existing housing stock by enforcement of housing, zoning, health, safety, historic preservation, and property maintenance codes for rental and owner-occupied housing to ensure that sound buildings, attractive neighborhoods, property values, historicity, affordability, and diversity of housing choice are retained.
- Work with residents to identify programs that are available to help them meet their housing expenses and maintain their homes.
- Explore methods of encouraging energy efficiency of existing or potential new construction, and ensure that the environment and visual character of historic housing is not negatively impacted.
- Review and update zoning ordinance provisions as needed to accommodate infill development or redevelopment appropriate in size, density, and type of construction to preserve the character of neighborhoods.
- Update the land use ordinances as needed to encourage residential adaptive reuse (Live/Work units).
- Periodically review housing conversion and residential accessory regulations, in particular, to ensure their appropriateness to real estate market conditions and preservation of the Borough's stock of historic housing.
- Consider policies that enforce interior and exterior maintenance and that address parking issues for temporary residents of non-owner occupied rental units.
- Encourage development by investors that see the value between strong maintenance and high rental rates.
- Promote condominium units in or near the Town Center as an advantage to historic building maintenance, vibrancy and continued utilization of retail, service and dining establishments.

- Preserve neighborhood fabric by preventing tear-downs and lot consolidations that result in construction, reconstruction or renovation of housing at an inappropriately large scale so that they are not to be lost to external pressure and/or internal changes.
- Revise zoning ordinance classification for housing uses to allow apartment condominiums above commercial uses in buildings in the Commercial districts.
- Promote the use of architectural elements such as wrap-around porches, divided light windows, historic details, high-pitched roofs and dormers by developing architectural standards and visual guides for residents to use to help encourage architecture consistent with the historic character of existing homes.

Economic Development and Commercial Development

Chapter 8

In the broadest sense, positive economic development is the result of the critical use of a community's fiscal, social, and physical resources in a long-term planning process aimed at preserving and improving life and livelihood in a municipality. Economic development focuses on important aspects of a community that are provided by the private sector—employment opportunities, businesses serving residents, a stable and growing tax base, and business involvement as corporate citizens in a community's activities and decision-making. A healthy local economy requires a balance between residential and nonresidential uses to support commercial activities. It is recognized that Langhorne Borough's commercial uses and other nonresidential uses also contribute to the municipal tax base and the local economy.

Regional Economic Conditions

Historically, Langhorne was a crossroad village, containing businesses that served the day-to-day needs of area residents and that of the surrounding agrarian industry. However as the suburbs grew post World War II, businesses moved into the new areas. New highways created better access to the suburbs and its shops, and the Oxford Valley Mall and other commercial centers sprouted up throughout the lower Bucks region. With easy parking and convenient evening hours, customers now had a variety of shopping options which not only changed consumer patterns, but also the traditional Main Street of America.

Today, Langhorne is no different than any community in that its economic well-being is tied to that of the larger national, state, and regional trends. In recent years the nation has experienced an economic downturn in several key industries, perhaps most notably in the commercial and residential real estate markets. These difficulties in national economic conditions are complex and not readily remedied at the local level. Given

these facts it is important for a community like Langhorne to be aware of the economic conditions within its reach and to be proactive in its approach to economic development by capitalizing on its unique strength as a historic center in Bucks County.

Local Economic Conditions

Langhorne's commercial uses (business and retail uses) are shown on Map 1., Existing Land Use. As indicated on the map, commercial uses are concentrated in the vicinity of Maple and Bellevue Avenues, and extending along Maple Avenue to its intersection with Pine Street. This commercial area is generally referred to as the "Town Center" due to its historic character.

Grand Victorian Mansion
"Greenwood" now a restaurant

Commercial activities also exist along the west side of Pine Street to E. Watson Avenue, including the Pine-Watson Shopping Center and the 7-Eleven convenience store. Several other commercial properties are scattered throughout the Borough, including a plumbing business on Green Street, a small office center at Marshall Avenue and Pine Street, a restaurant and office on S. Bellevue, and a large office building on E. Maple Avenue that extends into Middletown Township.

Convenience Store

A few other buildings contain mixed use, including a residential and low impact business component or home occupation. Nonresidential uses range from commercial (personal services, offices, retail, eating establishments, and automotive service stations) to institutional/nonprofit and recreational uses. These nonresidential uses make up approximately one-half of the Borough's land area. Most of the commercial businesses are small-scale which have several employees. Attleboro Retirement Village is a noncommercial use that also provides jobs and tax revenue in the Borough. Nonprofit uses (tax exempt properties) make up approximately 30 percent of Langhorne's land area, and consist mainly of institutional uses such as the Woods Service, Inc.'s properties, churches, cemeteries, cultural buildings, school land, county library, and

Joseph Richardson House 1738
site of The Peace Center

utilities. Although these nonprofits uses do not contribute directly to the local tax base, employment opportunities are provided which is important to the local economy. In addition, people visiting the library, or attending a function at a church or another cultural facility are more likely to patronize local businesses. In this chapter, commercial uses will be examined in greater detail because of the impact these uses will have on the economic development prospects of the Borough.

The characteristics of the local workforce and general business makeup of a community are also key economic variables. A skilled workforce and diverse local economy can adapt better to changes or shifts in trends than an economy based on one or a few similar industries. The subsequent sections explore the topics of the occupation and industry in which Borough residents are employed and their education and income levels. Occupation and industry types, much like educational attainment, are factors that determine which types of employers and businesses will be attracted to the Borough as a place to locate.

Occupation and Industry Characteristics

Occupation is the kind of work a person does to earn a living. According to the 2006-2010 American Community Survey 5-year estimates most Borough residents pursued white-collar occupations, with more than three-quarters of the workforce (77.1%) employed in managerial, professional, sales or office work. Another 12.3 percent worked in service occupations, followed by 5.7 in production or transportation, and 4.8 percent in construction, extraction, or maintenance. Langhorne's residents were employed at a higher rate in the white-collar occupations compared to the County's rate of 69.1. An examination of the 2000 U.S. Census shows that the percentage of Borough residents engaged in white-collar and service occupations have also increased from 72.8 percent to 77.1 percent.

Industry is the type of activity at a person's place of work or the sector of the economy to which a particular occupation belongs. According to the 2006-2010 American Community Survey 5-year estimates the largest share of residents, 28.1 percent, worked in educational services and health care and social assistance, followed by 12.6 percent in professional, scientific, management, administrative, and waste management services, 9.8 percent in manufacturing, and more than 8 percent each within the retail trade, construction trade, and finance, insurance, and real estate sectors. Langhorne's residents were employed in these industries at a similar rate as Bucks County as a whole,

although the number of residents employed in educational services and health care and social assistance was higher compared to that of the County and lower in the retail and manufacturing trade. Looking back to 2000, the 2000 Census shows a two percent increase in the number of residents employed in the educational services, and health care and social assistance and construction sector, and a slight decreases in other industries such as professional, scientific, management, administrative, and waste management services and retail sectors. Table 10. provides occupation and industry information for Langhorne Borough residents.

Table 10.
Occupation and Industry, 2006-2010

	Number	Percent
Civilian employed population 16 years and over	683	50.0
OCCUPATION		
Management, business, science, and arts occupations	335	49.0
Service occupations	84	12.3
Sales and office occupations	192	28.1
Natural resources, construction, and maintenance occupations	33	4.8
Production, transportation, and material moving occupations	39	5.7
INDUSTRY		
Agriculture, forestry, fishing and hunting, and mining	0	0.0
Construction	55	8.1
Manufacturing	67	9.8
Wholesale trade	16	2.3
Retail trade	55	8.1
Transportation and warehousing, and utilities	24	3.5
Information	32	4.7
Finance and insurance, and real estate and rental and leasing	61	8.9
Professional, scientific, management, administrative, and waste management services	86	12.6
Educational services, and health care and social assistance	192	28.1
Arts, entertainment, and recreation, and accommodation and food services	40	5.9
Other services, except public administration	28	4.1
Public administration	27	4.0
CLASS OF WORKER		
Private wage and salary workers	519	76.0
Government workers	102	14.9
Self-employed in own not incorporated business workers	59	8.6
Unpaid family workers	3	0.6

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

Langhorne also had a relatively low unemployment rate of just 5 percent according to the 2006-2010 American Community Survey 5-year estimates with 683 out of the 719 labor force employed. Langhorne compares favorably with other municipalities and the County in this measure. The County's unemployment rate was 5.9 percent for the same period. Table 11 provides employment data for Langhorne Borough.

Table 11.
Langhorne Borough Employment Data, 2010

Employment Status	Number of People
Labor force-civilian	719
Employed	683
Unemployed	36
Not in labor force	718

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

The 2005-2009 American Community Survey included information regarding workers places of work, although not on the local level. According to the data, 88.4 percent of the labor force was employed within Bucks County and just 5.9 percent worked outside the state. The mean travel time to work was 21.6 minutes.

Income and Educational Attainment

Income and poverty statistics show the relative wealth of individuals and households and, in the aggregate, the affluence of a community. Borough residents had incomes and levels of educational attainment that were higher than those of the County as a whole according to the 2006-2010 American Community Survey 5-Year Estimates with 96.7 percent of Langhorne residents having a high school graduate degree or higher, and 41.5 percent with a bachelor's degree or higher. The median household income in Langhorne was $73,542, slightly below the County's median of $74,828. However, it is noted that Langhorne's median family income was $99,500, well above the County's median family income of $90,274. The median household income for Langhorne increased significantly from the 2000 U.S. Census figure of $56,389. In comparison with other selected boroughs in the area the median household income ranged from a low of $49,181 in Penndel to a high of $93,393 in Langhorne Manor. Table 12. below shows median household income of Langhorne and selected Boroughs in 2010.

Table 12.
Median Household Income of Langhorne and Selected Boroughs, 2010

Municipality	2010
Langhorne Borough	$73,542
Hulmeville Borough	$64,018
Langhorne Manor Borough	$93,393
Newtown Borough	$74,000
Penndel Borough	$49,181
Yardley Borough	$71,360
BUCKS COUNTY	**$**74,828

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

It is recognized that the Borough is tied to the regional economy through residents' employment and spending patterns, and overall, the economic indicators for Langhorne compare favorably with the immediate region, the other boroughs within the county, and the county overall.

Public Planning Input

Throughout the production of this plan public input has been sought through a variety of means to gauge the Borough's residents' and business owners' thoughts on the future of the community. In addition to the surveys and public meetings, members of the Core Group Committee participated in a walking tour of Langhorne with the Planning Consultant to identify issues that could be addressed in this Plan. The members also visited other communities to identify features that could be used to enhance the commercial areas in Langhorne. The following provides a summary of the survey and town hall meetings findings. Extended summaries of these findings are included in appendices A, B, and C to this Plan.

Resident Survey

Residents surveyed expressed a high degree of satisfaction with living in Langhorne. Most respondents indicated that they do not want to see a lot of growth in the Borough, but suggested that desired development should include parks and a mixture of small retail shops, local restaurants, and single-family development.

Business Survey

The business owners surveyed predominantly rated the business climate in the Borough as good to very good. The small town atmosphere and affordability were the

most important characteristics to respondents. Their greatest concerns were the parking, property maintenance and appearance, street lights, and signage and policing. A variety of issues related to planning and development (government cooperation, parking, and street planning) were also important to business owners.

Town Hall Meeting

At the Town Hall Meetings, community members were asked specific questions about "Main Street" identified as the area in the vicinity of Maple and Bellevue Avenues, and extending along Pine Street. The "Main Street Matters" station included questions about the existing size of the commercial zoning district, various design and planning concepts (e.g., form based zoning, streetscape, parking and building layouts), and perceived gateway locations and concepts.

Size/Area of Commercial Zoning District

The majority of respondents thought the existing commercial areas were appropriate for business uses in the Borough. Less than 20 percent of respondents felt that the existing commercial should be reduced. Forty-three (43%) percent of respondents felt that existing commercial areas were well suited to accommodate additional development and/or expansion while 56 percent did not. There was no consensus regarding the expansion of the commercial areas as responses were varied and many participants did not feel changes were necessary to the existing commercial area.

Other comments included possibly allowing a higher intensity of uses and a mixture of uses in the commercial area. Various types of uses that encourage a better balance of commercial activities were also suggested. The coordination of facilities such as parking, signage, lighting, and other design features to make the commercial area more user-friendly to both motorists and pedestrians was also indicated. Pine-Watson Shopping Center was specifically noted as needing improvements to enhance the overall commercial nature of the Borough.

Building Design and Scale

The majority of respondents desire commercial buildings/businesses on Pine Street to be located closer to the street with parking to the side or rear of buildings. An overwhelming majority felt that Langhorne should consider a shared parking concept as an approach to provide more convenient parking.

Town Gateway and Center

About two-thirds of respondents felt there should be a more formal gateway to define the entrance to the Borough. The majority of respondents perceived the center of town to be located at Bellevue and Maple Avenues. This was followed by Pine Street and Maple Avenue. Various locations were perceived as a gateway or entrance into Langhorne. Many respondents indicated Pine Street and Maple Avenue, while others felt streets or points preceding the intersection served as a gateway. The points included the Friend's Meeting House, Attleboro Retirement Village, Woods Services Inc., the tunnel overpass, and the Methodist Church.

Of the responses provided regarding what the gateway should look like, most indicated that it should be consistent with Langhorne's character and be of historic design. Materials such as stone, brick, or wood (not metal) were suggested. Features to consider included an arch, a pillar, or a clock. Keeping it simple and tasteful was recommended.

Other Main Street Matters Comments

Participants were also asked if they had general comments regarding the commercial area. Many responses were related to encouraging a better mix and diversity of businesses. Walkability (including decorative and pedestrian friendly crosswalks with countdown signs, and improved handicapped/stroller accessibility), retaining the historic nature (architecture), and providing sufficient and convenient parking were viewed as important issues. Also, the proper maintenance and upkeep of buildings/properties and landscaping (attractiveness and safety) were felt to be important. Other suggestions to improve the town center included sidewalk cafes, awnings, public sculpture, a banner or colorful flags over Maple Street, historic lighting, and white lights on trees to make town look alive at night, live music, and solar panels to provide power for lighting features.

Core Group Committee Town Center Research

In addition to participating in a walking tour of Langhorne, members of the Core Group Committee visited other communities to identify features that could be used to enhance the commercial areas in Langhorne. The nearby towns of Newtown and Bristol Boroughs in Pennsylvania and Bordentown in New Jersey were selected due to their similar nature with Langhorne. Elements that were evaluated include signage, parking, composition of retail and service uses, street fixtures, and landscaping/green space. In addition, information on miscellaneous items, such as whether the communities contain

pedestrian crosswalks, utilize marketing methods to publicize events, use bulletin boards, brochures, and flyers to post community information, and general walkability of the commercial areas was also gathered. A compilation of the Core Group Town Center Research can be found in Appendix F. at the end of this document.

Within the respective downtown areas, Core Group members noted characteristics of the different elements such as: material, design, and location of signs; the location and accessibility of parking; the balance and types of retail, service, and restaurant/food service uses present; whether amenities such as benches, trash containers, bus kiosks, bicycle racks, and bistro tables with chairs are located along sidewalks; and if street trees, pocket parks/green spaces, and flower containers/planters are located in the downtown.

While a variety of information was gathered, the following characteristics surfaced as positive attributes in the towns visited. These attributes can be applied to Langhorne as officials consider strategies to promote a welcoming and vibrant Town Center.

- Adequate parking areas that are free of charge, conveniently located, well-kept and clean (no visible trash) and that contain sufficient lighting, attractive landscaping, and directional signage. (Core Group members noted that many of the towns contain a municipal parking lot in addition to on-street spaces.)
- Good walkability with attractive sidewalks in front of businesses with full window displays and other inviting streetscape features that include planters, street benches, bistro tables/chairs at eating establishments offering outdoor dining, street trees and landscaping.
- Connection to local history and historical resources through the use of wayfinding signage and markers.
- Clean environment with well-kept buildings.
- A mix of uses that includes businesses that entice visitors to return, such as art galleries and antique shops.
- Good quality signage attached to retail and service uses.
- Organized community events which are promoted and advertised.

Economic Development Planning

The Core Group Committee considered the surveys and town hall meeting responses in formulating a community vision regarding economic development. It is the vision of this Plan to sustain and enhance economic vitality in the Borough, while maintaining the small-town historic character and uniqueness of the community. The primary goal of this planning effort is to enhance and revitalize the Borough's existing commercial districts. To achieve this goal it is necessary to evaluate the existing nonresidential uses within the community and the zoning regulations that control nonresidential development. Issues that arise from this analysis will be discussed and recommendations to address noted issues will be presented to help formulate the future land use plan and economic development plan.

Nonresidential Zoning Districts

In addition to general market conditions, zoning determines where commercial uses will be located and at what level of intensity. The zoning ordinance was last updated in 1995 with several amendments adopted over the years. There are four zoning districts within the Borough that permit commercial, office, and industrial uses; the C Commercial, C-1 Commercial, PS Professional Services and LI Light Industrial. A brief description of these districts along with their locations and associated land use issues is provided below.

C Commercial

The C district includes the area extending along portions of Maple and Bellevue Avenues and an area on N. Pine Street including the Pine-Watson Shopping Center up to the 7-Eleven convenience store on E. Watson Avenue. The Historic Overlay District also encompasses a large portion of the C district. The purpose of the C district is to provide for office, retail, personal service, commercial center, and business uses; meet appropriate circulation and parking needs; to provide for public convenience; encourage pedestrian traffic; and preserve the historical character of the district.

In addition to various commercial uses, the C district also allows residential uses that meet the requirements of the R-2 district. Other permitted uses include institutional, recreation, education, business and office, and retail and consumer services. These uses are required to have a minimum lot area of 4,000 square feet with 20 percent open space. A maximum impervious surface ratio of 50 percent is allowed.

C-1 Commercial

The C-1 district is limited to the three corner properties at the intersection of Route 213 (Maple Avenue) and Route 413 (Pine Street), excluding Mayor's Playground. Two additional properties on the east side of N. Pine Street just north of E. Maple Avenue are also located within this zoning designation. The purpose of the C-1 district is to provide reasonable standards for the orderly development of automobile-related businesses, which due to traffic volumes must be located with adequate street frontage to avoid undue congestion. Automotive services are permitted in this district as are limited business and commercial uses including, business services, personal and repair services, and sit down restaurants. Permitted uses are required to have a minimum lot area of 4,000 square feet with 10 percent open space, and a maximum impervious surface ratio of 80 percent.

PS Professional Services

The PS district covers the southeastern portion of the Borough containing nonprofit, institutional and office uses including Woods Services Inc. property, the public library and portions of the elementary school and the office complex whose property boundaries extend into Middletown Township. A small area of PS zoning also encompasses the property located on N. Bellevue Avenue adjacent to the Langhorne Hotel now containing a delicatessen. The purpose of the PS district is to provide an appropriate area for professional services which do not require high visibility or ease of access; encourage the preservation of the character of the existing buildings; and provide appropriate standards for development which are harmonious with the existing character of the area, and provide for public convenience.

The PS district allows residential uses that meet the requirements of the R-2 district. Other permitted uses include institutional, recreation, education, limited office, bed & breakfast, and funeral home. Sit down restaurant and motel/hotel use are allowed by conditional use. Permitted uses are required to have a minimum lot area of 20,000 square feet with 10 percent open space, and a maximum impervious surface ratio of 30 percent.

LI Light Industrial

The LI zoning district is situated between the railroad tracks in the northern portion of the Borough. The purpose and intent of the LI district is to provide sufficient space for industrial activity; protect industrial establishments from incompatible land uses;

protect the surrounding district from negative impacts; provide sufficient space for off-street parking, vehicular circulation; and, provide for landscaping and other amenities to help buffer uses from surrounding neighborhoods. Utilities, light industrial use, school bus yard, and open recreation are permitted in the LI district. Bulk commercial and mobile home are permitted by conditional use. Vehicle sales, rental, & service are allowed by special exception on a minimum lot area of 40,000 square feet with 20 percent open space. A maximum impervious surface ratio of 40 percent is allowed.

Evaluation of Zoning Districts Standards, Design Guidelines, and Other Commerical-related Issues

The following highlights various issues affecting the commercial districts in Langhorne. These issues or topics were identified by the public and Comprehensive Plan Core Group as areas of concern that should be addressed in this Plan. Potential planning strategies to address each issue are presented for consideration as part of the recommendations to be implemented through the future land use plan.

1. **Zoning Districts**—Although most of the land in the commercial zoning districts is developed, deliberate changes in land use can still occur gradually over time if zoning changes are enacted to provide a framework for future redevelopment and revitalization. The following are potential zoning changes intended to strengthen and diversify the economic base, amenities, and community identity:

    - Consideration should be given to either consolidating Langhorne's two commercial districts or to the creation of two distinct commercial districts such as: 1) Town Center District to recognize the existing historic, pedestrian-oriented, and small business nature along Bellevue and Maple Avenues, and; 2) Neighborhood Commercial to recognize the area along Pine Street that is currently more automobile-oriented and in need of revitalization. Zoning for service stations and auto-related uses could be provided by an overlay district, rather than by a separate commercial zoning district. This way, additional design or enhancement provisions could be provided for the key intersection.

    - In the same way, the creation of a new commercial district for the non-historic properties located along Pine Street could provide setbacks and design standards more in line with the historic character of the Town Center to provide connectivity and a common commercial theme in the Borough. Physical improvements could be made to further enhance the shopping experience and

better integrate the center with its neighbors. As it exists now, the center disrupts the flow of the tighter surrounding physical space, as it is set back from the sidewalk. For example, the zoning could be revised in order to mirror the purpose and intent of the C Commercial District to also "encourage pedestrian traffic; and, to preserve the historical character of the District." This being said, while most of the businesses along Maple Avenue in this district demonstrate worthy examples in keeping with this statement, the Pine-Watson Shopping Center, despite technically being part of the C Commercial District, follows the "automobile related" objective of Langhorne's C-1 District in that its design is geared toward drivers rather than pedestrian traffic. Existing zoning prohibits a shopping center from being "erected within one hundred (100) feet of a street line or within fifty (50) feet of a property line. Also, no parking, loading or service area can be located less than thirty (30) feet from any property line." Therefore, consideration should be given to development criteria, such as setbacks and parking, pedestrian connections, etc., which would produce commercial and mixed-use structures similar to those along Maple Avenue, rather than providing zoning that supports the establishment of a strip mall to the detriment of Langhorne's community character.

- *Creation of a Historic Enhancement Overlay District*—Such a district would coincide with the commercial zoning boundaries established by the Historic District to encourage additional uses (such as artisan, studios, craftsmen) associated with a specific theme associated with the historic nature of the Borough which could be used to improve the economic viability of the town center.

2. **Residential use in commercial district**—In addition to various commercial uses, the C district allows residential uses that meet the requirements of the R-2 district. Although not unique to Langhorne, many borough commercial cores have witnessed a shift in recent years of commercial uses converting to residential uses. The net effect is to reduce the community's nonresidential/commercial land use percentage. As residential conversion overtakes nonresidential use as the primary use of a building in the commercial district, the commercial core becomes fragmented, less attractive to pedestrian customers, and may put pressure on

expanding the commercial districts due to lack of available space within the defined district.

Retail-appropriate town centers and vibrant retail streets typically tend to share the following attributes: have ground-floor spaces along transparent storefronts, adequate sidewalks, and few disruptions in retail continuity (few instances of interference by professional offices, open spaces, residential-only buildings, etc.). Including a residential component as an accessory use to a principle nonresidential use (mixed use or live/work unit) can add to the vibrancy of a town center. Therefore, it may be appropriate to prohibit residential use as a primary use in the commercial districts, and instead limit such conversions to the second floor or rear of the property, such as in the case of work/live units.

3. **Parking**—Although there is both on- and off-street parking for businesses on Maple and Bellevue Avenues, finding convenient parking at times can be difficult. On-street parking is limited, and the accessways to some of the businesses off-street parking lots can be confusing for motorists not familiar with the area. Other more visible parking lots contain sign restrictions making it seem uninviting to patrons visiting the Borough. Shared parking arrangements to accommodate public parking during both peak and off-peak hours should be explored. Both Doylestown and Jenkintown Boroughs have established such parking arrangements. Appropriate signage to make patrons aware of convenient "public parking" is also important to the success of a shared parking arrangement. Several of the larger lots in, or near the Town Center, should be approached to determine if this type of arrangement would be feasible to provide additional off-street parking.

4. **Traffic**—Volume and congestion problems on Pine Street and Maple Avenue cause motorists to seek short-cuts through Langhorne. This results in additional traffic traveling on residential neighborhood roads usually at higher speeds than intended. Improvements to signalization timing and turning movements at major intersections in the

Borough have been made. However, congestion still occurs at various times throughout the day. Traffic calming techniques should be considered to address the residential roadways with high cut-through volumes and speeding problems. These techniques can increase both the real and perceived safety of pedestrians and bicyclists and improve the walkability of the residential and commercial areas.

5. **Community theme**—To help connect and market businesses in the Borough, a unified and common theme, possibly related to its historic attributes, could be developed for the Borough. Gateway and other streetscape enhancement (bus stops, benches, bike racks, signage, lighting, landscaping) could also be tied to the common theme.

6. **Building maintenance and improvements**—Standards for attractive building facades and high quality buildings should be enforced through the property maintenance and building code to encourage pedestrian interest and shopping.

7. **Underutilized properties**—Although Langhorne is nearly built out, it does contain buildings that are unoccupied or only partially occupied. Downtown revitalization efforts may take place in existing structures, through adaptive reuse or conversion. Identification of underutilized properties is crucial to the future success of revitalization efforts so that development is guided to appropriate locations.

Strategic Marketing Plan

As indicated in the previous sections, there are many components to be considered to work towards a sustainable economy. The following provides direction in the development of an overall marketing plan for Langhorne.

Downtown Revitalization and Business Promotion

Langhorne is a special place in Bucks County that has changed and evolved over time while maintaining its status as a historic community. The Borough has many economic assets such as a diverse, educated and engaged citizenry, active community groups, small town atmosphere, unique historic and cultural attributes, as well as opportunities for future commercial/business revitalization and expansion. Langhorne Borough Business Association (LBBA) promotes local businesses, entertainment, and local history, and sponsors special town events designed to invigorate and promote the community.

As stated previously, commercial and retail development is an important part of the enhancement and revitalization of the Borough's Town Center and commercial corridor along Pine Street. In order to identify potential economic development opportunities in the commercial sector it is useful to evaluate the local retail market. A marketing plan is meant to take a comprehensive approach to town improvement and revitalization by building upon existing amenities, implementing design improvements, effective marketing, and other economic development strategies. Such a marketing plan could examine both the commercial and residential markets to provide potential development scenarios for the commercially zoned districts. In addition, the desired types of commercial development that would benefit the local market, including specific retail uses, personal service, and office uses, as well as residential components (live/work units, second- and possibly third-floor apartments above street-level commercial businesses) could be analyzed.

Information of local retail market conditions based on the ESRI Community Analyst[6] tool is provided in Appendices G, H and I. The data is intended to be used as a starting point in the development of a comprehensive economic development plan for the Borough. It draws on available census and market analysis tools based on defined boundaries of the Langhorne market. Such tools can be used to determine consumer expenditures within the market, understand which market segment these consumers occupy, and show areas of potential economic opportunity. Many of the demographic topics are covered in earlier chapters of this Plan; however this information is focused specifically towards the market potential of the Borough and is meant to guide future decisions on economic development planning.

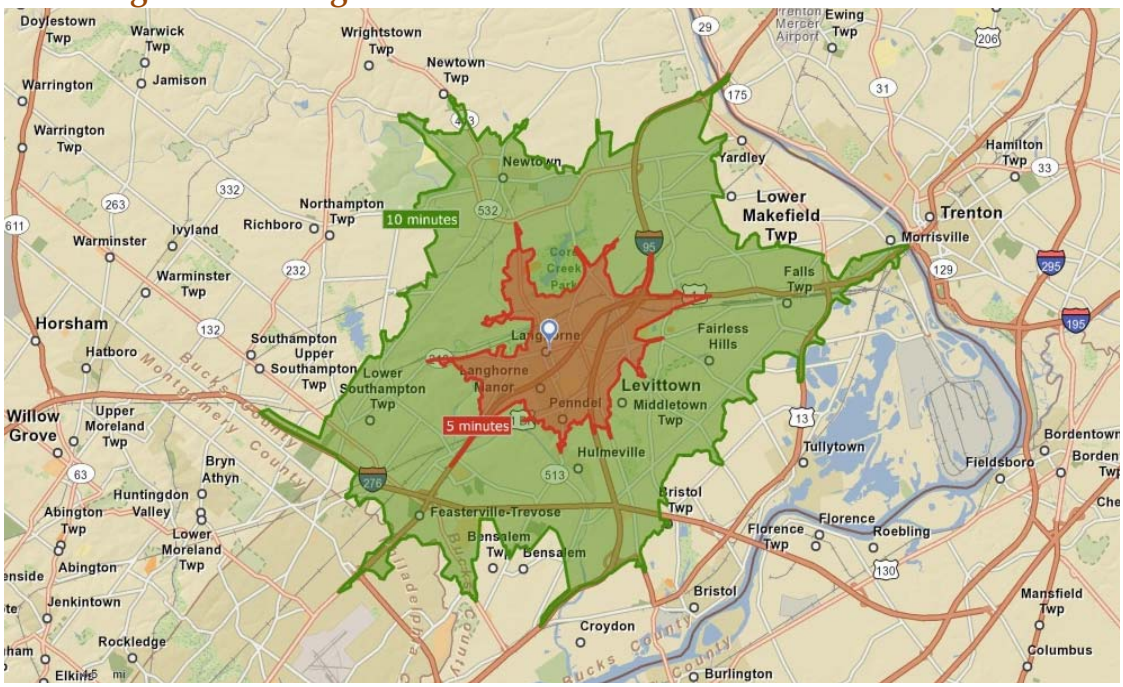
Market Boundaries and Associated Demographic and Socioeconomic Characteristics

Using the ESRI Community Analyst tool the boundaries of Langhorne's Market were divided into 0-5, and 0-10-minute drive times[7] from the approximate center of the Borough (intersection of Maple Avenue and Pine Street). The resulting map is indicated below and can be used to establish the local retail market for the Borough. Data produced for these intervals is provided in Appendix G.

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

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

Figure 2.
Langhorne Borough 0-5 and 0-10 Minute Drive-Time Market Areas



Source: ESRI Community Analyst, 2013.

Although Appendix G provides demographic and analytic data within the boundaries of the 0-5, 0-10, and 0-15 minute drive-times, it is recommended that the 0-5 minute drive-time market be used for the Borough due to the large overlap with other nearby retail markets. We note that the population within the 0-5 minute drive boundary is expected to stabilize and slightly grow (0.23%) over the next few years, whereas a slight decrease is expected in the other drive time categories.

Retail Goods and Expenditures

Analyzing the consumer spending habits of a community can be useful when conducting a market analysis. These spending habits, or average household expenditures on retail goods and services, are provided in the ESRI Community Analyst. A Spending Potential Index (SPI) represents the amount spent for a product or service relative to a national average of 100. Consumer spending data are derived from ESRI forecasts for 2012 and 2016, and the 2010 and 2011 Consumer Expenditure Surveys from the Bureau of Labor Statistics. Expenditures on retail goods and services within the 5-minute drive-time are shown in Appendix H.

Major categories of particular interest for Langhorne's future economic development are Food, Entertainment and Recreation, and Apparel and Services. In the 0-5 minute

drive category, households spent $61 million on food with a SPI of 129. Food Away from Home, a subcategory of Food, indicates area households spent over $25 million eating and dining out (SPI of 130). Nearly $27 million was spent on Entertainment and Recreation (SPI of 136), and about $13.5 was spent on Apparel and Services (SPI of 93). There are other subcategories of expenditures that may have a potential bearing on the economic opportunities in the Borough. For instance, under the major category, Apparel and Services, the subcategories of Watches & Jewelry and Apparel Products & Services received a SPI of 142 and 232, respectively. While household spending was not extremely high (under $1.7 million each); the SPI level for these expenditures was well above the national average.

Other subcategory expenditures contain very high SPI's and should be evaluated with any future marketing study. It is further noted that caution should be given in analyzing this data as it is constantly being updated, and consumers' tastes and desires can change quickly in today's retail environment. However, these data can still provide a glimpse of retail market potential in the Langhorne area.

Retail Marketplace Potential

The final piece of the retail market analysis is to determine potential retail opportunities from the evaluation of market supply and demand. Appendix I contains detailed information for Langhorne using the ESRI Community Analyst for the 0-5 minute drive time. The market supply, or retail sales, consists of the sales receipts, as determined by data from the US Census Bureau Census of Retail Trade and proprietary business data available through the ESRI Community Analyst, of businesses that are primarily engaged in the retailing of merchandise. The market demand, or retail potential, is calculated by estimates of consumer spending from the Bureau of Labor Statistics' annual Consumer Expenditure Surveys, which provide consumer spending information for hundreds of goods and services by households.

Once market supply and demand are determined the next step is to determine whether there is a leakage or a surplus. A leakage occurs when the market's supply is less than the demand. When this situation occurs retailers outside of the market area are fulfilling the demand for retail products. Therefore, consumer dollars are being spent elsewhere. A surplus occurs when the market's supply exceeds the demand. In this case retailers are attracting shoppers that reside outside the market area. Additional consumer dollars are therefore being brought into the market.

Appendix H provides detailed information on the leakage/surplus factors for the retail trade sector as classified by the North American Industry Classification System (NAICS) and the number of businesses within the Borough's market area. The measure of leakage/surplus ranges from +100 (total leakage) to -100 (total surplus). The graphs below indicate a snapshot of the leakage/surplus factors by industry subsector and group for the 0-5 minute drive category.

Figure 3.
Leakage/Surplus Factor by Group

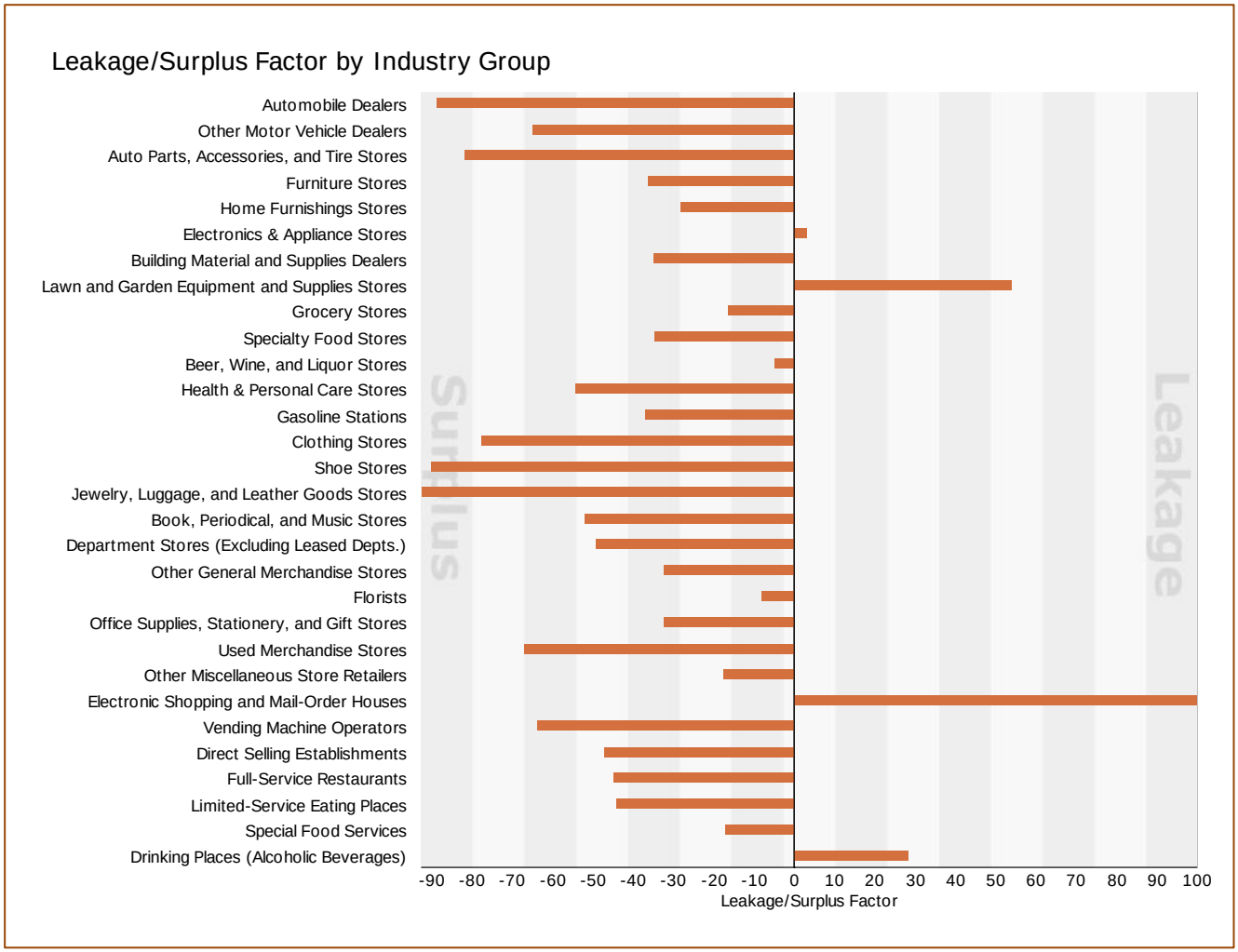
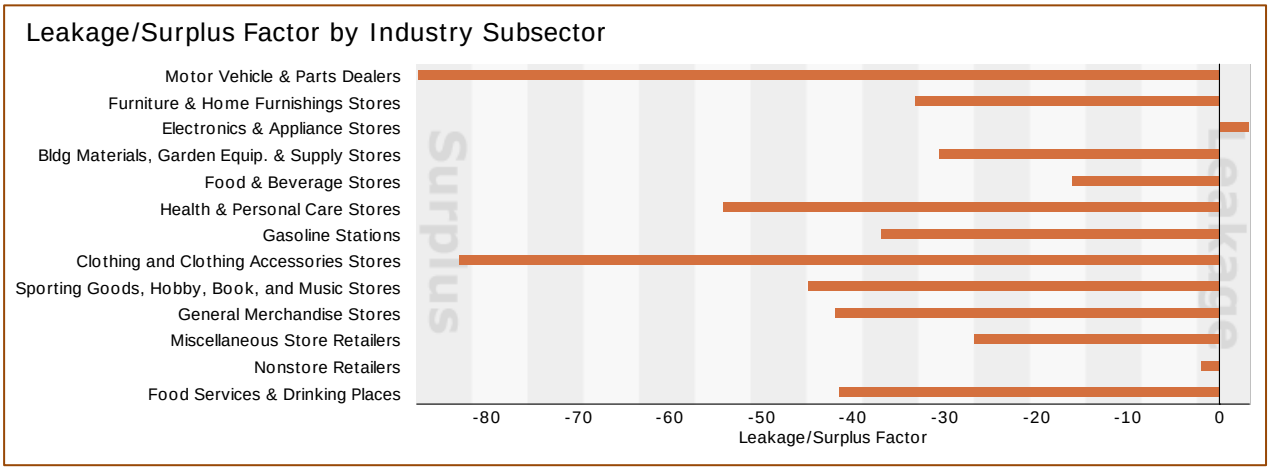


Figure 4.
Leakage/Surplus Factor by Industry Subsector



Borough officials can use this data to formulate strategies to attract and/or retain certain retail businesses as there are several categories that show a slight to significant amount of leakage and bear further investigation to determine if those types of businesses would benefit the Borough. It would also be prudent to investigate some of the business types that show a moderate surplus. The success of these businesses may allow the Borough to create a niche market in that business category.

The surveys and Town Hall meeting provided a baseline regarding specific issues and opportunities that can also be useful in the formulation of an overall marketing plan for Langhorne. The results of the public comments suggested that residents would like to see a mix of uses that are in character with the small historic town character, and that provide more options for retail, shopping for day-to-day needs, and entertainment. Together with the above ESRI data, this information can help the Borough improve the overall business climate as it develops a marketing plan.

Economic Development Elements

The elements necessary to support economic development to maintain a high quality of life include sufficient and suitable land, appropriate and adequate infrastructure, and an available and trained workforce. These elements enhance the economic viability of commercial districts as well as community livability and connectivity. Langhorne is located in Lower Bucks County, an area known for its tourist's attractions (e.g., Sesame Place), shopping malls, restaurants, parks, and history. The business community and

the cultural and historic features of Langhorne are promoted through the efforts of the Langhorne Business Association and municipal website. The Borough should continue to develop and pursue a broad range of actions, including public/private partnerships, designed to enhance its long-term competitive position in the region.

The Borough can support economic vitality through municipal ordinances to encourage development and adaptive reuse of older buildings. As funds permit, the Borough should undertake streetscape enhancements in the commercial areas (i.e., entrys, pedestrian ways, clear and attractive signage, etc.) to encourage private investment in, and improvements to surrounding commercial properties. The Borough should also strive to preserve historic features and local culture to maintain a sense of place and attract people and businesses to the area. A healthy economy requires a balance between residential and nonresidential uses to support commercial areas and provide a local workforce. The Borough should also seek to maintain and expand its economic climate and varied employment opportunities by focusing on the recruitment of innovative businesses as well as traditional service businesses.

In addition, adequate on- and off-street parking and clear directional or wayfaring signs to parking lots and other nearby attractions should be addressed to ensure a successful transportation system.

Traffic calming techniques should also be considered to address existing problems. By addressing high speeds and cut-through volumes, traffic calming can increase both the real and perceived safety of pedestrians and bicyclists, and improve the quality of life within a neighborhood.

Recommendations for Economic Development

- Attract and/or actively recruit new businesses to fill vacant storefronts and encourage businesses that serve the needs of residents.
- Prepare a *Marketing Strategy* or *Business Recruitment Plan* in conjunction with the information provided in this plan.
- Continue to encourage businesses that serve the daily needs of residents.
- Endorse traditional commercial neighborhood design for new development and redevelopment that caters to pedestrians and motorists.

- Encourage a high quality of design, architecture and landscaping that will further enhance economic development and promote a vibrant town identity.
- Encourage connectivity among businesses with regard to parking and pedestrian access as well as to the Borough's overall trail system to promote foot-traffic.
- Promote sustainable building practices in terms of green space and water and energy conservation.
- Encourage public and private initiatives that promote and support heritage tourism.
- Work to secure state grant funds to revitalize properties and areas in need of façade, signage, access or landscaping improvements.
- Reduce sign clutter and improve directional signage to parking lots and area attractions.
- Permit flexible use of building space for accessory uses, such as affordable living units (apartment above retail use) and work/live units.
- Consider establishing wireless internet hot spots at Borough-owned and public places.
- Prepare a *Strategic Wayfinding Plan* signage plan.
- Prepare a *Parking Management Study* to evaluate shared parking and manage parking demand more effectively.
- Ensure adequate bike racks and related facilities are strategically placed throughout town to encourage cyclists to stay and walk in town.

Town Center

This area includes the concentrated businesses and public facilities in the historic area situated along West Maple and Bellevue Avenues.

- Allow primarily commercial and business uses with a mixed residential component rather than "only residential" developments. Residential uses to be encouraged are live/work units and accessory apartments to provide affordable housing opportunities for working artists, service industry employees and others.

- New uses and/or redevelopment should be pedestrian friendly, energy efficient, and contain public open spaces or features.
- Design amenities or provisions to buffer and protect abutting residential uses should be provided.

Neighborhood Commercial

The area is situated to the west side of North Pine Street and is intended to encourage a more traditional and coordinated design of commercial and office development that serves the daily needs of residents when redevelopment is proposed.

- Encourage traditional commercial neighborhood design for new development and/or redevelopment that includes sustainable building approaches by locating buildings close to the street to make the developments more pedestrian-oriented, providing parking and loading to the rear of the buildings, and enhancing green spaces and features. This can be achieved by the creation and design of a zoning district specifically toward substantial redevelopment, such as a Downtown District. Because building form and streetscape are interrelated, a form-based code can include elements to address size and shape of buildings, parking design, sidewalk width and street trees in order to define a desired appearance. Detailed building design standards explicit to this Downtown Zoning District can ensure that buildings relate properly to the streetscape at a pedestrian scale, while including incentives to encourage mixed-use [condominium, retail, and office] combined to ensure financial viability.
- Create standards that encourage a greener and more unified commercial development area including pedestrian linkages.
- Special buffer regulations and design criteria should be considered to protect adjacent residential neighborhoods as new or redevelopment occurs. Such provisions should include fencing or wall features and/or suitable landscaping to buffer nuisances and improve aesthetics so that adjacent residential and commercial uses can better coexist as neighbors.

TRANSPORTATION AND CIRCULATION SYSTEMS

Chapter 9

The function of a transportation system is to provide for the movement of people and goods between places. The adequacy of this system is directly influenced by the type and size of the population growth and land development that occur along the network. When transportation improvements are designed, it is important to address the needs of the general public, individual property owners and neighborhoods. Where appropriate, transportation improvements should be designed for multi–purpose use, providing safe movement of pedestrians (including those with disabilities), bicycles, public transit and motor vehicles.

Maintaining and enhancing the quality and efficiency of the transportation system will support the Borough's recreational and economic development efforts. This chapter examines the transportation system in the Borough and provides analysis and recommendations for the various modes of transportation that serve it.

Transportation System

There are four basic components of the transportation circulation system within Langhorne Borough. These are the motor-vehicular street system, the pedestrian/biking system, parking facilities and public transportation. Each component must operate properly in order for the circulation system to function well.

Streets in the Borough serve many purposes. While their main purpose is to carry vehicles to their appropriate destination, they also serve the purpose of providing on-street parking, ingress and egress to properties and pedestrian movement.

As the Borough continues to maintain and upgrade its road system, a balance among through traffic, local traffic, emergency vehicle movements and parking needs must be addressed. The livability of neighborhoods and the historic character of the Borough must also be considered as improvements are made to the road network to ensure safe and convenient walkability.

Vehicular System

The primary roads within Langhorne Borough are Pine Street (Route 413) Maple Avenue (Route 213) and Bellevue Avenue. These roadways carry the highest volumes of traffic within the Borough and provide access on and to the town's commercial center. Furthermore, Route 1 has a direct effect on traffic patterns in the Borough even though it is not located within the Borough's borders.

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

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

This high level of connectivity also allows people to have the option of walking or biking because the routes to schools, parks, and businesses are shorter. Although the level of connectivity in Langhorne is high, there are some gaps in the existing sidewalk system and some intersections do not contain full pedestrian crossing signals. Additionally, outside of the Borough, primarily in Middletown Township, walkways are not continued which limits pedestrian connection to nearby destinations such as parks and shopping areas.

The surveys taken for this Plan update reveal that traffic within the Borough is a major concern. Survey responses indicated that congestion, noise, speeding and cut-through traffic are issues.

Traffic Calming

Traffic-calming is founded on the idea that streets are a means of connecting people to their communities, offering critical functionalities that help to create and preserve a sense of place. They provide a service to the community as a whole and should adequately and safely serve multiple users such as walkers, shoppers, tourists, cyclists, runners, children and families, as well as motorized vehicle passengers and mass transit riders.

Traffic-calming uses techniques designed to lessen the impact of motor vehicle traffic by slowing it down, or literally "calming" it. This helps build human-scale, walkable, bikeable and livable communities where motor vehicles are intended to be one form of transportation but not the sole form of transportation (FMI, visit http://conservationtools.org/guides/show/91-Traffic-Calming#ixzz2IkK2DSfk).

Speeding and cut-through traffic volumes on neighborhood streets can create an atmosphere in which non-motorists are intimidated or even endangered by motorized traffic. Several residential streets in Langhorne experience both speeding and cut-through traffic as motorists try to avoid signalized intersections, especially when they may be backed up during rush hour. Traffic calming measures are typically used to address high speeds and cut-through volumes.

Potential traffic calming techniques include speed humps, speed tables, chicanes, planted medians, curb extensions and rain gardens. They can increase both the real and perceived safety of pedestrians and bicyclists. Their role in traffic calming is usually emphasized because they are self-enforcing. Measures such as speed tables slow motorized vehicles in the absence of a police presence and can provide a well-marked designation for safe pedestrian crossing.

Example of marked Speed Table

Traffic calming techniques should affect driver behavior and improve the safety of the streets for all roadway users. School bus stops are located at the intersections of Green Street and Richardson Avenue and Green Street and Maple Avenue. Traffic calming techniques in these locations would provide added safety for children at these stops. They should be designed so they do not impede emergency access by police, fire, ambulance, or rescue personnel. Public participation during the design and placement of traffic calming measures is key to ensuring their acceptance in a residential neighborhood.

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

have transformed Sycamore Street into a more pedestrian-friendly and safe environment.

The *Assessment of Land Use and Transportation Solutions for the Route 413/513 Corridor* prepared in 2004 by the DVRPC provides recommendations for several areas in the Borough, including:

- Route 413/Winchester Intersection
- Pine Watson Shopping Center Vicinity
- Route 413/213 Intersection
- Pennwood Library Vicinity
- Woods Services, Inc. Vicinity

Some of the expected outcomes of the recommended traffic calming measures are to:

- achieve safe, slow speeds for all vehicles;
- improve the safety and the perception of safety for non-motorized users of local roads;
- increase roadway safety by reducing crash frequency and severity;
- increase the compatibility of all modes of transportation, specifically with pedestrians and bicyclists;
- reduce cut-through vehicle traffic on local roads;
- reduce the need for violation enforcement on local roads; and
- consider the effect of street width on traffic speed when planning road reconstruction projects.

Parking

Parking in the Borough is accommodated both on-street and on-lot. Ensuring that sufficient and convenient parking exists for businesses and residents alike is important to livability of a community. Although it appears that adequate parking exists for existing uses in the Town Center and for the Pine Watson Shopping

Center, parking issues still exist in the Borough. These include locating convenient parking both on-street or off-lot near the business a patron desires to visit. Several larger off-street lots are limited to a few businesses making it difficult for motorists to identify appropriate parking easily.

To determine the most recent parking trends, the Borough could benefit from conducting a parking study to inventory parking spaces and their usage for businesses in the Town Center area. Based upon the study findings, the Borough could then develop a parking plan and determine the direct need for any or all of the following:

- a convenient public parking lot to serve the town center;
- increase public/private sector cooperation to foster arrangements for on-lot shared parking for all users;
- consolidate private parking areas to improve efficiency;
- improve and market parking lots through improved and coordinated signage;
- limit time length of parking on streets; and
- create and enforce business parking agreements, including fees-in-lieu of parking agreements. Improve access between shared lots to promote usage by customers through signage.

Public Transportation

Attleboro Retirement Community and Woods Services, Inc. provide shuttle services for their clients to nearby destinations. The Borough is served by the Route 14 and Route 130 bus lines operated by the Southeastern Pennsylvania Transportation Authority (SEPTA). SEPTA's Route 14 bus originates at the Frankford Transportation Center and makes connections to both the Neshaminy and Oxford Valley malls through Langhorne with a stop at Pine Street and Maple Avenue. SEPTA's Route 130 bus traverses the Borough along Pine Street (Route 413) as it makes several stops between Bucks County Community College in Newtown Township and the Neshaminy Mall in Bensalem Township. The stop at the Neshaminy Mall links to several other bus routes. The bus routes also connect to SEPTA's Langhorne regional rail station located about a mile south of the Borough in Middletown Township.

Langhorne Borough should promote public transportation through the following activities:

- monitor bus service routes and schedules and providing comment to SEPTA and the TMA of Bucks County;
- work with the Transportation Management Association (TMA) to consider innovative initiatives including a Circular Bus Shuttle service to provide short travel to Malls, the nearby SEPTA train station and area shopping centers;
- promote and marketing bus routes as an alternative to automobile use since the availability of public transportation is a benefit to all residents in the area;
- facilitate bus shelters and other treatment for the convenience of riders; and
- create attractive directional signage in strategic locations around the Borough for greater awareness.

Pedestrians and Bicyclists

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

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

Pedestrians

One of the keys to the vitality of the Borough is how easily people can walk to get to their destinations. Sidewalks provide alternative methods to make certain needed trips, in addition to their use for exercise and recreation. Langhorne contains a large population of disabled persons that reside at the Wood School and therefore

handicapped accessibility is of the utmost importance to ensure safe egress to public facilities within the Borough.

As the Borough seeks to maintain and improve its walkability, it should continue to implement the recommendations outlined in the *Assessment of Land Use and Transportation Solutions for the Route 413/513 Corridor* (2004) and build upon its findings by preparing and implementing a more detailed pedestrian circulation plan to include:

- develop a sidewalk strategy that gives highest priority to sidewalks that provide the most significant pedestrian access to schools, public facilities and the town center area;
- define a strategy for the infill of sidewalks as streets are rebuilt or properties are developed, to include a plan for sidewalks where gaps exist;
- provide sidewalks along streets that do not have sidewalks, improving substandard sidewalks, and installing safe and accessible transitions at locations where new and existing sidewalks abut, and where new sidewalks end at existing paved, unpaved, or other unfinished condition;
- coordinate with Woods Services, Inc. periodically to ensure that sidewalks and crosswalks are handicapped accessible and continue to be safe for residents needs;
- facilitate pedestrian access to and from schools, public facilities and between residential areas and the Town Center in order to increase safe passage;
- improve pedestrian crossings at street intersections through measures such as raised crosswalks, limited cartway radii, countdown pedestrian signals and traffic calming;
- coordinate and work with the surrounding communities to continue Borough sidewalk and trail system and;
- establish a pedestrian safety and education program.

Bicyclists

A bike-friendly town is typically associated with a high quality of life and a sense of community. In many communities, bicycle systems are important and much

appreciated facilities. They increase the social connections that take place when residents are active and spend time outdoors in their community. Bicycling also reduces short automobile trips and preserves parking areas for those whose travel option may only be by car.

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

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

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

Recommendations for Transportation and Circulation Systems

- Maintain and improve streets to ensure the safety of residents, pedestrians and motorists and the livability of neighborhoods, while maintaining the high level of connectivity of the Borough's street pattern.
- Conduct a parking study to update the parking space inventory and associated usage; prepare and implement a parking plan utilizing best practices to address local parking issues.
- Work with SEPTA and the TMA of Bucks County to ensure that the public transportation needs of residents are being met.
- Develop a traffic calming program for those local streets experiencing speeding and/or high volume of cut-through traffic.
- Strengthen the pedestrian circulation system through improvements to the sidewalk system and pedestrian crossings at street intersections. Implement the recommendations of the *Assessment of Land Use and Transportation Solutions for the route 413/13 Corridor.*
- Expand upon and update the report by preparing and implementing a more detailed pedestrian circulation plan to address further issues of prioritization, timing, installation of physical improvements and pedestrian safety and education.
- Make the Borough bicycle-friendly by preparing and implementing a bicycle plan.
- Design and prepare all future circulation planning to consider our large population of elderly and adults with intellectual and physical disabilities to enhance their freedom and safety.
- Identify streets that do not have sidewalks and seek to construct safe pedestrian connections.
- Remove obstacles in sidewalks by consolidating signage and relocating utility poles when feasible.

- Emphasize and/or create use of pedestrian alleys and walkways within the Town Center to provide pedestrian connections which allow convenient and safe passage for pedestrians.
- Design and implement wayfinding signage directing visitors to businesses and other town amenities.
- Provide streetscaping elements, such as benches, planters with flowers and street trees to create an inviting environment for pedestrians.
- Deign and create a right-of-way passageway between North Bellevue Avenue o the Pine Street Town Center behind Pine-Watson Shopping Center. Examples can be observed in Newtown Borough where the pedestrian network allows pedestrians to circulate between shops and parking locations.

HISTORIC AND CULTURAL RESOURCES

Chapter 10

Federal Vernacular stone residence

Langhorne's historic and cultural resources are an intrinsic part of the community's fabric and character. Residents and business owners alike expressed a high interest in preserving and capitalizing on the community's historic resources by their responses to the survey conducted as part of this plan process. In Pennsylvania, the enabling legislation for the protection of historic resources is the Historic District Act (Act 167 of 1961) and the Pennsylvania Municipalities Planning Code (MPC). The Historic District Act provides authorization for municipalities to designate local historic districts and regulate the alteration of buildings based upon historic context. The MPC authorizes local designation and regulation of historic properties through zoning.

The National Historic Register is the official list of the nation's cultural resources, providing recognition that buildings or districts have historic, architectural or archeological significance. Historic districts designated under the provisions of Act 167 must be surveyed and documented, with all supporting materials submitted to the Pennsylvania Historical and Museum Commission (PMHC) for certification of the district. Act 167 allows the establishment of a Historic Architectural Review Board (HARB), which reviews and advises the municipal governing body about the appropriateness of proposed alterations within the district that can be seen from a public street or way. The governing body then decides whether to approve or deny the proposal.

Orthodox Friends Meeting House
1841

Langhorne contains a 309-parcel district that was placed on the National Register in 1987. This district encompasses almost two-thirds of the Borough (see Map 1.). The Historic-Architectural Review Board (HARB) conducts preservation efforts through

reviews, acquainting building owners with rehabilitation and restoration projects. In addition to protecting the historic attributes of a building, the Borough recognizes the connection between the built and natural environment (surrounding landscape) and strives to acquaint landowners with tax advantages to protect large parcels as well. It is noted that the jurisdiction of the HARB and Council is limited to exterior architectural features of buildings and structures (including fences, signs, retaining walls, etc.) that can be seen from a public street or way. Modifications to the interior of a structure are exempt from HARB requirements, although construction permits are usually required before such work can proceed.

Circa 1771 – additions by Isaac Eyre 1842

The Zoning Ordinance also regulates the protection of historic resources through the adoption of a Historic Overlay District. Langhorne's Historic District is coterminous with the officially designated Historic District of Langhorne as determined and approved by the Pennsylvania Historic and Museum Commission (PMHC) under Act 167. In 1995, the Borough revised Ordinance #221 regarding the regulation and protection of historic districts, landmarks and building including provisions regarding demolition and demolition by neglect as well as other design regulations. The Borough's underlying zoning district (e.g., OR, R-1, C) also must be followed regarding the use, setbacks, signage and parking requirements for the property. Over time, these various regulations and programs have successfully worked together to protect historic and cultural resources in the Borough.

Historic Langhorne Association. Inc. built in 1888

In addition to the Borough's actions and regulations to preserve historic features, the Historic Langhorne Association (HLA) was established in 1965. The HLA is a non-profit organization and it researches, records and preserves Langhorne's history. Since 1977, its headquarters are in the original Langhorne Library which was constructed in 1888 and later served as a branch of the Bucks County Free Library. The building hosts HLA's monthly meeting and contains a museum of the many artifacts that have been donated to HLA by local towns-people.

Langhorne Open Space, Inc. (LOSI) is also instrumental in working with the Borough in saving open space associated with historic and cultural resources (see Chapter 11). Some of these sites properties are indicated below under Sites of Local Significance.

Historic Resources

Langhorne contains 309 parcels in its historic district. Some of these historic resources are highlighted and summarized below. For a complete listing of historic resources see Appendix A in the Borough Zoning Ordinance.

The village intersection of Maple and Bellevue Avenues still has the Langhorne Hotel built circa 1704; the Langhorne Community House built by Joseph Richardson in 1738; and the Hicks House built by Gilbert Hicks in 1763 and the birthplace of Edward Hicks the American folk artist. Hicks, a 19th century Quaker leader, painted more than 60 "*Peaceable Kingdom's*" illustrating the vision of the biblical prophet Isaiah. From 1793-1801 Edward Hicks lived at 109 W. Maple Avenue in Langhorne as an apprentice coach and sign painter. He became a member of the nearby Middletown Friends Meeting in 1803 and married Sarah Worstall there on November 17th of that year.

In addition to the numerous historic buildings, the Borough's *Open Space Plan* also identifies sites of local cultural significance and an archaeological site. These include the following:

- Historic Langhorne Association located at 160 West Maple Avenue;
- Four Lanes End Garden Club located at Bellevue and W. Maple Avenues (Richardson House Memorial Park);
- Bethlehem AME Church located at South Pine Street and Flowers Avenue;
- Langhorne Heritage Farm located at 222 N. Green Street;
- Revolutionary War Cemetery located at Bellevue and Flowers Avenue;
- Orthodox Quaker Meetinghouse located at the corner of E. Watson and N. Bellevue Avenues.

Future Planning Considerations

Langhorne has been highly successful in utilizing various regulatory means for the preservation and enhancement of historic resources. Historic Langhorne Association, Inc. and Langhorne Open Space, Inc., also provides local programs and activities that highlight and educate residents on the historic aspects in the community. However, consideration should be given to continually strengthening these and other preservation tools. The following measures should be considered with issues facing the Borough including:

- preserving the history, architecture and charm of the Borough and its building stock;
- maintaining the Borough's identity, character and uniqueness as redevelopment and development occur within Langhorne and the surrounding area including increased traffic; and
- "greening" the community by planning for sustainable development and promoting conservation of natural resources.

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

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

Residents and public officials are also concerned about infill development and redevelopment in other parts of the Borough that is not compatible with the style and scale of the Historic District. The historic survey should be updated to identify such resources and lay the groundwork for expansion of the Historic District or other means of protecting them. Regardless of the defined boundary of the Historic District,

Langhorne is truly a historic borough developed in a traditional village pattern with nearly 70 percent of the dwellings built before 1960 and many of the early homes still intact. With the exception of the homes built on the Country Club Lane cul-de-sac, the entire Borough should be identified as Historic.

The Borough's deep-rooted history should be promoted to acquaint residents and visitors of the significant historic events and landmarks in Langhorne. Wayfinding signs or plaques placed in the Town Center, near Borough boundaries and other appropriate areas could be provided to identify historic resources. Community Wayfinding Signage (TODS Tourist Oriented Directional Signs) designed with a distinctive shape, color and logo could act as a visual identifier for our community. These destination and directional signs aid in promotion of history, business locations and amenities throughout the county and state. Once a plan for design, number and cost has been ascertained, cost-sharing methods can be explored through the Pennsylvania Department of Housing and Urban Development (PaHUD), Pennsylvania Department of Community and Economic Development (PaDCED), corporate and local resources.

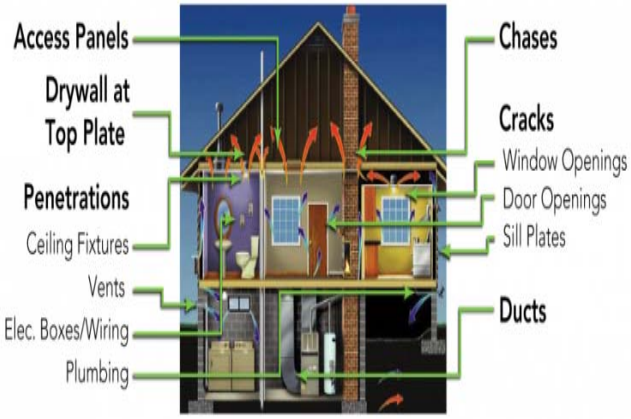
Use Modifications and Other Regulations

Use modifications (sometimes described as adaptive reuse) can be an effective approach to protecting and encouraging continued use of historic structures. Consideration should be given to providing desirable uses within the Borough's designated Historic District. Uses that may be desirable in the context of the Historic District could be permitted throughout the overlay district. Currently, certain potentially desirable uses such as bed and breakfast, office, live/work unit, and guest house may be permitted in certain underlying zoning districts within the Historic District, but not all. The Protection of Historic Resources section of the Zoning Ordinance could be revised to allow uses that may be desirable throughout the Historic District regardless of the underlying zoning. This may promote adaptive reuse of structures that may otherwise be lost, by providing flexibility to property owners for the continued use of their properties.

Additionally, establishing appropriate setbacks and buffer yards adjacent to historic resources may enhance their value and protection within the context of the Borough's Historic District while minimizing potential land use conflicts from adjacent properties.

Energy Efficiency and Historic Preservation

An important aspect of this Plan is to promote sustainability and energy efficient 'green buildings.' There is a need to balance energy efficient construction and historic preservation policies while providing flexibility to respective property owners. To address current planning issues and building technologies, the HARB design guidelines should be updated and expanded. For instance, solar panels can be a very effective way to reduce a building's energy dependence. However, if a majority of the surface area of a roof is covered with solar panels that are visible from the street, the goal of sustainability may overshadow that of historic preservation. The updated HARB design guidelines could provide recommendations for preferred locations and size or area thresholds for green building construction. These guidelines could encourage the careful placement of energy efficient systems (such as solar panels) while ensuring that the historic integrity of the structure remains intact.



Home Energy Audit Chart

Certified Local Government

A local government that fulfills program standards administered by PMHC can eventually receive designation as a Certified Local Government (CLG) under the provision of the National Historic Preservation Act. Membership in this program allows municipalities to apply for grants under the Certified Local Government Grant Program. Such grants can be used for cultural resource surveys, technical planning and assistance, educational and interpretive programs, and other preservation activities. To participate in this program, municipalities need to meet certain other criteria, including effective enforcement of the historic district ordinance and compliance with appointment, training, and reporting requirements. Consideration should be given to applying for Certified Local Government status.

Historic and Cultural Resources

The Borough's Act 167 Historic Overlay District provisions have provided a sound foundation for preservation, but additional measures may be warranted to enhance historic preservation efforts in the Borough because over time historic buildings may

fall into disrepair if not utilized fully. Allowing special uses in the Town Center that tie into the Borough's historic theme may help promote the full reuse of the buildings Workshops on preservation topics associated with maintaining the historic residences and buildings could be provided including possible funding sources for improvements. In addition, an inventory of the structures outside the existing Historic Overlay District may indicate that an extension of the district is warranted to provide a continuation of the scale and design features of the overall historic nature of the Borough.

Recommendations for Historic and Cultural Resources

- Consider identifying the entire Borough as Historic, except for homes fronting on Country Club Lane cul-de-sac and the land to the north of the Middletown Country Club.
- Update the historic survey to identify potential additions, deletions, or modifications to the Borough's historic resources and/or to expand the historic district.
- Continue to support efforts of individuals and groups to identify sites worthy of eligibility for the National Register and to place resources deemed eligible onto the Register.
- Adopt additional historic preservation zoning provisions to encourage preservation of historic buildings and to allow for additional use opportunities (e.g., Live/Work units in commercial area, historic resource/landmark designation, use modifications and buffer requirements, preservation incentives, etc.).
- Encourage the adaptive reuse and rehabilitation of historic buildings through the use of 'green' building techniques that will not obscure or undermine their historic integrity and character.
- Consider updating Historic Architecture Review Board (HARB) design guidelines (under Act 167) to balance energy efficiency and historic preservation goals.
- Consider applying to the Pennsylvania Historic and Museum Commission for Certified Local Government (CLG) status.
- Continue seeking funding sources for historic and cultural resources in need of preservation and rehabilitation.

- More effectively promote our deep-rooted history through the use of wayfinding signs or plaques placed in the Town Center, near Borough boundaries and other appropriate areas to acquaint residents and visitors of the significant historic events and landmarks in Langhorne.
- Conduct Preservation Workshops on topics associated with maintaining the historic residences and buildings.

PARK, RECREATION AND OPEN SPACE

Chapter 11

Gazebo at Mayor's Playground

Parks, recreation facilities, and other open space resources are important parts of a community's identity and contribute to the overall quality of life and vibrancy of a community. Park and recreation facilities and programs provide opportunities for residents to gather and interact and help create a sense of community. Open space resources help to preserve the Borough's natural ecosystems and provide an attractive setting in which to live and work.

This was affirmed in the Community Survey which indicated that more than 3 out of 4 respondents support more open space protection, most of whom "Strongly Support" more open space protection. Also, "Parks" rated the highest (74%) regarding the kind of community developments residents' support. A much lower priority was placed on recreation and pedestrian/bicycle access according to the Business Survey. Respondents from the Town Hall meeting indicated that walkability and open space was a Borough strength and asset that should be enhanced and used more effectively.

Langhorne Borough contains approximately 40 acres of park, recreation and open space land. The size and purpose of these properties vary, yet each parcel adds to the livability and sense of community of Langhorne. Open space resources in the Borough are classified into three categories: protected public lands, private open space, and temporarily protected lands.[8] Protected public lands include those more likely to be preserved due to their public ownership, such as parks or open space owned by the Borough or nonprofit organizations such as Langhorne Open Space, Inc. (LOSI). Private open space land encompass parcels, or portions of parcels, that contain a conservation easement preventing further development, but limit or prohibit public access.

[8] This chapter attempts to identify and classify open space and park resources into several subcategories to provide an overview of what resources are protected and how well those resources are protected. The acreage totals provided in this chapter may not match Park, Recreation, and Open Space land use totals found in other sections.

Temporarily protected lands are areas that are in open space use in conjunction with existing parks or recreational facilities; however, the owners of these areas have the right to develop the land in the future under the parameters of the underlying zoning. This includes such land as the school district fields

Maps 1. and 4. illustrate Parks, Recreation and Open Space features and Table 13. below provides an overview of them.

Table 13.
Park, Recreation, and Open Space Resources

Protected Land	Location	Acreage
Langhorne Heritage Farm	222 North Green Street	7.5
Revolutionary Soldiers' Burial Site	Flowers & S. Bellevue Avenues	0.15
Catawissa Nature Preserve	West Watson & Wells Avenues	5.65
Keen Tract Conservation Easement	West Watson Avenue	1.3
Orthodox Quaker Meetinghouse Easement	E. Watson & N. Bellevue Avenues	0.58
Community Memorial Park	South Bellevue & Maple Avenues	0.41
Mayor's Playground & rec. fields	E. Maple, S. Pine & Cherry Streets	3.5
Middletown Country Club (p/o)	North Bellevue Avenue	18.0
Manzo Tract Conservation Easement	Rear of North Pine Street	0.8
Total		**37.89**

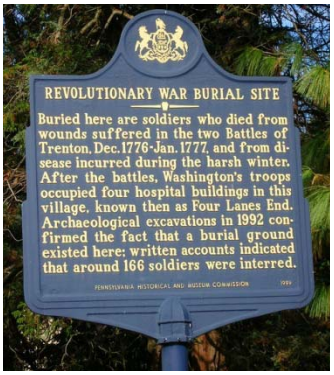
Protected Public Lands

The largest protected open space land is the Middletown Country Club owned by Middletown Township. The club was founded in 1901 as the Bucks County Country Club. While the majority of the golf course is located in Middletown, the club's swimming and restaurant facilities are located in the Borough on approximately 18 acres. Membership is required to utilize the pool facilities.

Langhorne Heritage Farm comprises 7.5 acres along N. Green Street toward the edge of the Borough. Threatened by potential development in the 1980s, the farm was acquired by Langhorne Open Space, Inc. (originally known as "Save-the-Farm") in 1986 and dedicated on April 22, 1990. This was the last remaining working farm in the Borough and includes an historic farmhouse, two barns and several outbuildings.

Poultry and cattle barn at Langhorne Heritage Farm

The preserved land is home to a community gardening program on which area residents rent garden plots. The farm also hosts an artist community by renting out studio space in various outbuildings to local artists. Outdoor concerts, festivals and events are featured on the property, and fundraisers are held on the grounds to raise funds to help maintain the property and support open space efforts. A walking path is also located around the perimeter of the property.



The Revolutionary War Burial Site is a documented historic site at the corner of Flowers and Bellevue Avenues. Only 0.15 acres in size, the site was deeded to the Borough in 1992 after an archaeological dig provided evidence of the existing historical graveyard. Records indicate that Revolutionary War soldiers who died in a nearby field hospital (located in the Hicks House and several nearby buildings) were buried at this site. This well maintained and attractive pocket park contains several benches.

Catawissa Nature Preserve was purchased by the Borough in 2007 as a natural areas park close to the center of town. Consisting of approximately 5.65 acres between W. Watson, Wells, and Maple Avenues, the preserve contains the natural springs which form the Catawissa Creek. The site is heavily wooded and is home to a variety of birds and other wildlife. Through volunteer efforts by local scouting and other organizations, an informal trail and several foot bridges have been constructed on the grounds. Severe erosion has taken place along the Catawissa Creek at the Catawissa Nature Preserve. Stormwater collected from various streets in the Borough, including Maple Avenue, are channeled underground into the Catawissa Nature Preserve, where it is discharged via a headwall. Due to the massive amount of water channeled here from off-site areas, the creek has suffered severe erosion approximately 40 feet from the headwall discharge and on private properties further downstream. The silt is deposited in the two (2) ponds at Middletown Country Club resulting in problems at that location. Officials from LOSI and Langhorne Borough Council have met with engineers to understand options to mitigate and resolve the situation.

In 1998, the Borough, through LOSI purchased a conservation easement of approximately 0.58 acres on the large front yard of the Orthodox Quaker Meetinghouse property. The Orthodox Quaker Meetinghouse is a historic structure that was constructed in 1841 as a meetinghouse for the Orthodox Friends. In 1921, the Friends no longer needed this location and sold the property for use as a private home. This property had been identified as an important viewscape and contains four trees that are more than 200 years old. The existing historic stone structure is retained as a private residence.

A conservation easement has also been placed on the Keen tract located on W. Watson Avenue near the Catawissa Nature Preserve. These two parcels consist of 1.3 acres and contain woodlands and a portion of the Catawissa Creek. The preservation of the Keen parcels enhance the Borough's green infrastructure and provides riparian protection for the creek.

Protected Private Open Space Land

Langhorne Community Memorial Association was established in 1919 at the site of the historic Joseph Richardson House (built in 1738) and is currently in use by The Peace Center. The historic structure and site were preserved through a partnership between Langhorne and the nearby boroughs of Langhorne Manor, Penndel, and Hulmeville and Middletown Township. Encompassing approximately 0.41 acres, this park, also known as Memorial Park, is located at the southwest corner of S. Bellevue and W. Maple Avenues. The park hosts multi-community events and is under the care of the award-winning Four Lanes End Garden Club.

The Manzo tract is an approximately three-quarter acre parcel of open space that was first obtained by the Borough as part of a subdivision development for the purpose of stormwater management to surrounding properties. Located within the interior of the block bounded by East Marshall, N. Bellevue, E. Watson Avenues and Pine Street, the open space is surrounded by residential uses. The open space area has recently been deeded to an adjacent property owner (TMP#18-4-78-2), but LOSI has purchased an easement on the parcel to ensure it remains undeveloped private property.

Temporarily Protected Lands

Owned by the Neshaminy School District, Mayor's Playground consists of approximately 3.5 acres and is located at the southeast corner of Pine Street and E. Maple Avenue. The site is included in the temporarily protected land category because it is not protected by an easement. The Borough has a lease agreement with the School District to use the property for recreational purposes. Mayor's Playground contains a playground, picnic facilities, several recreation fields, a basketball court, benches and a paved walking path along the perimeter of the site. The fields are often utilized by local sports associations.

The Neshaminy School District also owns the Oliver Heckman Elementary School site, a portion of which is within the Borough's boundary lines. School properties containing recreational facilities are typically included in the total amount of park, recreation and open space for a municipality. However, the portion of the school site located just east of the Borough in neighboring Middletown and are not counted as part of the Borough's park and recreation land.

Langhorne Swim Club is a private swim club that limits membership to 150 families each year. The swim club is not located within the Borough and therefore, its acreage is not included in Langhorne's totals. However, this recreational facility has been utilized by many Langhorne residents throughout the years and continues to provide recreational opportunities to local residents.

Other Protected Lands

Cemeteries are also considered to be an open space resource in many communities. Because not only do they function as burial grounds, but provide passive open space in a park-like setting. Langhorne is home to several small historic cemeteries including Mt. Olive Cemetery along N. Green Street which contains almost three-quarters of an acre; Bethlehem AME Church Cemetery located on the same property as the Bethlehem AME Church at the corner of S. Pine Street and Flowers Avenue; and the

Methodist Church Cemetery located behind the original Langhorne Methodist Church (structure is currently a private residence) along Bellevue Avenue.

Park and Recreation Analysis

The Borough park system provides both active and passive recreation areas. A standard previously used by the National Recreation and Park Association (NRPA), and still an accepted standard in which to measure adequacy of parkland for a community is 10 acres of recreation land per 1,000 people *(residents)* in a community. Based on this standard, the Borough should have approximately 12.3 acres of public park land to serve a population of 1,230. The existing park and recreation land in the Borough meets this general standard.

The NRPA suggests the use of surveys as a means to most accurately determine whether the recreation needs in a community are being provided. Through the use of a survey residents can provide input into what types of facilities and programs are most desired. Borough officials may want to consider conducting a survey to gauge public opinion on recreational facilities and programs.

Planning for Park, Recreation and Open Space

Following approval of the County's 2007 bond referendum to preserve open space and protect important natural and environmental features, Borough officials adopted an update of the Borough's *Open Space Plan for Langhorne Borough, Bucks County, Pennsylvania* (1998). The updated plan, adopted on August 12, 2009, reiterates the Borough's commitment to preserving important historic and scenic resources and the Borough's distinctive natural environment and is incorporated into this Comprehensive Plan. Stated goals and objectives that have been retained from the 1998 Open Space Plan include:

- protect the headwaters of the Neshaminy Creek tributaries,
- provide passive recreation facilities that can be enjoyed by all members of the community,
- locate outdoor structures such as benches throughout the borough to encourage gathering and social interaction,
- sustain all natural features and resources that provide opportunities for residents to interact with nature,

- maintain existing historic and cultural open space relating to the Borough's history,
- preserve and protect areas within the Borough that remain open,
- preserve areas that provide linkages to adjacent communities and with other public open space areas to provide a continuous greenbelt in southern Bucks County; and
- protect areas identified as scenic vistas.

Due to the limited vacant land available, one of the stated goals in the 2009 update is to protect small parcels adjacent to existing protected open space. Other stated goals and objectives include:

- preserve additional recreational open space
- establish educational opportunities for passive recreation, such as science walkways
- maintain consistency between municipal planning documents
- develop methods to restore current open space natural areas with native species plantings and use proper maintenance practices
- identify and protect trails or greenbelt areas through the Borough outward to the Delaware Valley region

Many of the listed goals are recommendations contained throughout this document. Borough officials should continue to move forward with efforts to meet the plans' stated goals.

Bucks County Open Space Program

In 2007, Bucks County voters renewed the Bucks County Open Space Program by committing to an $87 million plan for preserving open space. As with previous funding, the current round of funding has components related to municipal open space and Bucks County Natural Areas that would apply to Langhorne. Under this program, Langhorne Borough was allotted a total of $230,397 for open space planning, acquisition and improvements.

All projects must implement the goals and objectives of the local open space plan. Funds may be used for fee simple purchase, for the purchase of easements, or for improvements (which are considered on a case-by-case basis with specific criteria that must be met). Under this program, the county will fund up to 75% of the appraised value with a 25% municipal match. Only municipalities can apply for this funding. Applications for improvements and fee simple and easement purchases must be submitted to the county by the end of 2014. It is recommended that Borough officials pursue Open Space Plan priorities for protection through the county program and other potential funding sources.

Greenways and Pedestrian Connections

A greenway is a linear open space area established along either a natural corridor, such as a stream valley or ridgeline; or along an abandoned railroad right-of-way, a scenic road, or other route. In addition to preserving natural resources, greenways may also provide safe, non-motorized transportation routes to schools, commercial centers, neighborhoods, and recreation areas. By linking parks and open space areas together with existing sidewalks, linear trails can create a connected pedestrian system throughout a municipality and even beyond its borders.

Bucks County Open Space and Greenways Plan

The *Bucks County Open Space and Greenways Plan* (2011) was adopted by the County Commissioners in June of 2011. The primary purpose of the Plan is to guide decision making and provide recommendations related to protecting and creating linkages between the county's natural resource areas, open space and farmland, recreational facilities and historical and cultural resources. The Plan identifies potential greenway corridors that could host trails for public recreation, wildlife viewing, lessons in history, and alternative transportation.

The Plan identifies two multi-use greenways in the Langhorne area, both of which are shown along the Borough's northern border. The Neshaminy Main Stem-Lower Bucks County Greenway extends along the Neshaminy Creek where it links with the Mill-Neshaminy-Core-Dyers Creek Greenway which is also designated as the Cross-County Greenway. Both greenways have been identified as multi-use greenways because they connect natural areas, recreation facilities, and cultural and historic sites. The Plan proposes a trail along the Mill-Neshaminy-Core-Dyers Creek Greenway.

The county greenways plan identifies nearby Core Creek Park and Churchville Nature Center as hubs which anchor the greenway system. These locations are significant destination points within the greenways system. Middletown Country Club has been identified as a Node, which is a larger outdoor recreation area (typically over 40 acres) where individuals go to enjoy recreational activities. These areas are also listed in the Borough's *Open Space Plan* which recommends establishing a bike and walking trail network to adjacent municipalities with connections to nearby parks and commercial centers.

Pedestrian Connections

In addition to the greenways noted in the *Bucks County Open Space and Greenways Plan*, additional open space links and pedestrian access between significant activity centers within and outside of the Borough should be planned, where feasible. When asked to choose what is important for the future of Langhorne Borough at Town Hall Meetings held in February of 2012, the category of "Walkability—Pedestrian Accommodation" received one of the highest responses by community members. Destinations receiving the most results for desired community connections were Flowers Mill Shopping Center, Core Creek Park, and Playwicki Park.

The existing sidewalk system should be evaluated to determine if enhancement is necessary in order to safely accommodate individuals traveling by foot, bicycle, or wheelchair. Where pedestrian connections do not exist but are desired, public access can be secured by simple acquisition by the borough or by purchasing rights to access via an easement. The need to acquire land or easements to provide public access along particular corridors can be evaluated and ranked based on the following criteria: (1) accessibility to/from neighborhoods and activity centers and (2) suitability for pedestrian access or open space protection. Efforts to work with surrounding communities to provide intermunicipal connections should be pursued.

Bucks County Bicycle Master Plan

The *Bucks County Bicycle Master Plan* was adopted by the County Commissioners in early 2012. The Plan identifies a network of major spines which provide connections between transit centers, activity centers, tourist destinations, central business districts, recreation destinations, and municipalities.

The Plan maps a primary on-road connection crossing through the Borough along Route 413/Pine Street connecting from Middletown to the north with Langhorne Manor Borough to the south. This suggested bike route connection should be considered by Borough officials as future connections and linkages throughout the Borough and to adjacent communities are planned.

Community Events and Activities

Through coordination between various committees, volunteers, the Langhorne Borough Business Association, and Borough officials, community activities, such as holiday celebrations, concerts, parades and festivals, are planned throughout the year. Such events and programs provide recreational and social opportunities and also contribute to the borough's sense of community. These planned community events and programs should be continued.

Olde Langhorne Harvest Day

Recommendations for Park, Recreation and Open Space

- Consider conducting a survey to gather input regarding what types of recreational facilities and programs members of the community are most interested in.
- Continue to move forward to meet the stated goals in the *Open Space Plan for Langhorne Borough* (2009).
- Continue to pursue Open Space Plan priorities for protection through the County program and other funding sources.
- Pursue opportunities to create and expand greenway corridors.
- Improve pedestrian connections and increase public access to them.
- Evaluate the existing sidewalk system to determine if enhancement is necessary to safely accommodate individuals.
- Pursue intermunicipal cooperation and funding opportunities with neighboring municipalities on recreation and open space activities and pedestrian interconnections of mutual benefit.

- Consider applicable recommendations in the *Bucks County Bicycle Master Plan* (2012).
- Continue planning events and activities, such as holiday celebrations, parades, and festivals, to involve all members of the community (economic). Encourage more coordination of programs and joint programs among the many groups in the Borough.

COMMUNITY FACILITIES AND UTILITIES

Chapter 12

Community facilities and utilities are key components in determining the quality of life in a community. Community facilities and services are necessary to maintain the health, safety and social needs of communities. In addition, as they affect the quality of life, facilities and services can also be an economic development tool since businesses often look at these attributes within a community when they locate. Planning for community facilities and utilities, whether they are provided by public, private or nonprofit entities, should be interrelated and consistent with land use planning in the comprehensive plan.

In the residential survey taken for the comprehensive plan, almost 75 percent of respondents rated the quality of life in Langhorne Borough as either "Very Good" or "Excellent." Fire and police protection and ambulance service tallied the highest scores when residents were asked to rate the importance of various community qualities.

The community facilities and utilities listed below are discussed in the following sections:

- Borough Administration
- Police Services
- Fire Protection Services
- Emergency Medical Services
- Health Care/Elder Care Facilities
- Library Facilities
- Religious Institutions
- Educational Facilities
- Solid Waste Management
- Telecommunications
- Water Resource Related Facilities
  - Water Supply Facilities
  - Wastewater Facilities
  - Stormwater Management

In general, these community facilities and services are adequate to serve existing needs and the anticipated growth in the Borough. Office and storage spacing, and the need to upgrade facilities are of issue for several departments. Map 1 identifies the locations of various community facilities in Langhorne Borough.

Borough Administration

The historic Borough Hall, built in 1911, is located at 114 E. Maple Avenue and houses the administration and police department offices. The fire company is located in the rear of the building. The Borough administration oversees the daily operations of the local government. The administration consists of two part-time personnel: a Borough Secretary and a maintenance employee. The Borough Secretary handles the day-to-day administrative functions including the coordination among the different committees, processing paperwork related to various applications and plan submissions that come before Council, the Planning Commission, and the Zoning Hearing Board, providing zoning and permitting information and also maintaining the website.

Responsibilities of the maintenance employee include minor repairs of Borough property, painting of curbs, patching sidewalks, and replacing signs. The Borough contracts out services for building inspections, engineering, snow removal, street line striping, street light repair and mowing grass on Borough-owned property.

Storage space for municipal records is becoming a challenge at the Borough Hall. Currently, all borough records are saved as hard copies and are stored in the basement of Borough Hall and the need for additional storage space will have to be addressed in the near future. An evaluation of office procedures, such as how information is stored, time-frame required for keeping of various documents, and undertaking a periodic housecleaning of documents that are no longer needed, should to be undertaken to make the most of available technologies and improve efficiency and storage space. Updating computer systems could help alleviate some of the storage problems, but additional space will most likely still be needed.

In addition to storage space, office space and parking allotment among the administration, police, and fire departments can be problematic. An addition is planned to the Borough Hall which will help meet the needs of the fire company. However, it would be advantageous to re-evaluate space needs after the addition is completed and

periodically in the future to ensure all departments have adequate space to serve the public efficiently.

Recommendations for Administration

- Continue to maintain the Borough's official web site to provide up-to-date information to residents, businesses and visitors.
- Reevaluate administrative office procedures to make the most of available technologies and improve efficiency.
- Address record storage given new digital technologies and through the implementation of a record retention policy.
- Consider periodic review of building space management to address various office, parking, and storage space needs among departments (administration, police and fire). A committee with a representative from each department could be formed to discuss, evaluate and address such needs.

Police Services

The Langhorne Borough Police Department is located on the second floor of the Borough Hall. The department is staffed by eight part-time police officers and the Police Chief who fills the one full-time position. The department does not have any clerical staff; filing and other clerical duties are performed by the Chief.

The police department has been successful in implementing a community policing initiative in recent years. Community policing is a philosophy that promotes organizational strategies and supports the systematic use of partnerships and problem-solving techniques, to proactively address the immediate conditions that give rise to public safety issues such as crime, social disorder, and fear of crime. The collaborative partnerships between the police department and individuals and organizations include nonprofits/service providers (i.e., Wood Services, Inc.), the business community, and other community groups and members. They serve to develop solutions to problems and increase trust in the police. In addition, the police department has worked with local education institutions to provide internships for students. This provides real world experience for the students and also assists with the workload in the police department.

There may be opportunities to further extend community policing by developing initiatives to protect and assist those with special needs, such as elderly and disabled residents. Initiatives such as crime/scam prevention and awareness, safety programs that may include a senior and disabled persons' registration system that will check on the well-being of those individuals living alone, and an Alzheimer's registration program designed to help in the event a person wanders off from their caregiver, are collaborative efforts designed to ensure the safety and quality of life for elderly and disabled individuals.

During weekdays, local police coverage is provided approximately 16 hours per day, generally between the hours of 7 a.m. and 11 p.m. Weekend coverage is generally an 8-hour shift, from 6 p.m. to 2 a.m. on Saturday nights, and one 4-hour shift on Sunday. The Pennsylvania State Police provide backup police protection during the hours the local department does not have coverage. State police investigate major crimes and provide high-tech services such as crime lab analysis and polygraph tests. However, state troopers do not respond to complaints of local ordinance violations, such as noise or parking.

The department responds to a variety of calls, many of which involve traffic problems and accidents. Borough intersections that tend to have the greatest number of accidents are also the borough's highest volume intersections at Pine Street and Maple Avenue and Maple and Bellevue Avenues.

The department has three police vehicles, two of which have 95,000-plus miles and will need to be replaced in the near future. The department has two computers in the station and a computer in two of the three department vehicles.

Federal and state mandates, such as future emergency radio upgrades, will add to the cost of operating the Police Department in the near future. Also, in discussions with the Police Chief, projected needs within the next five to ten years include replacement of two aging vehicles, upgrades for both office and car computers, and the creation of an additional part-time position to handle clerical duties without reducing police patrol hours. Plans are in place to replace one of the aging vehicles in 2013 using casino grant money that has been allotted to the Borough, but financial planning is needed to address long-term equipment needs.

Recommendations for Police Services

- Continue to strengthen the community policing program by developing initiatives to protect and assist elderly and disabled residents.
- Continue to coordinate with local educational institutions to provide internships.
- Implement mandated upgrade for emergency services radio system.
- Plan for the projected need for computer upgrades for the police department office, and other future vehicle and equipment needs.
- Consider creating a part-time position within the department to handle clerical duties.

Fire Protection Services

The Langhorne-Middletown Fire Company provides fire protection services to Langhorne as well as Langhorne Manor Borough and the northern portion of Middletown Township. The fire company has two stations, one at 1741 Langhorne Yardley Road in Middletown on a portion of the former Styer Orchard property (Station #22), and one located on the back portion of the Borough Hall property (Station #21). The Middletown station is relatively new, opening in 2008. Efforts are currently underway to expand Station #21 so that trucks and equipment can be stored more efficiently. The expansion of the fire house will also provide additional space in Borough Hall for administration needs.

New Fire Company building fronts on West Richardson Avenue

The fire stations are staffed and operated by volunteers. Currently, the fire company has about 60 members including 27 active members who respond to a majority of fire calls and other members who perform a variety of behind-the-scenes functions. The company's equipment consist of an engine truck, an engine ladder truck (that will be replaced with a tower ladder truck in 2013), one utility truck, one hazardous materials trailer, and one decontamination trailer.

Within the past few years, the company has been averaging around 600 calls per year. Up until 2010, calls generally numbered in the high 400s to low 500s. After 2010,

however, the company saw a large spike in calls. This increase can be attributed to several reasons: an additional area of Middletown was added to the station's service area after the opening of the northern Middletown station in 2009; the fire company accompanies the rescue squad on all advance life support calls which allows two medical personnel to attend to the patient while the fire company volunteer drives the vehicle; and the fire company responds to all highway calls—portions of both Route 1 and Interstate 95 go through the company's service area. The fire company uses the fire truck to restrict traffic or block the call scene on the highway as protection for first-responders and accident victims.

The fire company's central location in the borough places it in good stead to meet the Insurance Service Office (ISO) standards for fire protection. This national insurance industry service group recommends that suburban areas be within a 2.5-mile radius of fire stations with a first response engine. The entire Borough falls within this recommended distance of the fire stations.

Through capital planning, the fire company has been able to build a needed addition to the station house and the Borough's fire protection facilities are sufficient; however, several needs were identified: recruitment and retention of volunteers and the ability to meet government mandates. Being a firefighter takes a significant amount of time and also involves a monetary investment to get the required training. Extensive training requirements combined with family and work obligations leave many local fire companies with fewer volunteers. Due to the ever-increasing requirements, the fire company has lost potential recruits.

Langhorne Borough levies a fire tax of 1.65 mills. In addition to monetary support from service area communities and grants when available, the fire company is fortunate to receive donations from large nonresidential tenants and businesses, such as the Oxford Valley Mall and nearby businesses. The fire company also conducts a mail fund drive that is generally well-received by the community. While funding was not identified as an immediate need due to good fiscal management and capital planning, continued funding into the future will be necessary to continue the same level of service to the community. Projected needs that were identified for the next five to ten years include the replacement of one engine truck and being able to maintain and enhance staffing levels and meet fundraising goals.

As part of the Langhorne-Middletown Fire Company service area, Langhorne Borough should continue to assist the local fire company in recruitment efforts to meet volunteer staffing needs and with the financial needs for maintaining and/or upgrading equipment and facilities.

Recommendations for Fire Protection

- Assist local fire companies in volunteer recruitment efforts to meet staffing needs.
- Continue to assist the companies with the financial challenges and needs they face regarding maintaining and upgrading equipment and facilities.
- Become a member of a building space and parking management committee to ensure that space needs are adequately met into the future.

Emergency Medical Services

The Penndel-Middletown Emergency Squad provides emergency medical services to residents of Langhorne, Langhorne Manor, Penndel, Hulmeville, and all of Middletown Township with the exception of the Quincy Hollow section of Levittown. The squad operates from two stations, both located in Middletown Township. The main station is located at 616 E. Lincoln Highway and was recently upgraded; the squad's substation, located at 1741 Langhorne-Yardley Road, was constructed in 2009. Each station has specific coverage areas within Langhorne.

This rescue squad is capable of providing both Basic Life Support (BLS) and Advanced Life Support (ALS) services. BLS service includes first aid and basic pre-hospital patient care and transport. ALS service includes enhanced pre-hospital care including handling cardiac arrest and trauma calls. Emergency medical technicians (EMT) provide basic life support services, while paramedics provide advanced life support and may perform medical procedures under the direction of a doctor.

The squad has a staff of approximately 60 members which includes both career and volunteer personnel. Each station operated by this squad provides advanced life support service 24 hours per day, seven days a week. In addition, due to the significant number of doctor and medical offices in the squad's territory, an extra float truck provides additional coverage from 8 a.m. to 6 p.m. on peak week days, which are Monday, Wednesday, Thursday and Friday. The squad has approximately 10 vehicles

which consist of 5 front-line ambulances, 1 special unit, 1 bariatric unit, and 3 support vehicles. The squad has a plan in place in which trucks get rotated every five years. This upgrade is included in the yearly budget process.

According to the Rescue Squad Chief, current and projected needs of the squad are volunteers and funding. Compared to previous decades, more residents now work to support their households resulting in fewer individuals able to volunteer. On the financial end, operating costs for the rescue squad are approximately $2.2 million per year. With changes to insurance payments and increased costs, the squad is constantly aware of funding needs to cover operating costs. The Borough currently levies a tax of 0.6875 mills dedicated for rescue squad purposes. However, the borough's contribution along with funding from the other municipalities in the squad's territory is not enough to cover squad costs.

Recommendations for Emergency Services

- Continue to coordinate with local emergency providers to ensure the provision of emergency services in the most efficient and expedient manner possible.
- Continue to help support the rescue squad with funding and volunteer recruitment efforts.

Health Care/Elder Care Facilities

Hospitals serve the immediate health care needs of a community by providing inpatient and outpatient medical and health care services. St. Mary Medical Center is located approximately 1.5 miles north of Langhorne on Route 413 (Newtown-Langhorne Road). The facility is a regional hospital and trauma center that provides important medical services to residents of Langhorne and the surrounding region. The hospital is licensed for 374 beds and has a staff of more than 700 physicians, 3,000 colleagues, and 1,100 volunteers. Other nearby hospitals include Aria Health Bucks Campus (formerly Frankford Hospital-Bucks County) in Falls Township and Lower Bucks Hospital in Bristol Township.

Long-term care facilities serve elderly patients who can no longer function independently or who have a condition requiring skilled nursing care. Attleboro Retirement Community, located at the corner of East Winchester Avenue and Pine

Street, provides independent living units, assisted living units and skilled nursing facilities for seniors.

Due to the aging of the baby boomer generation, an increase in the elderly population is anticipated into the future. While many elderly individuals will likely remain in their homes or move to more suitable residences, others will need services or facilities offering long-term care. Transportation services, such as that offered by Bucks County Transport which provides transportation to and from medical facilities, human service agencies, and other destinations, will become even more important to adequately meet the needs of residents. Through monitoring of population trends, borough officials can review and anticipate the needs of seniors and support programs that enhance public health.

Recommendations for Health Care/Elder Care Facilities

- Continue to review population trends and evaluate changes needed to the support programs that enhance public health to better serve seniors, such as transportation services and the development of a system to aid elderly residents during emergencies (storms, power outages, etc.).

Library Facilities

The Pennwood Branch of the Bucks County Free Library system is located at 301 S. Pine Street in the Borough. In addition to borrowing books and other media, patrons can participate in a variety of educational programs offered at the library. The library contains video, audio, and computer resources available for use by the public. The library receives funding from the county as well as from private donations.

As of the summer of 2012, this branch contained a total of 55,446 items, which includes books, magazines, videos and CDs. While library usage from the general public has decreased slightly over the past few years, the number of check-outs of library material is around 158,426 per year.

According to library officials, there are no plans to expand the building at this time. The number of physical items in the library's collection will not be dramatically increased

due primarily to the increasing popularity of downloads as opposed to physical materials. Additional resources are available to residents at the Bucks County Community College Library in Newtown Township.

The Archives of Historic Langhorne Association also contains files, maps and photographs dating from the late 1800s to the present of people, places and events in the Langhorne area. These are viewable on the networked research computer. Records of various area clubs and organizations, microfilm of area newspapers from various years from 1809 to 1924, and thousands of newspaper clippings from local newspapers are also available. The archives also contain a large book collection relating to Langhorne, surrounding areas, and Bucks County. Examples are *Bucks County Farm and Business Journals, W. W. Davis' History of Bucks County, Pennsylvania,* Illustrated 1884, *J. H. Battle's History of Bucks County, Pennsylvania* (1887), and many other books of interest.

Religious Institutions

Religious institutions in the Borough play a significant role in community life. In addition to their religious activities, they often host outside organizations or sponsor events and programs that address cultural and social needs for residents of the Borough and surrounding areas. Congregations include: Bethlehem AME Church, First Baptist Church of Langhorne, Langhorne Methodist Church, Langhorne Presbyterian Church, Middletown Friends Meeting, and St. James Episcopal Church. Many Borough congregations worship in historic churches that date back to the early 1800s.

Educational Facilities

The public schools serving Langhorne Borough are part of the Neshaminy School District. The district covers a geographical area of almost 28 square miles which includes Langhorne, Langhorne Manor, Penndel, and Hulmeville boroughs and Middletown and Lower Southampton townships. In 2012-2013, the school district operated 13 schools and had a district-wide enrollment of 9,298 students.

One of the district schools, Oliver Heckman Elementary School, is located at Maple Avenue and Cherry Street traversing both Langhorne and Middletown. The soccer field, the school's parking lot and driveway access is in Langhorne, and the school building is situated in the Township. The school, built in 1948, houses kindergarten through 5th grade and serves as the public elementary school for all children that reside in the Borough and nearby surrounding area. In 2012, enrollment at Oliver Heckman was approximately 506 students. According to a school official, this number is slightly lower compared to the previous eight years when enrollment hovered between 520 and 530 students.

Parking and vehicular circulation to access the building can be problematic. While every student has the option of receiving school district transportation, many parents choose to drive their children to and from school. To access the drop-off/pick-up areas, vehicles must travel through a residential area in the Borough and congestion can occur on the narrow street. Also, particularly in the afternoons when picking up their children, parents often arrive early and park along the streets, occupying spaces that are also utilized by residents. Use of school facilities is permitted by local community groups and organizations, such as athletic associations and scouting organizations, when class is not in session, and this can also stress the parking needs of the neighborhood. Traffic calming measures should continue to be evaluated in this area to ensure safety for students, residents, and other users of the recreational facilities.

In the summer of 2012, a district-wide facilities study update prepared by a private consultant was submitted to the school board. The *Neshaminy School District Option Refinement District-Wide Facility Study Update—Draft*, dated August 14, 2012, contains several options for achieving efficient use of space with cost containment in anticipation of declining enrollment projections over the next 10 years. All options contained in the study recommend the closure of Oliver Heckman Elementary School. While most of the site is within Middletown Township, any potential future changes to the site's use will affect Langhorne Borough, especially in terms of active park and recreational land. The soccer field and Mayor's Playground located along Maple Avenue are priority open space resources, and Borough officials need to consider the future desired land use of the land if the school is closed and later sold. Langhorne officials will continue to monitor school district plans regarding the school.

Recommendations for Educational Facilities

- Continue to monitor and stay informed regarding any future changes to Oliver Heckman Elementary School.
- Consider the future desired land use for the property if the Oliver Heckmen Elementary School is closed and later sold to ensure that park and recreational needs are not impacted.
- Continue to monitor parking issues near Oliver Heckman Elementary School and work with school district officials towards the resolution of recurring problems through traffic calming measures or other means.

Solid Waste Management

Solid waste management is the process of providing an economically and environmentally sound means of storing, collecting, transporting, processing, and disposing of waste and recyclable materials. In Pennsylvania, Act 101, the Municipal Waste Planning, Recycling, and Waste Reduction Act of 1988, requires more populous municipalities to adopt resolutions, ordinances, regulations and standards to carry out the responsibilities of solid waste management. These responsibilities are accomplished through municipal programs or through the regulations of private firms that collect and haul waste.

The management of municipal waste collection and recycling for residential and commercial properties is provided by Langhorne Borough through a municipal contract with a private hauler. Household waste and recyclables are collected once a week. Curbside collection of yard waste also occurs weekly throughout the year.

The Langhorne Borough Council adopted the *Bucks County Municipal Waste Management Plan Revision* on July 12, 2006. The plan provides continued guidance for solid waste management responsibilities to the year 2014 and makes recommendations for attaining the statewide goal of recycling 35 percent of the waste stream. The Borough voluntarily participates in recycling. Although not mandatory, the Borough has passed waste and recycling ordinances, developed an educational outreach program, and participated in the County's household hazardous waste program. The Borough's recycling program includes a variety of recyclable materials such as: tin and aluminum cans, glass jars and bottles, household plastic containers, newspaper, magazines, catalogs, and junk mail.

Langhorne has participated in the S.E. Pennsylvania Regional Household Hazardous Waste and Electronics Collection Program for over twelve years. This program provides the opportunity for residents to properly dispose of hazardous household waste, such as oil-based paints and aerosol cans, as well as household electronics, which includes computers and televisions.

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

Telecommunications

Many communities realize that telecommunications are an integral part of the municipal infrastructure, similar to water, sewer, and electric facilities. Effective telecommunications infrastructure promotes economic development, municipal communications, and general quality of life. Fiber optic cables have been installed by local providers to improve telephone, television and internet service in the Borough.

In addition, cellular telephone services are provided by several carriers with the assistance of antennae outside of the borough. There are not any cell phone towers or antennas within the Borough. The closest cell tower is located in Middletown Township near the Langhorne Country Club and railroad tracks.

Langhorne does have existing zoning regulations for cell towers and antennas for cellular telecommunications use. Use H5 Transmission Facilities and Use H6 Transmission Tower are permitted by right in the LI Light Industrial District. It is the Borough's policy not to allow structures in other zoning districts to exceed the maximum height limitation of 35 feet.

Recommendation for Telecommunications

- Maintain the current Borough policy of permitting transmission towers only in the LI District and no structure greater than 35 feet in all other districts.

Water Supply Facilities

Many communities are concerned with water supply issues related to the safe yield of groundwater and/or surface water withdrawal, the potential reduction in groundwater recharge to local aquifers, and potential impact from pollutants on the quality of these water supply sources. The MPC directs municipalities to consider water supply

resources in municipal comprehensive planning, zoning, and the development review process.

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

The Bucks County Water and Sewer Authority (BCWSA) is the retail public water supplier for Langhorne, Langhorne Manor, and Penndel boroughs, and Middletown and Lower Southampton townships (the authority wholesales public water to Hulmeville Borough, Newtown Artesian, Northampton, and Upper Southampton townships.) Almost all residences and businesses in Langhorne Borough are served by public water. Surface water from the Delaware River is the water source. The BCWSA has a bulk water purchase agreement with the city of Philadelphia to obtain water that is treated at the Philadelphia Water Department's Samuel S. Baxter Water Treatment Plant in the Torresdale section of Philadelphia. However, at some point in the future, that arrangement will end when a new interconnection with the North Wales Water Authority (NWWA) comes on line. Currently under construction, the water supply interconnection project with the NWWA will supply up to 10.0 million gallons of potable water per day that will be purchased by the BCWSA. Water from the proposed agreement with the NWWA will primarily be surface water from the North Branch of the Neshaminy Creek and the Delaware River and will be supplied from the Forest Park Water Treatment Plant located in Chalfont, Pennsylvania.

The water authority will have emergency interconnects, however, the authority feels the proposed interconnection with the NWWA will provide sufficient water supply to meet demand. Recently, the BCWSA has been working on upgrades to the water system infrastructure within the Borough. New water mains have been installed within several streets and the authority's plans are to replace additional mains in the Borough.

Wastewater Facilities

Almost all of the dwelling units and businesses are served by public sewer. Along with several other municipalities in southern Bucks County, the disposal of sewage or wastewater from the Borough is provided by the collection/conveyance system of the

BCWSA. Sewage generated in the Borough is treated at the Northeast Philadelphia Wastewater Treatment Plant. The *1970 Bucks County Sewage Facilities Plan* is the official Act 537 sewage facilities plan for Langhorne Borough. The plan calls for sewage to be treated at the northeast sewage treatment plant which has a permitted peak plant capacity of 420 million gallons per day (MGD). According to a treatment plant official, the plant treated around 172 MGD in 2011. The BCWSA currently contracts with the Philadelphia plant for treatment of 24 million gallons of sewage per day. Collection and conveyance of the Borough's sewage flows are handled through the Neshaminy Interceptor which crosses through the Borough to the Totem Road pumping station in Bensalem Township. In 2012, the Neshaminy Interceptor handled an average daily flow of 15.99 MGD. An official from the BCWSA indicated no known capacity problems with the interceptor.

Although wastewater facilities in Langhorne are adequate for the populations served, several issues should be addressed to ensure adequacy into the future. These water issues include conservation, and inflow and infiltration that affect public wastewater facilities.

Water Conservation

Water conservation is an important issue in wastewater facilities planning because most water used in a household or business becomes sewage, which must be treated. Any water not used presents a savings in treatment costs. Encouraging the use of water conservation devices such as low flow toilets, faucet aerators, and providing educational information goes a long way in the effort to reduce water usage and the related wastewater treatment costs.

Inflow and Infiltration

The Borough's sanitary sewer system is over 70 years old. The whole storm system was constructed in the 1930s and has been continually upgraded and maintained. However, as with any aging system, groundwater often infiltrates the lines through cracks and seams. During storms, runoff enters the system through manholes and basement drains. All flows in a sewer line are treated at the treatment plant; therefore, this extra flow which does not necessarily need to be treated is processed, resulting in unnecessary costs for Borough residents. To reduce treatment costs, efforts to reduce infiltration and inflow are being done on a continuing basis.

Recommendations for Wastewater Facilities

- Encourage water conservation and the utilization of water conservation devices.
- Continue efforts to reduce infiltration and inflow into the sanitary sewer system.

Stormwater Management

The Pennsylvania Department of Environmental Protection, under Act 167 of 1978, requires that counties prepare watershed stormwater management plans. Under the requirements of Act 167, counties are responsible for developing ordinance language that municipalities must adopt to manage the volume and rate of stormwater runoff and the impact on water quality. Langhorne is located within two watersheds: the Delaware River South watershed and the Neshaminy Creek watershed. The Bucks County Planning Commission developed stormwater management plans for both watersheds. The *Delaware River South* stormwater management plan was prepared in 2004. The *Neshaminy Creek Stormwater Management Plan*, was prepared in 1992, and was recently updated in 2010.

The Borough has adopted stormwater management ordinance provisions in accordance with the county plans. The *Delaware River South Stormwater Management Plan* requires adequate storage and treatment facilities necessary to capture and treat stormwater runoff specifically for water quality purposes. In addition, a portion of the runoff volume must be infiltrated for groundwater recharge where feasible. There must be an attempt to maximize the capabilities of a development site to meet infiltration criteria. The plan also contains a design criterion to control the runoff release rates to prevent downstream flooding and streambank erosion. Low impact design and conservation development techniques must be considered for development sites, and design sequencing must be followed to avoid sensitive areas on a site (e.g., areas suitable for infiltration), minimize site disturbance, and minimize increases in runoff and impacts to water quality. There are also provisions for ensuring proper long-term operation and maintenance.

Requirements in the updated Act 167 *Neshaminy Creek Watershed Stormwater Management Plan* emphasize maintaining water quality and groundwater recharge; controlling the volume of stormwater rather than the rate of release; preventing downstream flooding and streambank erosion; and ensuring proper long-term operation and maintenance of stormwater facilities. Low-impact design and conservation development techniques

must be considered for development sites and design sequencing must be followed to avoid sensitive areas on a site, minimize site disturbance, and minimize increases in runoff and impacts to water quality.

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

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

Through collaboration of Borough committees and the administration, the Borough complies with requirements of the NPDES requirements. The Borough Secretary and the Langhorne Borough Environmental Advisory Council (EAC) work together to prepare and submit the requisite annual reports in accordance with the NPDES Phase 2 program. The Borough is engaged in public education and outreach. Educational information on stormwater, guidelines for properly managing stormwater, and numerous references for further information are provided on the Borough website.

In early 2000, PaDOT rebuilt Maple Avenue going through the Borough. As part of that construction project, new storm sewers were installed along the roadway and a new detention basin was constructed behind the Langhorne Methodist Church. Since those improvements were made, many stormwater problems that had been in this area of the Borough have been resolved. The detention basin is located on land owned by the Langhorne Methodist Church and is maintained by the Borough. The Borough will continue to monitor and maintain the detention basin.

Recommendations for Stormwater Management

- Continue to enforce the recommendations of the Delaware River South and the Neshaminy Creek stormwater management plans.
- Continue to ensure compliance with NPDES program and file program reports.
- Identify flood-prone areas within the Borough and determine if remediation is possible.
- Continue to monitor and maintain municipal stormwater management facilities.

FUTURE LAND USE PLAN

Chapter 13

This Plan is designed to meet the requirements of the Municipalities Planning Code and the future land use plan is a primary component of the Comprehensive Plan that establishes policies for future land use within the Borough over the next ten years and beyond. It provides a vision for municipal policy and action, integrating the planning issues and factors addressed throughout this Plan. It also serves as a guide on which to base regulatory controls, such as the zoning and land use regulations, and in making decisions to achieve the overall desired land use goals.

The foundation for the future land use plan includes previous plans and other studies undertaken for the Borough, as well as input from the public, Community and Business surveys, Town Hall meetings, Core Group Committee, and the Vision Statement articulated during this Plan review and revision process. The factors most relevant to future land use planning are based upon sustainable community planning goals and reflecting anticipated changes in population, housing and public facilities and services over the life of this Plan. A direct relationship between the future land use plan and specific land use regulations is established by the Borough as it works toward fulfillment of this Plan objectives over a ten year, or longer, planning horizon. This Plan should be reviewed periodically to ensure that the desired goals of the Borough are being achieved.

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

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

Tear-downs, subdivisions, and lot consolidations that lead to greatly increased bulk, height, and density of replacement or new construction, or to incompatible appearance, will be discouraged, including residential neighborhoods outside of the Historic District. Borough policy protects neighborhood scale and encourages diversity of housing choice and population by zoning and subdivision regulations that promote development or redevelopment with appropriate scale and design. As noted the "Housing" chapter, the Borough should review its regulations governing which apply in several zoning districts, to ensure that outcomes are compatible with existing buildings and neighborhoods. Landscaping, buffering and screening should also be employed as necessary to preserve visual appearance and privacy.

The historic Town Center district, which incorporates both residential and commercial components, contributes to an organic traditional neighborhood of the type many older municipalities seek to create. These elements should be maintained, and while the Borough remains largely residential, its nonresidential mix of service, office and retail, and institutional uses diversifies the tax base. The Borough also contains an abundance of properties that are tax exempt due to nonprofit or governmental status which affects the overall tax base. However, many of the nonprofits provide employment for area residents who also patronize the local businesses. These uses also add to the ambience and cultural nature of the Borough. Yet, given the amount of land already devoted to nonprofits/governmental uses, the Borough will limit expansion of such uses.

Recommendations for future land use include the creation of additional performance and design standards for new and/or existing uses. This includes the retention of existing areas of mixed residential and nonresidential uses, particularly in the Town Center, and the promotion of additional mixed use areas in the Commercial Areas. This action would result in a greater number of residents that live in or near the Town Center, who in turn increase and sustain the demand for retail, dining establishments and cultural activities. Providing an appropriate intensity of mixed-use housing in the Town Center can offer an advantage of greater job opportunities and less strain on highways through public transportation by rail and bus connections. Innovative initiatives include a Circular Bus Shuttle service for short distance travel to malls, train stations, and shopping centers through the Bucks County Transit Management Agency (BCTMA). Reconnection of the Pine-Watson Shopping Center to the adjacent neighborhood through use of professionally designed pedestrian walkways would provide a beneficial link to patrons and residents.

Future Land Use Designations

Future development in the Borough should respect its historic and architectural nature, maintain a balance among land uses to enhance the local economic structure to strengthen the tax base and encourage energy and environmental sustainability. When development is undertaken in a manner that is sensitive to the Borough's existing nature and needs, it only adds to the vibrancy of its neighborhoods and commercial center. It is important that Borough officials promote policies and standards that help achieve these goals. In addition, officials should continue to satisfy current needs for community services and facilities (e.g., infrastructure improvements, public parking, police and fire protection, park maintenance and historic/cultural enhancements) as well as plan for future needs to enhance the quality of life for all residents of Langhorne.

This Plan retains the Borough's existing land use categories (with minor adjustments) for planning purposes related to future land use. These categories are largely consistent with current land uses and with the zoning districts established under the Langhorne Borough Zoning Ordinance. They are intended to function as a baseline or guide for recommending review, adjustment, or addition of zoning districts. For the purpose of planning land use, the Borough has been divided into nine land use categories with one subcategory and three overlay districts. Each is described below and displayed on the Map 5. Future Land Use Plan. The land use categories are:

1. Park, Recreation and Open Space
    a. Privately-owned Open Space
2. Low Density Residential
3. Moderate Density Residential
4. Retirement Community/Assisted Living
5. Town Center
6. Neighborhood Commercial
7. Low Impact Professional Service
8. Community Service/Institutional
9. Industrial/Utilities

Park, Recreation and Open Space

The intent of the Park, Recreation and Open Space areas is to recognize existing public facilities, protect natural features and provide for recreational and educational uses for the benefit of all residents. Permitted uses in this category should be limited to agricultural, country club/golf course and uses associated with parks, recreation and open space such as playgrounds, sports courts and equipment, cultural or educational facilities or a community center. Impervious surfaces should be kept to a minimum in keeping with the spirit of providing public open space.

The Borough also seeks to preserve as much as possible of the elementary school tract as open space if the Neshaminy School District does in fact close the school and sells the property. Rezoning the parcel to Open Recreation may help facilitate a transition to permanently protecting the soccer fields as open recreational space.

Privately-owned Open Space

This area is a subcategory of Parks, Recreation and Open Space. It recognizes the conservation of open space by private property owners. This category consists of one parcel that contains a conservation easement but since it is privately-owned, does not permit public access. This open space area provides additional environmental protection to the Catawissa Nature Preserve and habitat for wildlife.

Low Density Residential

Late Victorian Stone Residence built as a wedding gift by Dr. Henry Lovett for his daughter

Low density residential is intended to maintain quality, historic character, scale, choice, and sustainability in its housing stock. This land use planning category mainly comprises the areas zoned Residential-1, which permits detached single-family houses and limited nonresidential uses, with a minimum lot area of 15,000 square feet. These neighborhoods are composed almost entirely of detached single-family homes on lot sizes typically larger than those found closer to the Town Center.

These low density neighborhoods are also situated (or proposed to be) within the Historic Overlay District and therefore subject to design guidelines that apply to alteration, construction, demolition and reconstruction.

Moderate Density Residential

Moderate Density Residential is intended primarily as an area of single-family detached dwellings, with higher densities than permitted in the Low Density Residential and a few selected nonresidential uses permitted by right. Housing in the area consists of stylistically mixed homes on lots typically smaller than in the Low Density Residential areas. The corresponding zoning district is Residential-2 and like the Low Density Residential area, the bulk of the area lies within the Historic District overlay.

Retirement Community/Assisted Living

This land use category recognizes the existing high intensity Attleboro Retirement Village community that comprises land in both Langhorne and Middletown. This development provides for the needs of the area's aging population and senior citizens. It is a unified and fully developed tract, including the associated open area that was required in Langhorne as part of the plan approval. The Retirement Community zoning designation reflects Attleboro Retirement Village current conditions and there is no space in the Borough for expansion or additional development.

Town Center

This area includes the concentrated nonresidential uses and housing units in the historic core located along West Maple Avenue and Pine Street. The Town Center acknowledges and seeks to preserve a mix of commercial, residential and office uses in the historic Borough core. It is the intent of the Town Center area to allow primarily commercial and business uses with a mixed residential component rather than "residential only" developments. Residential uses to be encouraged are live/work units and accessory apartments to provide affordable housing opportunities for working artists, service industry employees and others. New infill or redevelopment should be compatible with the scale and historic nature of the surrounding uses, pedestrian friendly, energy efficient, and contain public open spaces or features. Associated uses that promote the historic theme of the Borough should be encouraged to fill underutilized space. Shared parking arrangements will be explored in conjunction with appropriate way finding signage. Design amenities or provisions to buffer and protect abutting residential uses should be provided and community linkage should be provided as appropriate.

The two existing gas stations located at the intersection of Pine Street and Maple Avenue are included in the Town Center planning area. It is the intent of this Plan to

provide for the continued use of the service stations and not exclude such use in the Borough. However, any future zoning change to the C-1 district in favor of a new TC Town Center District should include the service station located at the southwest corner of the intersection. This corner parcel physically connects to the historic buildings located along West Maple Avenue and also meets the goals and objectives of this Plan to retain the small town historic character. However, the service station located across Pine Street to the northeast should either retain the existing C-1 zoning designation permitted auto-related uses or provide a zoning overlay that permits such uses designed to protect the health, safety and welfare of the community.

Neighborhood Commercial

This area encompasses the portion of the C Commercial zoning district located along the western side of Pine Street up to and across from E. Watson Avenue. This area is intended to encourage a more sustainable, traditional and coordinated design of future commercial and office uses that may serve some of the daily needs of residents.

Traditional commercial neighborhood design will be encouraged for new development and/or redevelopment in this area including locating buildings closer to the street and providing parking and loading to the rear of the buildings to make buildings more pedestrian-oriented and friendly. Detailed building design standards explicit to this area can help ensure that buildings relate properly to the streetscape at a pedestrian scale, while including incentives to encourage mixed-use to help enable financial viability.

The enhancement of green spaces, stormwater management, and traffic congestion in this area is also an objective for this area. Standards that encourage a greener and more unified commercial development area including suitable landscaping, best management practices, shared parking arrangements, pedestrian linkages, and energy and conservation techniques should be incorporated into land use ordinances. Connections to community walkways and public transit facilities improvements should be considered. In addition, special buffer regulations and design criteria to protect adjacent residential neighborhoods from negative impacts should be provided as new or redevelopment occurs. Such provisions should include fencing or wall features and/or suitable landscaping to buffer nuisances and improve aesthetics so that adjacent residential and commercial uses can better coexist as neighbors.

Low Impact Professional Service

This area consists of the existing nonresidential properties located at the periphery of the commercial zoning districts and also abuts residential neighborhoods. It is intended to serve as a transitional district between residential and commercial uses. Uses permitted in these areas should be of lower nonresidential intensity than those permitted in the Town Center and Neighborhood Commercial areas such as offices or low impact businesses. To help buffer adjacent residences from commercial aspects such as noise, parking and activities, increased yard setbacks should be established, or if that is not feasible due to existing conditions, screening should be required in the form of plant material and/or fencing. Safe and convenient pedestrian linkages should also be provided in this planning area.

Community Service/Institutional

This category recognizes the existing concentration of land that is in nonprofit, civic associations or government-related community uses. Nearly a third of the Borough's land area contains uses that are tax exempt which affects the tax base. It is the intent of this area to allow for the expansion of such existing uses in designated areas if land is available, but to curtail the establishment of new ones, particularly in the Town Center and Neighborhood Commercial areas which are intended to attract new businesses that benefit the Borough's tax base.

Industrial/Utilities

The purpose of this area is to recognize the existing railroad and utilities uses located in the northern portion of the Borough. It is intended for this area to provide sufficient space for light industrial activity that will not negatively impact surrounding neighborhoods or natural resources. Appropriate access and buffering to help screen noise and enhance aesthetics is encouraged if new construction or expansion occurs.

Overlay Planning Districts

In addition to the nine planning categories, the future land use map designates three overlay districts. The overlay districts are intended to recognize special features or unique land use circumstances that should be specifically addressed beyond the general planning area designation. These overlay districts include localized areas of special historic and natural resources. Two historic overlays district are identified and a riparian enhancement overlay.

Historic District Overlay

Important historic resources exist throughout Langhorne across all land use designations and should be protected on an individual basis by resource protection standards that apply throughout the Borough. To sustain the overall history and historic character of Langhorne, the entire Borough (except for the area fronting on the Country Club Lane cul-de-sac and north of the Country Club) is designated as Historic on the Future Land Use Plan. The development of general design standards to help maintain and enhance the existing historic character of the entire Borough is encouraged.

This overlay district provides special requirements and design criteria, in addition to those of the underlying zoning districts, for properties located within the officially designated Historic District. It is intended that this historic overlay area be expanded as shown on the Future Land Use Plan map and design standards be created as appropriate for each neighborhood.

Riparian Enhancement Overlay

Providing stream corridor protection in the form of riparian buffer setbacks, will stabilize the banks and reduce erosion, helping to control flooding, filter sediments, and prevent pollutants from entering adjacent streams. This overlay district encompasses 50 feet (or more) measured from the sides of the Catawissa and Neshaminy Creek's banks. The overlay district is intended to preserving existing native vegetation and plant new vegetated areas (trees and other plant materials) within the designated riparian corridor areas to improve wildlife habitat and provide shade that cools the water and improves aquatic systems.

Part III

Partnerships for Implementation

PLAN INTERRELATIONSHIPS

Chapter 14

Plan Compatibility

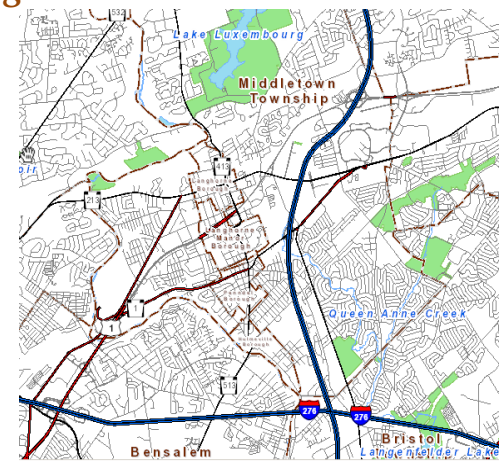
The Pennsylvania Municipalities Planning Code (MPC) requires that Comprehensive Plans take into account planning in surrounding areas, the county and the region. Development impacts do not stop at municipal boundary lines, but rather transcend a region. The purpose of the following discussion is to ensure that policies developed for Langhorne do not create conflicts with adjoining lands but encourage a regional approach to address planning problems and issues.

Relationship among Plan Components

Throughout the preparation of this Plan update, continual efforts were made to ensure coordination among the various plan components and to achieve a general consistency among the findings and recommendations provided in each chapter. Individual plan elements were produced with the recognition that they are interdependent and interlocking. The components are intended to fit together harmoniously to promote the general welfare of Langhorne Borough. Specific land use decisions made in the future should involve consideration of how such decisions will impact the various planning goals and objectives for the components that make up this plan.

Compatibility with Surrounding Area and Region

Langhorne Borough shares its borders with three municipalities; Langhorne Manor to its south, Middletown Township, and across the Neshaminy Creek to the north with Northampton Township. Middletown Township surrounds much of the borough, encompassing land to west, east and also south. Each of these bordering municipalities has development, land use plans, and zoning controls that must be examined to ensure the compatibility of this Plan.



Although this Plan only applies to land in Langhorne, the Borough recognizes that land use impacts do not stop at municipal boundary lines, but rather transcend the region. This Plan encourages a cooperative approach to address regional issues such as the provision for trails, water resources and traffic management. The following assesses consistency and compatibility between the policies created for Langhorne and the adjoining lands in Langhorne Manor Borough, Middletown and Northampton townships and the goals and objectives of county and regional comprehensive plans.

Local and Regional Planning

Coordinated efforts with neighboring municipalities are essential to address issues that extend beyond the municipal boundary lines. These issues include, but are not limited to, traffic-related problems, watershed-based resource protection, creation of regional trails and open space networks, and facilities such as schools, library, emergency services, and utilities. Langhorne is making a concerted effort to work with surrounding communities and other applicable agencies on land use issues that transcend its boundaries.

Langhorne Manor Borough

Three streets in the Borough, Hulmeville, Hill, and Station Avenues, continue south into Langhorne Manor Borough. The existing land use in both boroughs is mainly single-family detached residential and the neighborhoods are compatible in lot size and building style. Several parcels traverse both municipalities and the continuation of sidewalks into Langhorne Manor creates a cohesive streetscape and neighborhood.

The Langhorne Spring Water District property, a large preserved wooded area exists to the west of Hulmeville Avenue extending into Langhorne Manor at the municipal boundary line. This preserved public property provides natural open space for passive recreation uses.

Langhorne Manor Borough's Comprehensive Plan was updated in 2006. The future land use plan indicates that there are limited vacant parcels and nearly all unsuitable for development due to site constraints. Some future institutional development could occur for Woods Services, Inc. or on the college property due to underutilized land on each campus. The comprehensive plan also recommends that the Langhorne Spring Water District property be rezoned from RC Residential C to Recreation Open Space in recognition of its preserved status.

Zoning among the two boroughs is generally compatible, with most of the land along the borders zoned for residential use. In Langhorne Manor, the RA and RB Residential districts make up the zoning along the east side of Hulmeville Avenue to Station Avenue. These districts permit single-family detached units on 22,000 square feet and 15,000 square feet, respectively. This is consistent with the 15,000 square-foot lot area required in Langhorne's R-1 Residential District. The R-2 district requires lot areas of 10,000 square feet. The lot widths in Langhorne Manor are somewhat wider and as one travels farther south (across Route 1) the larger lots and yard area become more noticeable.

No major changes in land use are foreseen along the boroughs' boundaries. The existing conditions, zoning and future land use planning efforts in both municipalities are consistent with one another.

Middletown Township

The land adjacent to, and surrounding Langhorne in Middletown, is mostly residentially zoned for single-family detached housing at similar densities. Several residential parcels traverse both municipalities and form unified neighborhoods. Sidewalks generally terminate at the municipal border which makes pedestrian travel to nearby destinations in Middletown difficult.

Institutional uses such the Woods Services, Inc. campus, Attleboro Retirement Village, Oliver Heckman Elementary School, and church and cemetery properties also share or border Langhorne's parcels. Many of the abutting structures are historic in nature complementing the historic attributes of Langhorne.

The preserved Middletown Country Club and golf course also traverses both municipalities with the majority of the land located in Middletown. A light industrial use is located to the northwest portion of the Borough near the railroad overpass.

The Middletown Township Comprehensive Plan (1993) designates most of the land surrounding the Langhorne as suburban residential, with multifamily indicated for the Attleboro Retirement Village property and the townhouse units located adjacent to the golf course. Commercial and school land use designations make up the area along Maple Avenue in recognition of the elementary school and office complex building. Public parks and open space are designated for the golf course, and the land adjacent to the railroad is shown as rural residential.

Middletown have many zoning districts surrounding the Borough including OR Open Recreational, R-1 Residential, R-2 Residential, RC Retirement Community, MR Multi-Residential, P Professional and M-1 Manufacturing. These districts recognize the underlying land uses and densities, and are generally compatible with Langhorne's zoning designations.

Greater Middletown is a transportation hub for the Route 1 corridor and the Oxford Valley Mall. A high volume of traffic is generated through Langhorne via Routes 413 (Pine Street) and Route 213 (Maple Avenue to reach these and other destinations. This adds to traffic congestion problems in the Borough as well as increases in cut-through and speeding through neighborhoods.

Northampton Township

Separated by the steeply sloping banks along the Neshaminy Creek and its floodplain, the land to the immediate north of Langhorne in Northampton Township is undeveloped due to its associated floodplain. Beyond the open land are single-family detached units. Core Creek Park and St. Mary's Medical Center exist farther to the northeast of Langhorne.

Northampton's Comprehensive Plan was last updated in 1999. The future land use map identifies the area adjacent to Langhorne as public and private park/recreation and open space. The Township also desires to protect environmental resources such as waterways and floodplain. Nearby Core Creek Park provides residents in Langhorne and the region with more expansive recreational opportunities that cannot be accommodated in the Borough due to land area. The proximity of the medical center to Langhorne is an asset for emergency care. However, traffic generated by the medical facility impacts congestion problems along Route 413 and Pine Street in and around the Borough.

Two zoning districts, the R-1 Single-Family and the C-R Country Residential, lie across the Neshaminy Creek in Northampton adjacent to the Borough's OR Open Recreation zoning district. These districts are intended for lower densities that provide a transition from water, wetlands and open spaces to area of higher densities. Single-family detached dwellings are permitted on 40,000 square foot lots and 2 acres, respectively. This is compatible with the existing land uses and zoning in Langhorne.

No significant land use changes are anticipated along either municipal boundary. The existing conditions, zoning and future land use planning efforts in both municipalities are consistent with one another.

Bucks County Comprehensive Plan

The Bucks County Comprehensive Plan (2011) classifies the Boroughs of Langhorne, Hulmeville, Langhorne Manor, and Penndel, as Secondary Town Centers. Secondary Town Centers function as focal points for smaller market areas and are a subset of the larger "Town Center." While most Secondary Town Centers contain (or once contained) elements of traditional towns (e.g., walkable neighborhoods and downtowns), over the years these areas have been developed into land uses that are much more auto-oriented. Some Secondary Town Centers have been engulfed by suburban and exurban development to a point that their distinct identity has been compromised.

The county plan recommends that Secondary Town Centers serve as focal points for revitalization in accordance with Smart Growth principles. Development techniques, such as Transit Oriented Development and Traditional Neighborhood Developments, will be especially important in the Secondary Town Center areas.

DVRPC: Connections 2040: Plan for Greater Philadelphia

The Delaware Valley Regional Planning Commission (DVRPC) developed *Connections 2040: Plan for Greater Philadelphia* (2013) as an update to *Connections 2035: The Regional Plan for a Sustainable Future*. The purpose of the plan is to carry out DVRPC's defined mission, which is to plan for the orderly growth and development of the region. The four core principles are: to: Manage Growth and Protect the Environment, Create Livable Communities, Build the Economy, and Establish a Modern, Multimodal Transportation System. Page 33, Figure 17: Land Use Vision of the Plan identifies Langhorne Borough in an area intended for Infill and Redevelopment. The Plan directs development and investment to the already established centers in the region, which are consistent with the Borough's existing conditions and strategy of revitalization.

Commonwealth of Pennsylvania Keystone Principles and Criteria

The Commonwealth's Economic Development Cabinet adopted the *Keystone Principles and Criteria for Growth, Investment and Resource Conservation* in 2005. The Keystone Principles and Criteria represent a coordinated interagency approach to foster

sustainable economic development and conservation of resources through the state's investments in Pennsylvania's diverse communities.

The Keystone Principles and Criteria lay out general goals and objectives for economic development and resource conservation, and are designed to encourage multifaceted project development that will integrate programs and funding sources from a variety of state agencies into a comprehensive strategy to address issues affecting whole communities. The ten principles outlined by the state's Keystone Principles and Criteria listed below were considered in the development of Perkasie's *Comprehensive Plan* and are concepts that the land use plan strives to implement.

1. **Redevelop First**—Support revitalization of Pennsylvania's many cities and towns. Give funding preference to reuse and redevelopment of "brownfield" and previously developed sites in urban, suburban, and rural communities for economic activity that creates jobs, housing, mixed-use development, and recreational assets. Conserve Pennsylvania's exceptional heritage resources. Support rehabilitation of historic buildings and neighborhoods for compatible contemporary uses.

2. **Provide Efficient Infrastructure**—Fix it first: Use and improve existing infrastructure. Make highway and public transportation investments that use context-sensitive design to improve existing developed areas and attract residents and visitors to these places. Provide transportation choice and intermodal connections for air travel, driving, public transit, bicycling, and walking. Increase rail freight. Provide public water and sewer service for dense development in designated growth areas. Use on-lot and community systems in rural areas. Require private and public expansions of service to be consistent with approved comprehensive plans and consistent implementing ordinances.

3. **Concentrate Development**—Support infill and "greenfield" development that is compact, conserves land, and is integrated with existing or planned transportation, water and sewer services and schools. Foster creation of well-designed developments and walkable, bikeable neighborhoods that offer healthy lifestyle opportunities for Pennsylvania residents. Recognize the importance of projects that can document measurable impacts and are deemed 'most ready' to move to successful completion.

4. **Increase Job Opportunities**—Retain and attract a diverse, educated workforce through the quality of economic opportunity and quality of life offered in Pennsylvania's varied communities. Integrate educational and job training opportunities for workers of all ages with the workforce needs of businesses. Invest in businesses that offer good paying, high quality jobs and that are located near existing or planned water and sewer infrastructure, housing, existing workforce and transportation access (highway or transit).

5. **Foster Sustainable Businesses**—Strengthen natural resource-based businesses that use sustainable practices in energy production and use, agriculture, forestry, fisheries, recreation, and tourism. Increase our supply of renewable energy. Reduce consumption of water, energy and materials to reduce foreign energy dependence and address climate change. Lead by example: support conservation strategies, clean power and innovative industries. Construct and promote green buildings and infrastructure that use land, energy, water and materials efficiently. Support economic development that increases or replenishes knowledge-based employment or builds on existing industry clusters.

6. **Restore and Enhance the Environment**—Maintain and expand our land, air, and water protection and conservation programs. Conserve and restore environmentally-sensitive lands and natural areas for ecological health, biodiversity and wildlife habitat. Promote development that respects and enhances the state's natural lands and resources.

7. **Enhance Recreational and Heritage Resources**—Maintain and improve recreational and heritage assets and infrastructure throughout the Commonwealth, including parks and forests, greenways and trails, heritage parks, historic sites and resources, fishing and boating areas and game lands offering recreational and cultural opportunities to Pennsylvanians and visitors.

8. **Expand Housing Opportunities**—Support the construction and rehabilitation of housing of all types to meet the needs of people of all incomes and abilities. Support local projects that are based on a comprehensive vision or plan, have significant potential impact (e.g., increased tax base, private investment) and demonstrate local capacity, technical ability and leadership to implement the project. Coordinate the provision of housing with the location of jobs, public transit, services, schools and other existing infrastructure. Foster the development of housing, home partnerships

and rental housing opportunities that are compatible with county and local plans and community character.

9. **Plan Regionally; Implement Locally**—Support multi-municipal, county and local government planning and implementation that have broad public input and support and are consistent with these principles. Provide education, training, technical assistance and funding for such planning and for transportation, infrastructure, economic development, housing, mixed-use and conservation projects that implement such plans.

10. **Be Fair**—Support equitable sharing of the benefits and burdens of development. Provide technical and strategic support for inclusive community planning to ensure that social, economic, and environmental goals are met. Ensure that in applying the principles and criteria, fair consideration is given to rural projects that may have less existing infrastructure, workforce, and jobs than urban and suburban areas, but that offer sustainable development benefits to a defined rural community.

COMPREHENSIVE PLAN ACTIONS

Chapter 15

Based on the background information gathered for this Plan update and an analysis of issues documented in various chapters, recommendations were developed for the various plan elements. The elements are grouped into several categories of key interconnected topics in planning a sustainable community. These are recommended to be used as guiding factors in the review of land use decisions and potential ordinance revisions. They should be actively tracked and evaluated on an annual basis to gauge the Borough's progress in achieving sustainability and protecting the public health, safety and welfare.

To achieve the vision of the community, Langhorne must strive to restore and enhance the local environment, while responsibly managing community development. Diligent stewardship of natural and historic resources must be a constant focus to avoid the cumulative adverse impacts that can accompany development and land use changes. To do less would lead to significant threats to public health, safety and welfare. This chapter addresses the Municipalities Planning Code requirements regarding implementation strategies. (Section 301(a)(4.2)).

Plan Elements and Recommended Actions

In addition to the future land use plan to help guide future development, there are recommended actions for each plan topic, or element, to help achieve the specific goals outlined in Chapter 2. Recommendations and implementation strategies are provided below for each plan element based on information provided in Parts I and II of this Plan.

The Natural Environment and Natural Systems Element

Natural resources play an important role in the ecology of a community and region. The natural features present in Langhorne support a rich diversity of native vegetation and wildlife, indicating a healthy living environment for people, plants and animals. Natural resources also have economic, recreational, aesthetic, and educational benefits which can be depleted if resources are not protected. The Borough recognizes the

importance of protecting natural resources to help maintain the character of a place and enhance the quality of life in a community.

Recommended Actions

- Update and revise land use ordinance definitions for Alluvial Soils, Floodplain Soils, and Forests and Woodlands to provide consistency between terms and regulations.
- Update tree protection provisions in ordinances related to plan submission requirements and procedures and also consider providing option addition of tree replacement options.
- Determine appropriate and alternate sites that can accommodate additional or replacement trees when such trees are not suitable to be planted on an individual property or on a development site.
- Promote efforts to maintain and increase tree cover and pursue assistance from organizations regarding education, training and funding opportunities for tree-related matters.
- Establish and periodically update a public tree list identifying the condition of such trees, including structural defects, damage from disease, and pruning needs.
- Consider developing ordinance provisions related to the preservation and protection of identified scenic resources.
- Develop riparian buffer standards for the Catawissa and Neshaminy Creeks.
- Encourage the planting of native vegetation, removal of invasive plants and the long-term management and maintenance of vegetation.
- Evaluate the need to create standards, or an overlay district, for the Neshaminy Creek Conservation Landscape.
- Pursue funding opportunities to address stormwater-related problem areas, including storm inlet, grading and runoff issues along West Maple Avenue that affect nearby properties and causes erosion along the Catawissa Creek and downstream.

- Consider the incorporation of Low Impact Development (LID) into land use ordinances.
- Continue to utilize the expertise of the Environmental Advisory Council (EAC) and Shade Tree Commission (STC) and promote their environmental stewardship.
- Continue partnership with Langhorne Open Space, Inc. in its land preservation program efforts in a manner that preserves the important natural resources.
- Consider the establishment of a Tree Registry on which protection standards can be based to preserve large, historic and special species trees.

Energy and Sustainability

Langhorne Borough has already taken several steps toward becoming a more sustainable community. The Borough should develop a plan and adopt ordinances to help regulate and encourage the use of emerging methods and technologies to become a more sustainable community. These steps, coupled with ongoing efforts to preserve the valuable natural resource features in the Borough, should help continue to build on its heritage of environmental stewardship.

Recommended Actions

Renewal Energy Production

- Explore opportunities to encourage solar, geothermal, wind, hydropower, or other on-site regenerative energy production to benefit public and private use in a manner compatible with the historic nature of the community.

Energy Consumption

- Reduce energy consumption by establishing guidelines for turning off lights, computers, and other office equipment in municipal facilities.
- Continue to purchase a percentage of energy from clean and renewable sources consistent with budget resources.
- Explore installation of geothermal and solar systems on Borough property.

Transportation

- Consider the purchase of hybrid and/or compressed natural gas fueled municipal vehicles and the use of bicycles to patrol the community.

- Determine suitable locations for vehicular recharging stations, bus shelters and bicycle racks.
- Partner with surrounding municipalities and the county in the development of a regional trail network.
- Promote public transit, car-sharing, and carpooling to reduce emissions and help decrease local traffic.

Landscaping/Water Conservation

- Continue to educate the public about the benefits of no or low mowing policies relative to grass cutting and minimize the amount of mown landscape areas in favor of meadows, fields and woods.
- Establish criteria for the use of more environmentally-friendly alternatives to pesticides and fertilizers.
- Encourage the use of water-saving techniques in new building construction such as rain barrels, rain gardens, cisterns and water-saving faucets.

Green Building

- Continue to encourage the reuse and rehabilitation of existing buildings.
- Consider developing a green building incentive program.
- Develop design guidelines to ensure careful placement of various types of energy efficient systems to preserve the historic integrity of structures and of the historic district.

Community Health and Safety

- Expand on the bicycle and sidewalk network to ensure that alternatives to automobile travel are available.
- Require pedestrian connections between adjacent developments and nearby public facilities such as schools, libraries and shopping centers and ensure that development plans are reviewed to achieve pedestrian orientation and connectivity.
- Consider a reduction to the amount of parking spaces needed for businesses that provide for connectivity, walkability and bicycle facilities.

- Continue to conduct educational, health care, historical, environmental and other community interest presentations to promote community identity.

Waste Reduction

- Provide waste reduction information and tips on the Borough's website.
- Encourage composting by households through education and distribution of information on how to set up, maintain and use compost bins.
- Establish a local recycle bank for the purpose of connecting individuals interested in recycling items such as building materials, household items, etc.
- Ensure that all municipal facilities, including park and recreation facilities, are equipped with both refuse and recycling bins.

Housing Element

The Borough seeks to maintain quality, historic character, scale, choice and sustainability in its housing stock.

Recommended Actions

- Promote proper maintenance of the existing housing stock by enforcement of housing, zoning, health, safety, historic preservation and property maintenance codes for rental and owner-occupied housing to ensure that sound buildings, attractive neighborhoods, property values, historicity, affordability and diversity of housing choice are retained.
- Work with residents to identify programs that are available to help them meet their housing expenses and maintain their homes.
- Explore methods of encouraging energy efficiency of existing or potential new construction and ensure that the environment and visual character of historic housing is not negatively impacted.
- Review and update zoning ordinance provisions as needed to accommodate infill development or redevelopment appropriate in size, density and type of construction to preserve the character of neighborhoods.
- Update the land use ordinances as needed to encourage residential adaptive reuse (Live/Work units).

- Periodically review housing conversion and residential accessory regulations, in particular, to ensure their appropriateness to real estate market conditions and preservation of the Borough's stock of historic housing.
- Consider policies that enforce interior and exterior maintenance and that address parking issues for temporary residents of non-owner occupied rental units.
- Encourage development by investors that see the value between strong maintenance and high rental rates.
- Promote condominium units in or near the Town Center as an advantage to historic building maintenance, vibrancy and continued utilization of retail, service and dining establishments.
- Preserve neighborhood fabric by preventing tear-downs and lot consolidations that result in construction, reconstruction or renovation of housing at an inappropriately large scale so that they are not to be lost to external pressure and/or internal changes.
- Revise zoning ordinance to allow apartment and condominiums above commercial uses in buildings in the Commercial districts.
- Promote the use of architectural elements such as wrap-around porches, divided light windows, historic details, high-pitched roofs and dormers by developing architectural standards and visual guides for residents to use to help encourage architecture consistent with the historic character of existing homes.

Economic Development Element

Economic development focuses on important aspects of a community that are provided by the private sector—employment opportunities, businesses serving residents, a stable and growing tax base, and business involvement as corporate citizens in a community's activities and decision-making. A healthy local economy requires a balance between residential and nonresidential uses to support commercial activities. It is recognized that Langhorne Borough's commercial uses and other nonresidential uses also contribute to the municipal tax base and the local economy.

Recommended Actions

- Attract and/or actively recruit new businesses to fill vacant storefronts and encourage businesses that serve the needs of residents.
- Prepare a *Marketing Strategy* or *Business Recruitment Plan* in conjunction with the information provided in this plan.
- Continue to encourage businesses that serve the daily needs of residents.
- Encourage traditional commercial neighborhood design for new development and redevelopment that caters to pedestrians and motorists.
- Encourage a high quality of design, architecture and landscaping that will further enhance economic development and promote a vibrant town identity.
- Encourage connectivity among businesses with regard to parking and pedestrian access as well as to the Borough's overall trail system to promote foot-traffic.
- Encourage sustainable building practices in terms of green space and water and energy conservation.
- Encourage public and private initiatives that promote and support heritage tourism.
- Work to secure state grant funds to revitalize properties and areas in need of façade, signage, access or landscaping improvements.
- Reduce sign clutter and improve directional signage to parking lots and area attractions.
- Permit flexible use of building space for accessory uses, such as affordable living units (apartment above retail use) and work/live units.
- Consider establishing wireless internet hot spots at Borough-owned and public places.
- Prepare a *Strategic Wayfinding Plan* signage plan.
- Prepare a *Parking Management Study* to evaluate shared parking and manage parking demand more effectively.

- Ensure adequate bike racks and related facilities are strategically placed throughout town to encourage cyclists to stay and walk in town.

Transportation and Circulation Systems Element

The function of a transportation system is to provide for the movement of people and goods between places. The adequacy of this system is directly influenced by the type and size of the population growth and land development that occur along the network. When transportation improvements are designed, it is important to address the needs of the general public, individual property owners and neighborhoods. Where appropriate, transportation improvements should be designed for multi–purpose use, providing safe movement of pedestrians (including those with disabilities), bicycles, public transit and motor vehicles.

Recommended Actions

- Maintain and improve streets to ensure the safety of residents, pedestrians, and motorists and the livability of neighborhoods, while maintaining the high level of connectivity of the Borough's street pattern.
- Conduct a parking study to update the parking space inventory and associated usage; prepare and implement a parking plan utilizing best practices to address local parking issues.
- Work with SEPTA and the Transportation Management Association (TMA) of Bucks County to ensure that the public transportation needs of residents are being met.
- Develop a traffic calming program for those local streets experiencing speeding and/or high volume of cut-through traffic.
- Strengthen the pedestrian circulation system through improvements to the sidewalk system and pedestrian crossings at street intersections as recommended in the *Assessment of Land Use and Transportation Solutions for the Route 413/513 Corridor* report.
- Expand upon and update the *Assessment of Land Use and Transportation Solutions for the Route 413/513 Corridor* report by preparing and implementing a more detailed pedestrian circulation plan to address further issues of prioritization,

timing, installation of physical improvements and pedestrian safety and education.

- Make the Borough more bicycle-friendly by preparing and implementing a bicycle plan.
- Design and prepare all future circulation planning to consider our large population of elderly and adults with intellectual and physical disabilities to enhance their freedom and safety.
- Identify streets that do not have sidewalks and seek to construct safe pedestrian connections.
- Remove obstacles in sidewalks by consolidating signage and relocating utility poles when feasible.
- Emphasize and/or create use of pedestrian alleys and walkways within the Town Center to provide pedestrian connections which allow convenient and safe passage for pedestrians.
- Design and implement wayfinding signage directing visitors to businesses and other town amenities.
- Provide streetscaping elements, such as benches, planters with flowers and street trees, to create an inviting environment for pedestrians.
- Design and create a right-of-way passageway between North Bellevue Avenue to the Pine Street Town Center behind Pine-Watson Shopping Center. Examples can be observed in Newtown Borough where the pedestrian network allows pedestrians to circulate between shops and parking locations.

Historic and Cultural Resources Element

Langhorne's historic and cultural resources are an intrinsic part of the community's fabric and character. The Borough's Act 167 Historic Overlay District provisions have provided a sound foundation for preservation. Additional measures (such as encouraging appropriate reuse) may be warranted to enhance historic preservation efforts because over time historic buildings may fall into disrepair. There may be merit of extending the existing Historic Overlay District to provide for the continuation of the

scale and design features of the historic nature of the Borough when infill or redevelopment is proposed in the outlying areas.

Recommended Actions

- Update the historic survey to identify potential additions, deletions, or modifications to the Borough's historic resources and/or to expand the historic district.
- Continue to support efforts of individuals and groups to identify sites worthy of eligibility for the National Register and to place resources deemed eligible onto the Register.
- Create an historic overlay district for the entire Borough, except for homes fronting on Country Club Lane cul-de-sac and the area north of the Middletown Country Club.
- Adopt additional historic preservation zoning provisions to encourage preservation of historic buildings and to allow for additional use opportunities (e.g., Live/Work units in commercial area, historic resource/landmark designation, use modifications and buffer requirements, preservation incentives, etc.).
- Encourage the adaptive reuse and rehabilitation of historic buildings through the use of 'green' building techniques that will not obscure or undermine their historic integrity and character.
- Consider updating Historic Architecture Review Board (HARB) design guidelines (under Act 167) to balance energy efficiency and historic preservation goals.
- Consider applying to the Pennsylvania Historic and Museum Commission for Certified Local Government (CLG) status.
- Continue seeking funding sources for historic and cultural resources in need of preservation and rehabilitation.
- More effectively promote our deep-rooted history through the use of wayfinding signs or plaques placed in the Town Center, near Borough boundaries and other

appropriate areas to acquaint residents and visitors of the significant historic events and landmarks in Langhorne.

- Conduct Preservation Workshops on topics associated with maintaining the historic residences and buildings.

Park, Recreation and Open Space Element

Parks, recreation facilities, and other open space resources are important parts of a community's identity and contribute to the overall quality of life and vibrancy of a community. Park and recreation facilities and programs provide opportunities for residents to gather and interact and help create a sense of community. Open space resources help to preserve the Borough's natural ecosystems and provide an attractive setting in which to live and work.

Recommended Actions

- Consider conducting a survey to gather input regarding what types of recreational facilities and programs members of the community are most interested in.
- Continue to move forward to meet the stated goals in the *Open Space Plan for Langhorne Borough* (2009).
- Continue to pursue Open Space Plan priorities for protection through the County program and other funding sources.
- Pursue opportunities to create and expand greenway corridors.
- Improve pedestrian connections and increase public access to them.
- Evaluate the existing sidewalk system to determine if enhancement is necessary to safely accommodate individuals.
- Pursue intermunicipal cooperation and funding opportunities with neighboring municipalities on recreation and open space activities and pedestrian interconnections of mutual benefit.
- Consider applicable recommendations in the *Bucks County Bicycle Master Plan* (2012).

- Continue planning events and activities, such as holiday celebrations, parades, and festivals, to involve all members of the community (economic). Encourage more coordination of programs and joint programs among the many groups in the Borough.

Community Facilities and Utilities Element

Community facilities and utilities are key components in determining the quality of life in a community. Community facilities and services are necessary to maintain the health, safety, and social needs of communities. In addition, as they affect the quality of life, facilities and services can also be an economic development tool since businesses often look at these attributes within a community when they locate.

Recommended Actions

Administration

- Continue to maintain the Borough's official web site to provide up-to-date information to residents, businesses and visitors.
- Reevaluate administrative office procedures to make the most of available technologies and improve efficiency.
- Address record storage given new digital technologies and through the implementation of a record retention policy.
- Consider periodic review of building space management to address various office, parking, and storage space needs among departments (administration, police and fire). A committee with a representative from each department could be formed to discuss, evaluate and address such needs.

Police Services

- Continue to strengthen the community policing program by developing initiatives to protect and assist elderly and disabled residents.
- Continue to coordinate with local educational institutions to provide internships.
- Implement mandated upgrade for emergency services radio system.
- Plan for the projected need for computer upgrades for the police department office and other future vehicle and equipment needs.

- Consider creating a part-time position within the department to handle clerical duties.

Fire Protection

- Assist local fire companies in volunteer recruitment efforts to meet staffing needs.
- Continue to assist the companies with the financial challenges and needs they face regarding maintaining and upgrading equipment and facilities.
- Become a member of a building space and parking management committee to ensure that space needs are adequately met into the future.

Emergency Medical Services

- Continue to coordinate with local emergency providers to ensure the provision of emergency services in the most efficient and expedient manner possible.
- Continue to help support the rescue squad with funding and volunteer recruitment efforts.

Health Care/Elder Care Facilities

- Continue to review population trends and evaluate changes needed to the support programs that enhance public health to better serve seniors, such as transportation services and the development of a system to aid elderly residents during emergencies (storms, power outages, etc.).

Education Facilities

- Continue to monitor and stay informed regarding any future changes to Oliver Heckman Elementary School.
- Consider the future desired land use for the property if the Oliver Heckman Elementary School is closed and later sold to ensure that park and recreational needs are not impacted.
- Continue to monitor parking issues near Oliver Heckman Elementary School and work with school district officials towards the resolution of recurring problems through traffic calming measures or other means.

Telecommunications

- Maintain the current Borough policy of permitting transmission towers only in the LI District and no structure greater than 35 feet in all other districts.

Wastewater Facilities

- Encourage water conservation and the utilization of water conservation devices.
- Continue efforts to reduce infiltration and inflow into the sanitary sewer system.

Stormwater Management

- Continue to enforce the recommendations of the Delaware River South and the Neshaminy Creek Stormwater Management Plans.
- Continue to ensure compliance with NPDES program and file program reports.
- Identify flood-prone areas within the Borough and determine if remediation is possible.
- Continue to monitor and maintain municipal stormwater management facilities.

PLAN MONITORING

Chapter 16

Successful implementation of recommendations is dependent upon an enhancement of the Borough's planning program and plan review processes, including the following:

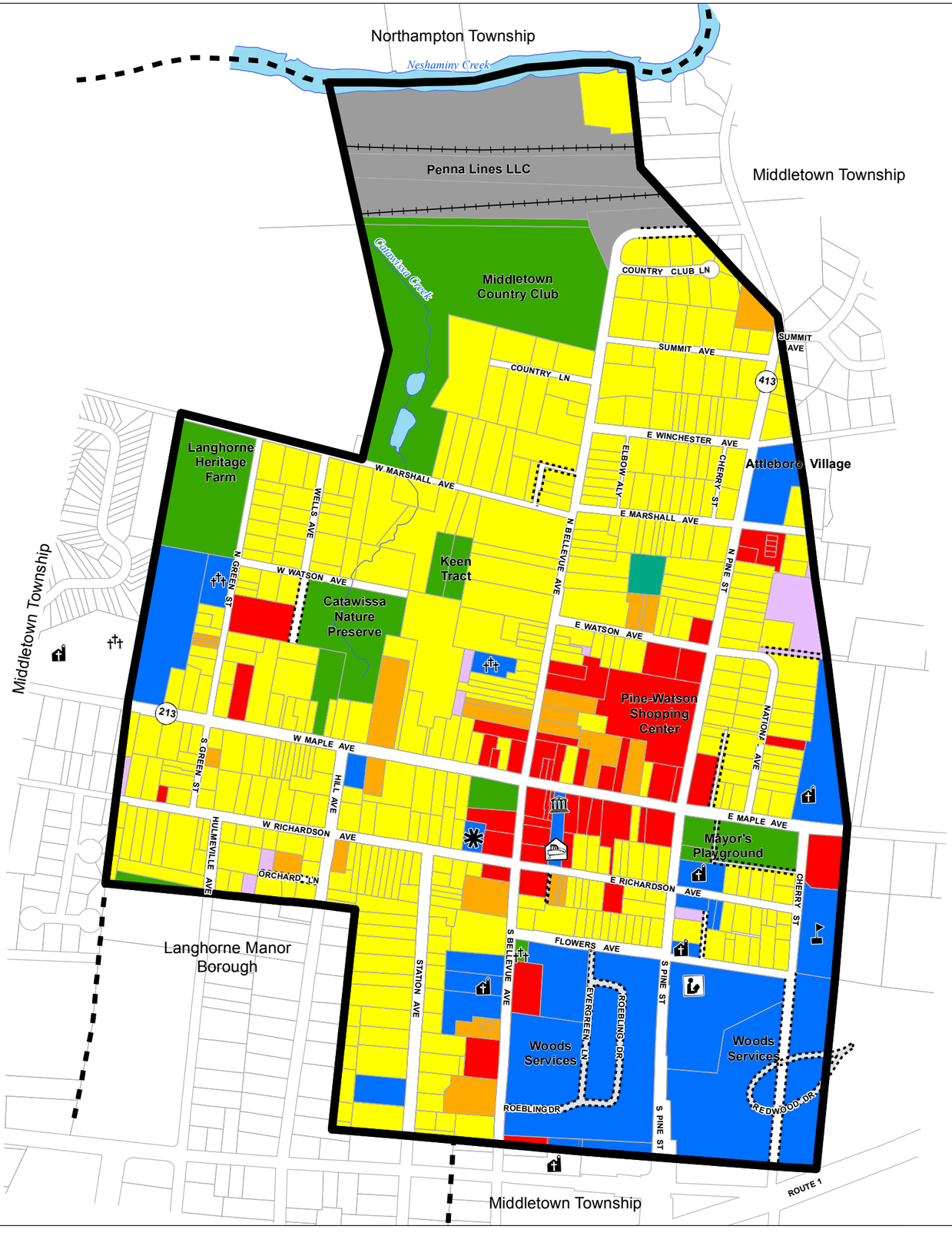
- Ensuring appropriate staff for the management of administrative details (fiscal, grant writing, contracts, technology, record keeping, etc.) and coordination of boards, commissions, committees and supporting contractors/consultants, as well as coordination with other municipalities and government agencies.
- Prioritizing projects and developing funding necessary to implement the recommendations, through a diversity of local, regional and national sources. Appendix J. provides an overview of some of the programs available to help municipalities carry out many of the recommendations listed in this Plan.
- Developing and carrying out a process for executing, updating, and evaluating this Plan.
- Commitment on the part of the Borough (elected and non-elected officials) to:
  - Strive for vigilant administration of regulatory provisions to protect critical environmental resources, monitoring performance of existing regulations and administrative procedures relative to resource protection objectives including the goals of this Plan in the annual budget and strategic planning process.
  - Promote effective use of the Sketch Plans by convening concept committee meetings to engage potential applicants in productive evaluation of a development site as early in the process as possible.
  - Coordinate local planning efforts that affect or have impacts across municipal boundary lines with neighboring Middletown Township, Langhorne Manor, Bucks County, and other regional organizations.

- Educate residents regarding resource-sensitive, energy efficient, and open space-oriented land use options, using the website, local media, and informational meetings.
- Adopt ordinance revisions that provide a definitive framework of inducements and prohibitions consistent with sustainable growth management objectives.
- Educate and interact with residents regarding this Plan.
- Establish a process to track implementation of recommendations such as a "Progress Book" or "Work Book" that contains priorities and actions taken or attempted over time that could be used by staff and various municipal boards.
- Use Plan often as a reference when considering the business of the Borough.

List of Maps

Map 1

Existing Land Use



- Single Family Residential
- Multifamily Residential
- Commercial
- Parks, Recreation, & Open Space
- Private Open Space
- Vacant
- Transportation and Utilities
- Government & Institutional/Nonprofit
- Church
- Cemetery
- School
- Borough Hall
- Fire Station
- Library
- American Legion
- Private/Paper Street

Langhorne Borough
Bucks County, Pennsylvania

0 500 1,000 Feet

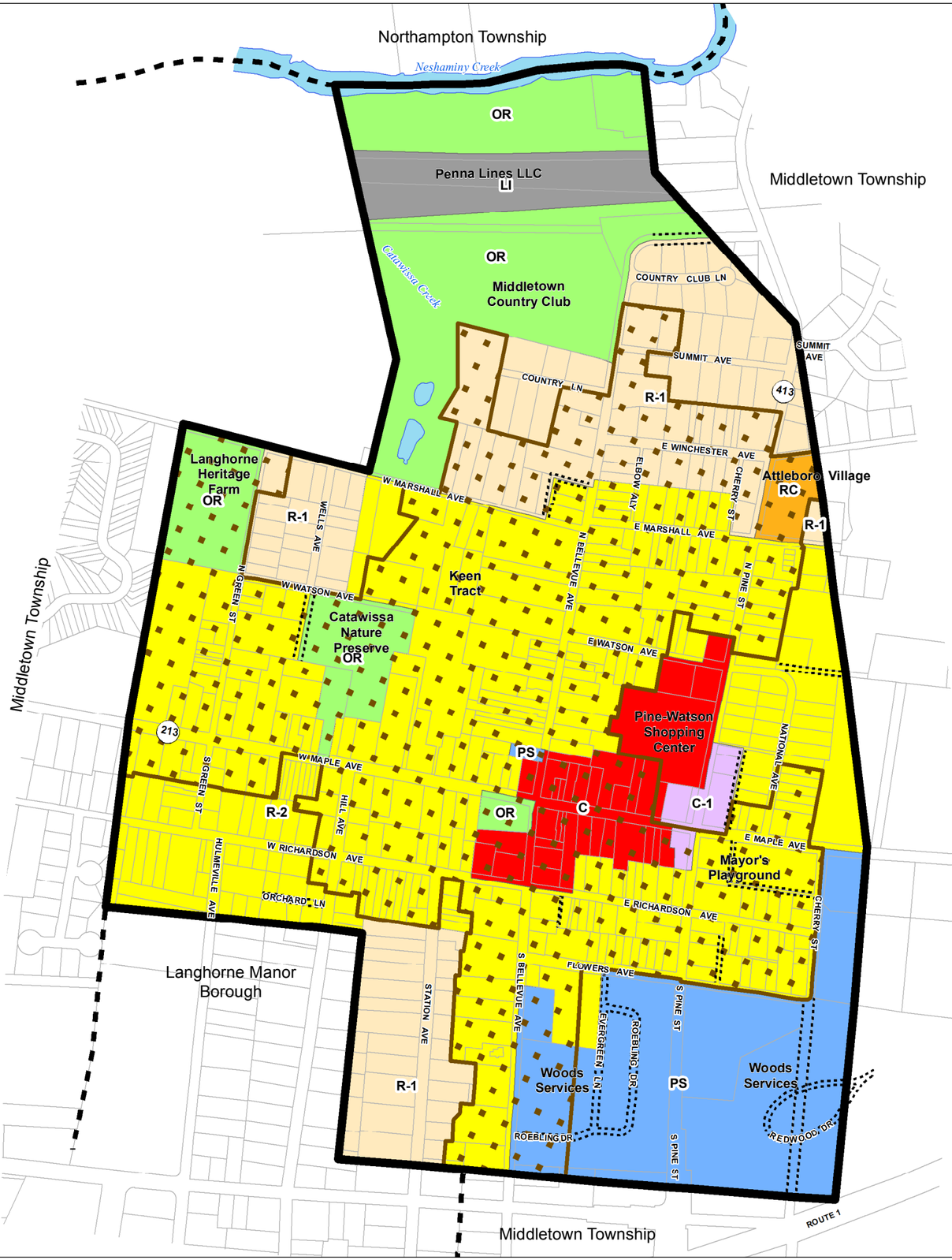
N

Prepared by: Bucks County Planning Commission
June 4, 2014

DRAFT

Map 2

Existing Zoning



- R-1 Residence
- R-2 Residence
- C Commercial
- C-1 Commercial
- PS Professional Service
- OR Open Recreation
- RC Retirement Community
- LI Light Industrial

Historic Overlay District

Langhorne Borough
Bucks County, Pennsylvania

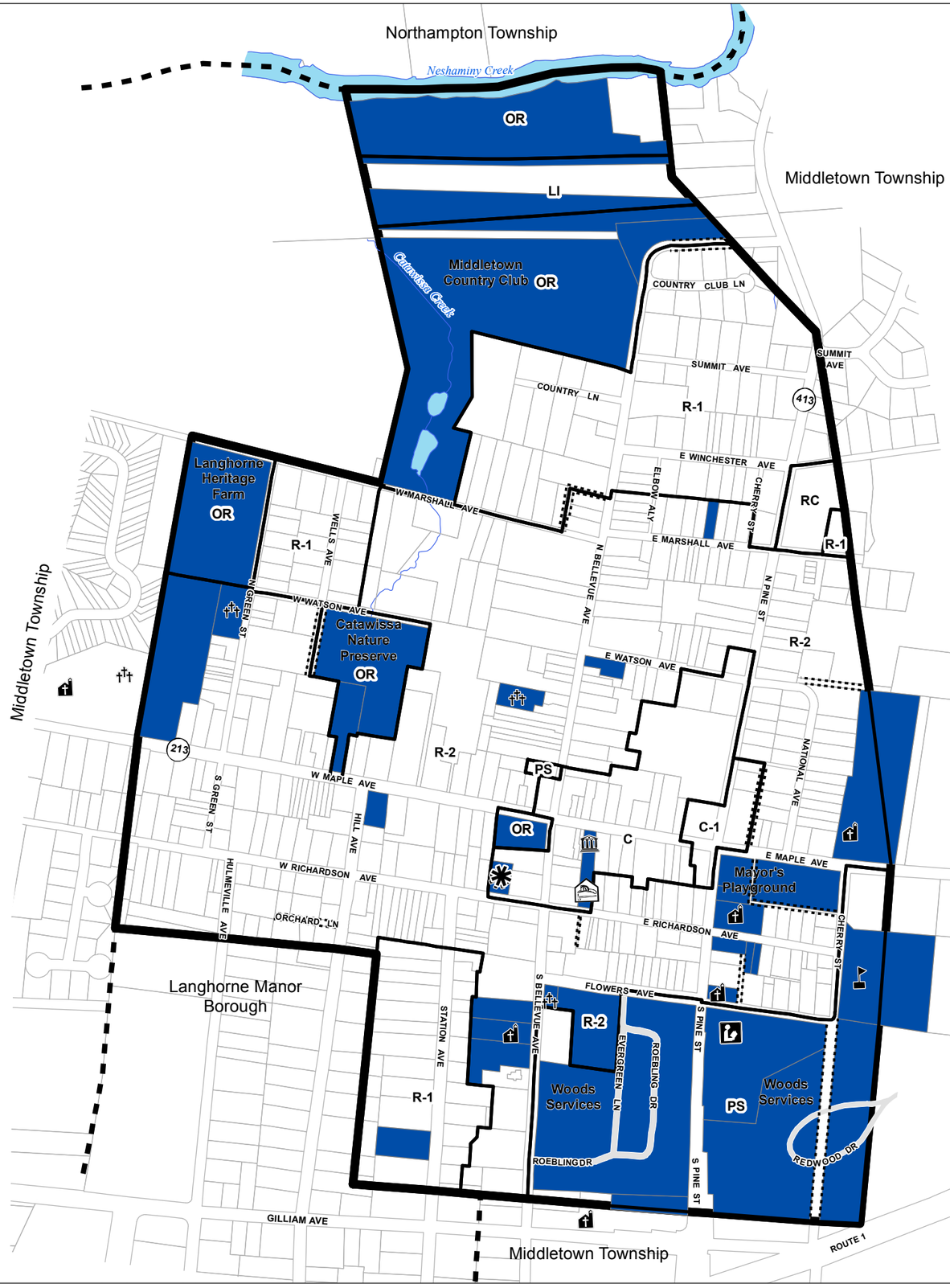
0 500 1,000 Feet

Prepared by: Bucks County Planning Commission
June 4, 2014

DRAFT

Map 3

Tax Exempt Parcels



- Tax Exempt Parcels
- Church
- Cemetery
- School
- Borough Hall
- Fire Station
- Library
- American Legion

Zoning Districts

R-1	Residence
R-2	Residence
C	Commercial
C1	Commercial
PS	Professional Service
OR	Open Recreation
RC	Retirement Community
LI	Light Industrial

Langhorne Borough
Bucks County, Pennsylvania

0 500 1,000 Feet

Prepared by: Bucks County Planning Commission
June 4, 2014

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Map 4

Open Space, Natural & Scenic Resources

Northampton Township

Neshaminy Creek

Middletown Township

Middletown Country Club

Catawissa Creek

COUNTRY CLUB LN

SUMMIT AVE

COUNTRY

SUMMIT AVE

413

E WINCHESTER AVE

ELBOW ALY

CHERRY ST

E MARSHALL AVE

W MARSHALL AVE

Langhorne Heritage Farm

WELLS AVE

N GREEN ST

W WATSON AVE

Catawissa Nature Preserve

N BELLEVUE AVE

Orthodox Meeting House

E WATSON AVE

N PINE ST

Middletown Township

NESHAMINY

DELAWARE RIVER (SOUTH)

213

W MAPLE AVE

S GREEN ST

HILL AVE

NATIONAL AVE

Memorial Park

W RICHARDSON AVE

E MAPLE AVE

Mayor's Playground

HULMEVILLE AVE

E RICHARDSON AVE

CHERRY ST

FLOWERS AVE

Revolution War Cemetery

S BELLEVUE AVE

STATION AVE

EVERGREEN LN

ROEBLING DR

S PINE ST

REDWOOD DR

ROUTE 1

Langhorne Manor Borough

Middletown Township

NATURAL FEATURES

- Primary Watershed
- Water Body
- Floodplain (100 and 500 year)
- Riparian Corridor
- Woodland Area
- Neshaminy Creek Conservation Landscape

Steep Slopes

- 8 to 15 Percent
- 15 to 25 Percent
- Greater than 25 Percent

PARK, RECREATION, & OPEN SPACE

- Public Park, Recreation & Open Space
- Private Open Space
- Conservation Easement
- Vacant Land
- Sidewalks & Trails

SCENIC FEATURES

- Vista Point
- Vista Directional View

Langhorne Borough
Bucks County, Pennsylvania

0 500 1,000 Feet

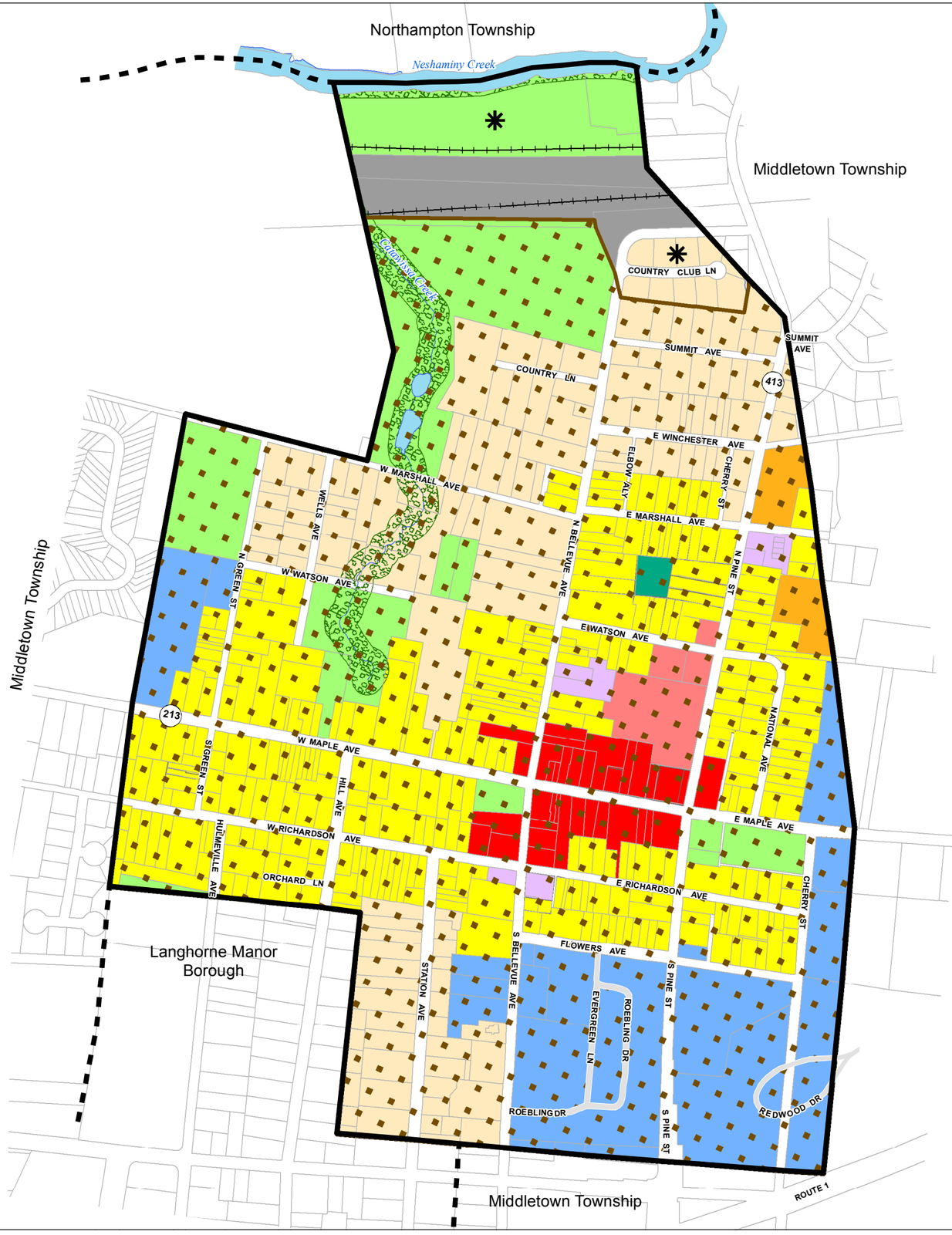
N

Prepared by: Bucks County Planning Commission
June 4, 2014

DRAFT

Map 5

Future Land Use Plan



PLANNING AREAS

- Park, Recreation, Open Space
  - Private Open Space
- Low Density Residential
- Moderate Density Residential
- Retirement Community/Assisted Living
- TC Town Center
- NC Neighborhood Commercial
- Low Impact Professional Service
- Community Service/Institutional
- Industrial/Utilities

OVERLAY PLANNING DISTRICTS

- Historic Overlay
  - ✱ Includes all parcels in Borough except for those fronting on Country Club Lane and north of the Golf Course.
- Riparian Enhancement Overlay

Langhorne Borough
Bucks County, Pennsylvania

0 500 1,000 Feet

Prepared by: Bucks County Planning Commission
June 4, 2014

DRAFT

Appendix A

Community Survey Summary Results

SUMMARY OF FINDINGS

LANGHORNE BOROUGH COMMUNITY SURVEY

2012

PREPARED BY

Dr. Victor R. Thompson, Rider University
and
Jesse Sheeks, Rider University

Table 1. Total Number of Surveys Returned	Total Sent	Total returned	Total Persons	Completion rate
Langhorne Borough Community Survey	470	235	617 (out of 1,622)[1]	50.0% (38.0%)

[1]Source: U.S. Census Bureau, 2010 Census

Methodology

A total of 470 surveys were mailed out to Langhorne Borough residents in January 2012. There was one survey sent per household based on residential addresses from Borough Treasurer's list of residents who receive per capita tax bills. There was no follow-up survey or reminder to return the survey. All surveys were anonymous.

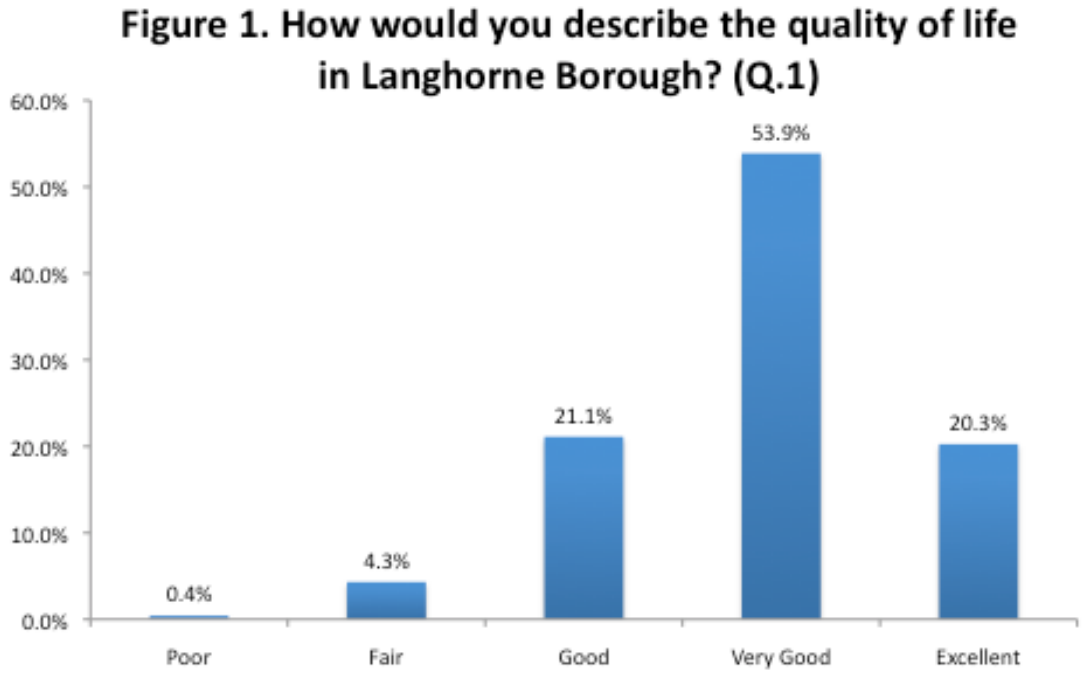
A total of 235 households returned their surveys for a response rate of 50.0%. These households represent 38% of the population of Langhorne Borough based on the 2010 Census.

Tabe 2. Demographic Characteristics

	2010 Census	Langhorne 2012
Race		
White	86.4%	94.4%
Black	8.0%	3.5%
Hispanic	2.0%	0.4%
Asian	1.5%	0.4%
Other	2.5%	1.3%
Age Distribution		
Median Age	41.3	55.2
Population Distribution by Age		
Under 5	5.2%	7.0%
Under 18	18.9%	20.4%
18-54	51.7%	43.0%
55-74	18.9%	27.9%
75+	10.5%	8.6%
Sex		
Male	49.2%	51.5%
Female	50.8%	48.5%
Housing Characteristics		
Owner occupied	56.9%	91.9%
Renter occupied	43.1%	8.1%
Median Household Income	$73,333	$88,057

Table 2 compares the results of the Langhorne Borough Survey to the 2010 Census. The following

- Overrepresentation of whites in the survey compared to the Census 2010.
- The median age of respondents was almost 14 years older than the 2010 Census median age.
- Given the way we collected data on age, the ages of individual household members were based on a range. The "Population Distribution by Age" represents this data.
    - Small overrepresentation of households with children under 18
    - Larger overrepresentation of people aged 55-74, i.e. Baby Boomers
- Almost all respondents were homeowners
- A higher median household income, likely attributed to the higher median age of respondents and large percentage of homeowners in the survey.



- 74.2% of respondents rated the quality of life as either "Very Good" or "Excellent".
- A very small percentage of respondents (4.7%) felt the quality of life was only "Fair" or "Poor."

Life in Langhorne Borough

There were several questions on life in Langhorne Borough. These questions explored why people choose to live in Langhorne in addition to how they rate the quality of life in Langhorne. We also asked respondents to indicate whether or not they find some issues to be more or less problematic.

Table 3. Thinking about why you choose to live in Langhorne Borough, how important are the following things. (Q.11)[1]

Safety (low crime)	4.17
Small-town atmosphere	4.00
Historic character	3.61
Good place to raise kids	3.58
Low taxes	3.48
Access to highways/public transportation	3.39
Real Estate investment	3.33
Price of housing/rent	3.31
Close to parks and recreation	3.23
Close to family or friends	3.22
School system	3.10
Convenient to work	2.94
Raised in Langhorne	1.67

[1]1="Not Important" 2="Somewhat Important" 3="Important" 4="Very Important 5="Most Important"

- If we treat a score of "3" as "Important" then Table 3 shows that except for "Convenient to Work" and "Raised in Langhorne," respondents felt all of these items were important for why they moved to Langhorne.
- Characteristics of the town, such as "Safety," "Small-town atmosphere," "Historic character" and a "Good place to raise kids" are at the top of the list while financial related reasons and matters of convenience tend to be less important, such as "Real estate investment" and "Convenient to work."

Table 4. Rate the qualities listed below as they help us to understand Langhorne Borough (Q. 12)[1]

Fire protection	4.03
Police protection	3.91
Ambulance service	3.89
Community pride	3.85
Historical character	3.83
Sense of community	3.78
Taxes	3.78
Walkability	3.72
Road maintenance	3.66
Open space preservation	3.54
Acces to highways/Public	3.48
Parks and recreation	3.36
School systems	3.35
Affordable housing	3.28
Cultural opprotunities	3.27
Family activities	3.26
Proximity of retail stores	3.12
Proximity of service stores	3.04
Bicycle accessibility	2.73
Job opportunities	2.71
Senior Citizens' activities	2.57

[1]1="Not Important" 2="Somewhat Important" 3="Important" 4="Very Important 5="Most Important"

**The headings for Table 4 were inadvertently replaced with the wrong headings and therefore the meaning of the question is suspect. However, we felt there is some value in presenting the results. Nevertheless, we do not feel confident enough in the translation of the incorrect headings to draw any conclusions.

Table 5. From the list below indicate how serious a problem the item is in LangHorne Borough (Q. 13)[1]

Traffic congestion	3.48
Dilapidated property	3.23
Tax rate	3.22
Traffic enforcement	3.21
Snow removal	3.11
Street maintenance	3.10
Unsafe crosswalks	3.08
Converting single homes into apartments	2.94
Junk cars in driveways	2.88
Crime and public safety	2.88
Trash removal	2.77
Parking space availability	2.67
Noise(unruly people)	2.54
Animal control	2.51
Availability of open space	2.50
Availability of parks	2.32
Open burning	1.90

[1]1="Not Important" 2="Somewhat Important" 3="Important" 4="Very Important 5="Most Important"

- The list of serious problems corresponds to comments made on individual surveys (See appendix A).
- The average scores tend to fall at or below the "Important" point suggesting people do not see most of these issues as being particularly pressing issues.
- The most important problems tend to be street and traffic related issues such as "Traffic Congestion," "Snow Removal," and "Street Maintenance."

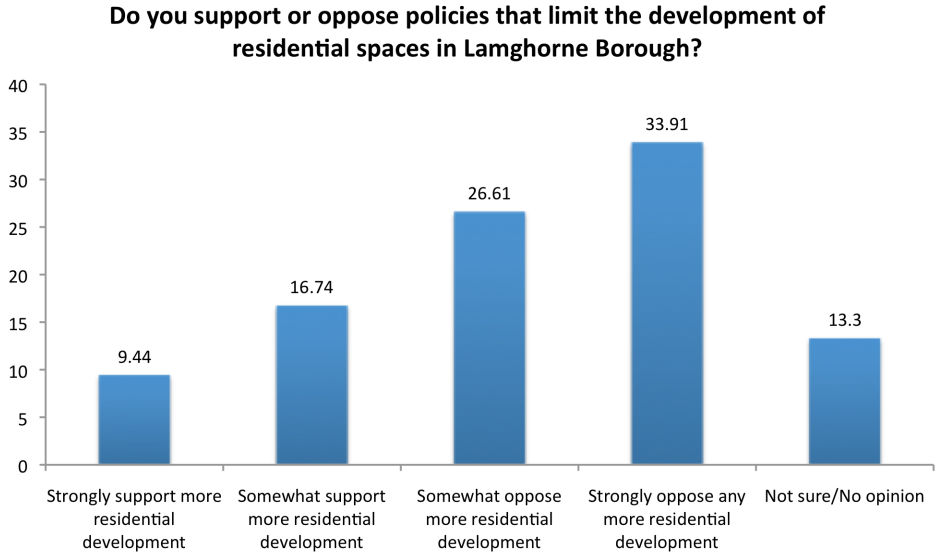
Summary of life in Langhorne Borough

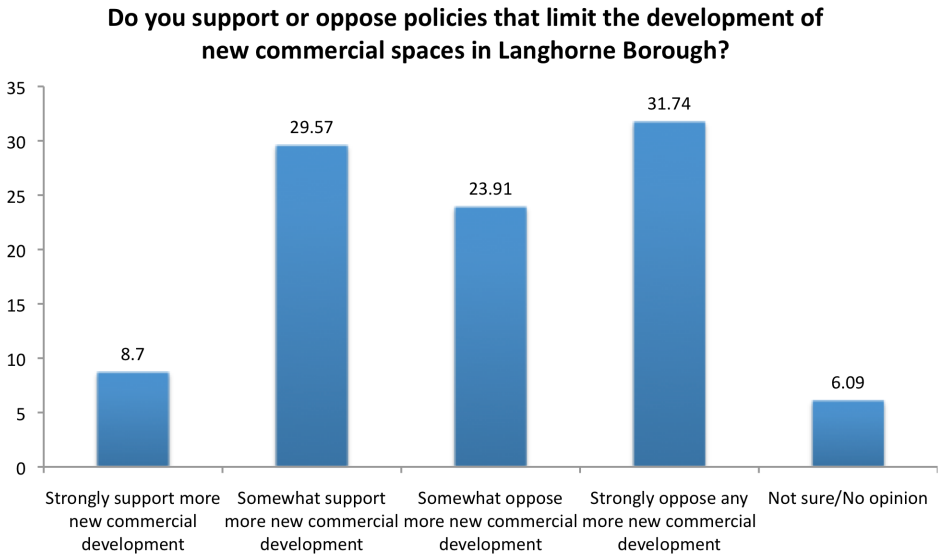
In general, most residents are satisfied with life in the borough. Residents appear to especially enjoy the historical and residential character of the borough as expressed in their responses to why they chose to live in Langhorne. Likewise, they were concerned about issues associated with appearance such as dilapidated properties and the maintenance of streets. Overall, it appears most residents are satisfied with life in Langhorne.

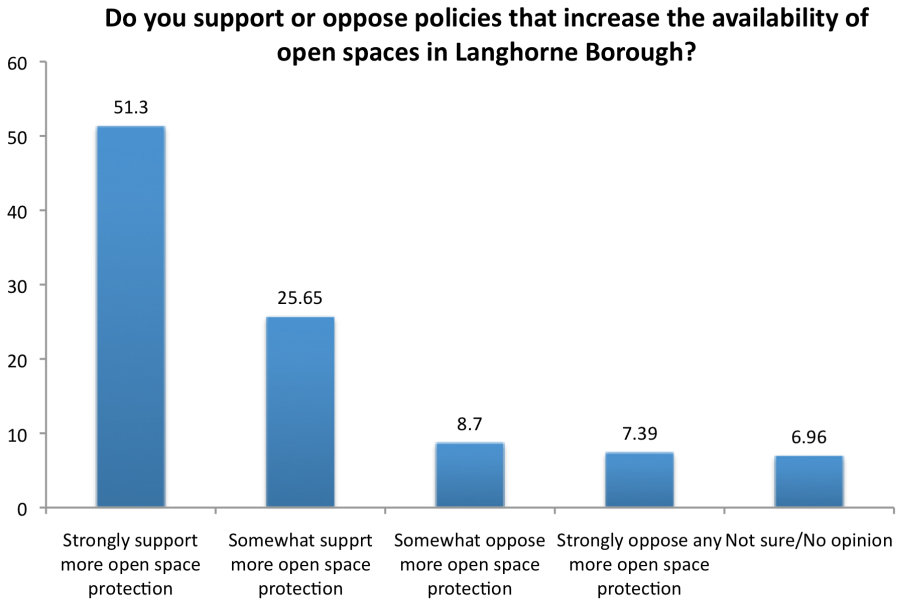
The Future of Langhorne Borough

Several questions regarding the future of Langhorne were explored in the Langhorne Community Survey, 2012. The survey focused primarily on residential, commercial, and open space development. Following are the results from the survey.

Figure 2. Development in Langhorne Borough (Q. 15-17)







- Overall, it appears there is more opposition to residential and commercial development than support, 60.52% of respondents "Somewhat Oppose" or "Strongly Oppose" more residential development and 55.65% of respondents "Somewhat Oppose" or "Strongly Oppose" new commercial development.
- There is slightly more support for new commercial development than residential (38.27% and 26.18% respectively).
- More than 3 out of 4 respondents support more open space protection, most of whom "Strongly support" more open space protection.

Table 6. Which of the following kinds of community developments do you support? Check all that apply. (Q.14)

Parks	74.0%
Local retail shops and boutiques	73.2%
Local resturants and clubs	68.1%
Single-family homes	57.0%
Small commercial spaces	35.3%
Shopping centers	22.1%
Multi-family homes/apartments	16.2%
Office buildings	12.3%
Chain resturants and clubs	10.2%
Industrial Buildings	3.8%

Summary of the future of Langhorne Borough

Most respondents do not want to see a lot of growth in either residential or commercial spaces and want to preserve the open space that already exists in Langhorne. However, there is some support from growth as indicated in Figure 2 and in individual comments on surveys (See Appendix A). The types of developments that respondents support are indicated in Table 6 and suggest more parks and a mixture of small retail shops, local restaurants and single-family homes.

APPENDIX A: RESPONDENT'S COMMENTS

"My key concerns in town are the volume of traffic through the center of town"

Traffic:(Surveys:44,10,99,85,220,211,210)
Traffic congestion is an issue
Late night traffic and noise from bars needs to be regulated
Traffic concern: "impossible to turn left at 213 & Bellevue and 213 & 214"
Traffic issue at Maple & Pine
Insert traffic lights at 413 & 213

"We need to expand our commercial business zone to offset the tax pressure falling on the homeowners"

Business expansion:(Surveys:3,234,216,214,206,203,162,62,58,57,)
"Additional retail & boutiques on maple from national to past (West) of Bellevue"
More businesses such as shops and coffee shops
Strongly oppose expansion of business/commercial district

"Events and family activities build a sense of community"

Public support/events:
Support policies that encourage restoration of historical properties(Surveys184)
Wants more community events (Surveys:221,170,106,58)
Opposes community events and business expansion (Surveys:207,182)

"Need: Community center for family activities for classes and activities that build competence, confidence, connection, character, and compassion"

Renovations/New developments:
Parking for businesses (Surveys: 203,85,60)
Renovation of non maintained properties (Specifically 229 Wells Ave, "Health Hazard")(Surveys: 226,208,123,58,56)
Redevelopment of current spaces(Survey:71)
Development of community centers (Surveys:221,170,106,58)
Removal of Junk cars(Surveys:218,202)

Side walk repair (Surveys:202,138)
Development of Multicultural Museum in section “c” on the map (Surveys:230)
Opposes any more construction of apartment buildings (Surveys:85)
Opposes any new building because of open space preservation (Surveys:70,64)

“Ticket speeders on residential streets”

Law Enforcement/Taxes/labor
Schools quality needs improvement(Survey:205)
Enforce traffic violations(Speeding)(Surveys:195,97,69)
Enforce burn policy(Surveys:128)
Complaints about Langhorne Police department-states it should be eliminated and Middletown police should take over because it is cheaper(Surveys:108,56)
Taxes are too high(Surveys:153,56)
Complaint about state workers/poor job(Surveys:5)

Appendix B

Business Survey Summary Results

SUMMARY OF FINDINGS

LANGHORNE BOROUGH BUSINESS SURVEY

2012

PREPARED BY

Dr. Victor R. Thompson, Rider University
and
Jesse Sheeks, Rider University

Table 1. Total Number of Surveys Returned	Total Sent	Total returned	Completion rate
Langhorne Borough Business Survey	82	29	35.4%

Methodology

A total of 82 surveys were mailed out to Langhorne Borough businesses in January 2012. There was one survey sent per business based on addresses obtained from a business that collects taxes for Langhorne Borough. There was no follow-up survey or reminder to return the survey. All surveys were anonymous.

A total of 29 businesses returned their surveys for a response rate of 35.4%.

Business Demographics

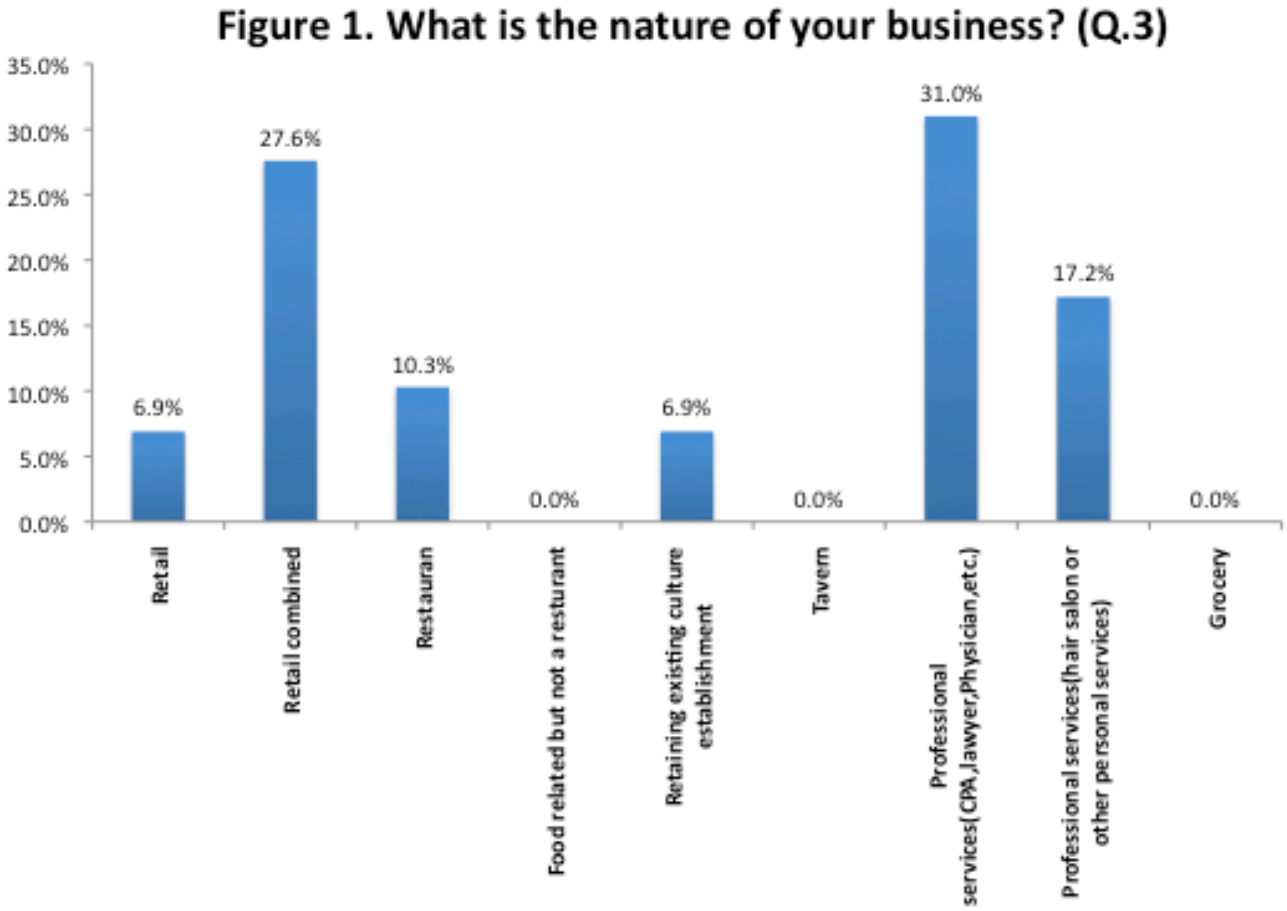


Figure 2. Do you own or rent your business space? (Q.4)

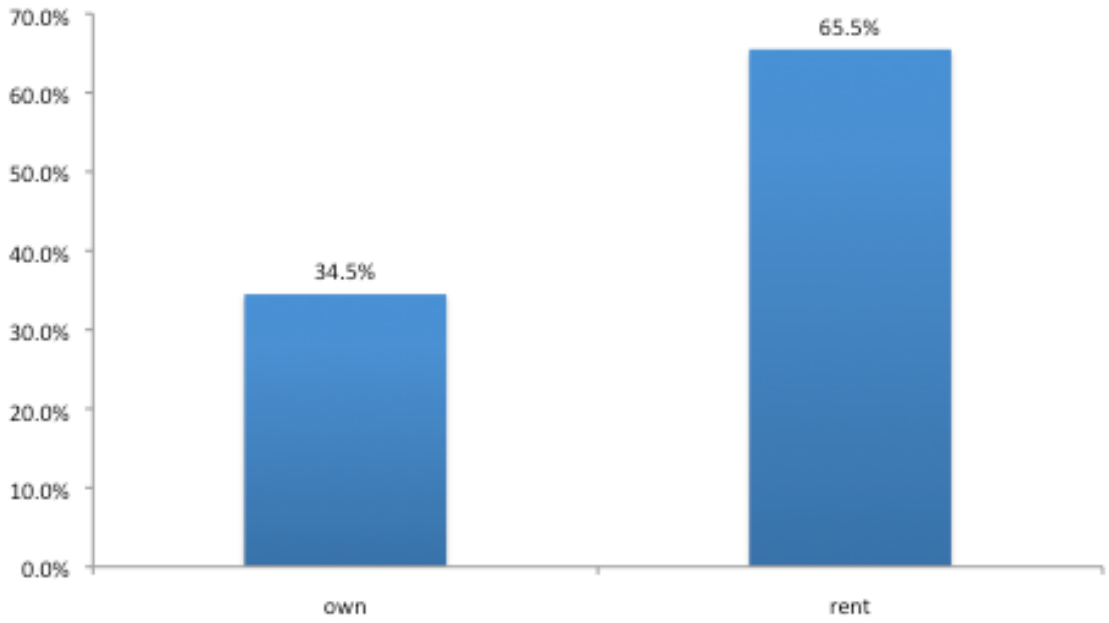
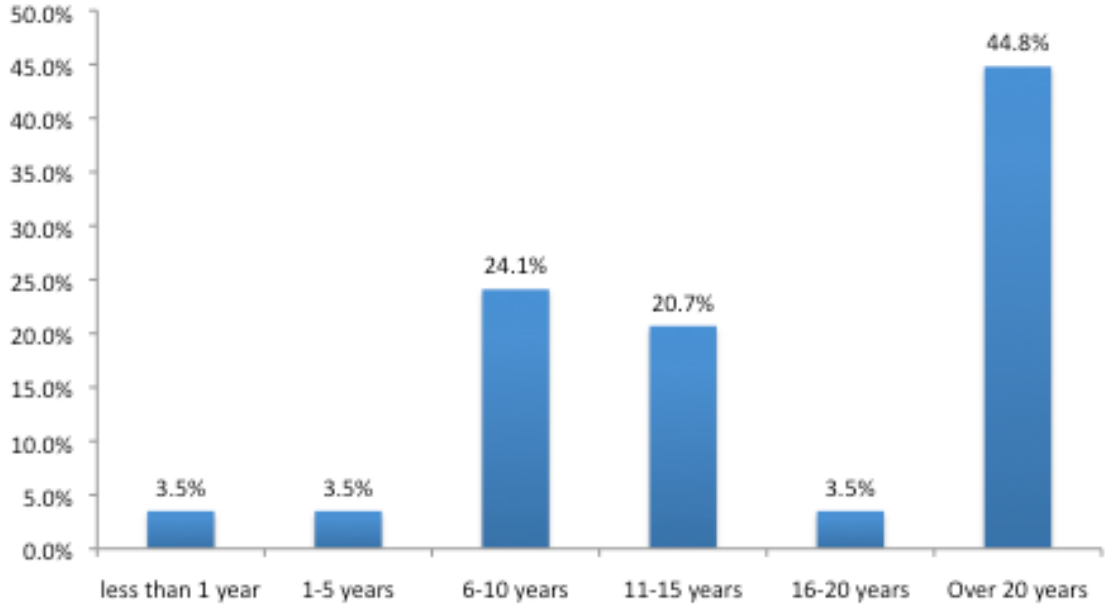
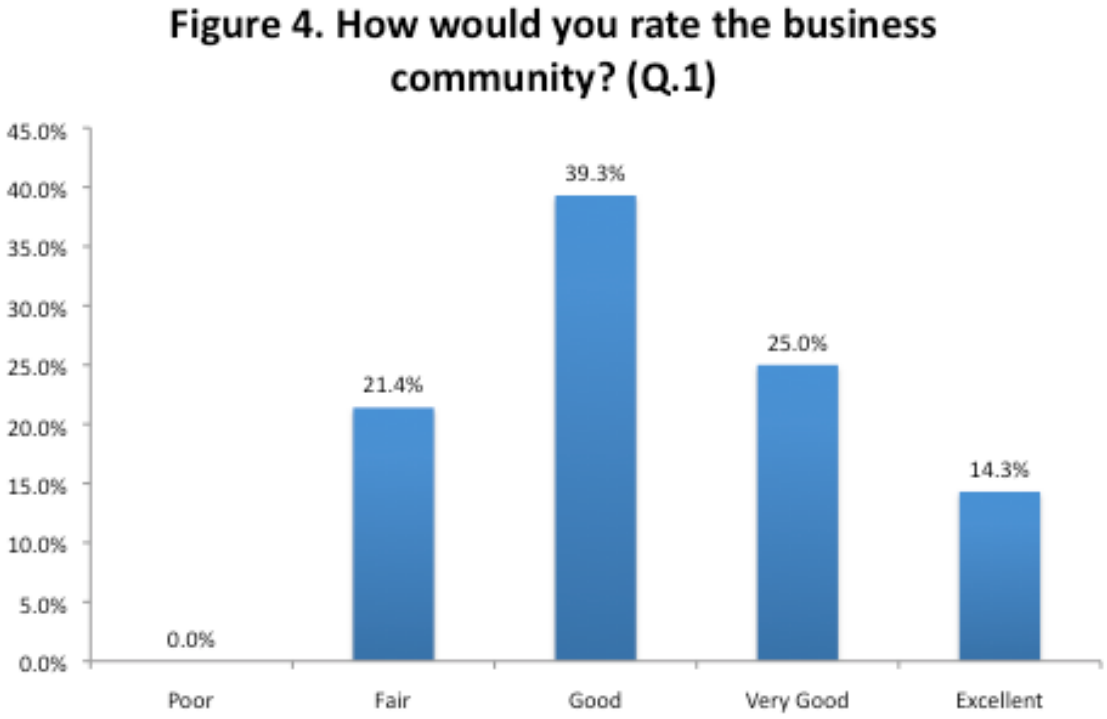


Figure 3. How long have you operated a business in Langhorne Borough? (Q.2)



- A large percentage of business that responded provided professional services (48.2%).
- Retail type businesses represent 34.5% of respondents, though most of these were retail businesses combined with services (27.6%).
- About 2 out of 3 businesses rented their business space.
- Slightly less than half of all businesses have been in Langhorne for over 20 years.

Summary of Findings



- 39.3% of respondents rated the business community as either "Very Good" or "Excellent".
- There were no businesses that rated the business community poorly.

There were several questions on issues that may affect the livelihood of businesses in Langhorne borough. These questions identify why people located their businesses in Langhorne in addition to identifying issues they feel are important for their current businesses or improving their businesses.

Table 2. Please indicate how important the following items are for why you located your business in Langhorne Borough (Q.7)[1]

Small town community atmosphere	3.96
Affordability	3.78
Access to major highways	3.74
Support from business community	3.59
Exposure to auto traffic	3.44
Exposure to foot traffic	3.15
Access to public tranportation	3.11

[1]1="Not Important" 2="Somewhat Important" 3="Important" 4="Very Important 5="Most Important"

- If we treat a score of "3" as "Important" then Table 3 shows that business respondents felt all of these items were important for why they moved to Langhorne.
- Characteristics of the town, such as small town atmosphere and affordability are the most important while exposure to foot or auto traffic and public transportation are not as important.

Table 3. Please rate the importance of the following isuues to your business (Q.5)[1]

On lot parking	4.14
Property maintenance	4.11
Street lights	4.07
Signage	4.04
Building appearance	4.00
Policing	4.00
Well maintained side walks	3.96
Well maintained roads	3.79
Visibility to auto traffic	3.71
Attract new busniesses	3.69
The business/retail mix	3.64
Maintaining Competitveness	3.61
Foot Traffic	3.46
Nearby on street parking	3.46
Local taxes	3.46
The ability to expand business	3.21
Cultural opprotunities	3.14
Recreational opportunities	2.93

[1]1="Not Important" 2="Somewhat Important" 3="Important" 4="Very Important 5="Most Important"

- The highest ranked items for the business community tend to be related to appearance (parking, property maintenance, street lights, signage, etc…)
- Foot traffic and community issues such as cultural opportunities tend to be less important.

Table 4. Please indicate how important the following items are for improving your business (Q.6)[1]

On lot parking	4.11
Borough government cooperation	3.96
Street planning	3.74
Parking	3.68
Expansion of business district	3.50
Arts and street events	3.39
Traffic calming measures(crosswalks, speed controls)	3.39
Nearby on street parking	3.36
Zoning, licensing permits	3.29
Coordination of marketing	3.26
Sign regulations	3.07
Pedestrian/bicycle access	2.71

[1]1="Not Important" 2="Somewhat Important" 3="Important" 4="Very Important 5="Most Important"

- Parking is once again an important issue for improving businesses in Langhorne.
- A variety of issues related to borough development and planning are also important to businesses (e.g. government cooperation, street planning, parking)

Summary of the Langhorne Business Survey, 2012

The Langhorne Business Survey, 2012 gathered less information than the Langhorne Community Survey. However, there were some important themes that emerged. The physical appearance of Langhorne Borough and the small-town atmosphere of the Borough are also important issues for businesses. The demographic characteristics of the businesses however may play a role in determining some of the other outcomes. A different distribution may have produced entirely different results. More restaurants for example may have increased the importance of foot traffic exposure to businesses.

APPENDIX A: RESPONDENT'S COMMENTS

"Businesses with temporary signs placed on lawns/poorly maintained signs look horrible"

Improvements:
Wants to improve the look of the business district to attract other businesses
Signs within community needs improvement (remove outdated or replace)
Improve safety, appearance and growth of business sector
More lighting within community could potentially increase foot traffic that would benefit business sector

"The Borough could benefit financially by attracting new business in the community."

New Business:
Keep operation costs for businesses to a minimum could potentially encourage business growth
Want small retail and grocery stores
Expansion of business sector to attract new customers

"I love Langhorne Borough. I have made my living here for the last 30 years. Keep up the good work."

Positives:
Notice of upswing in business since they opened, wishes to continue upswing and thinks it is possible if Langhorne continues community events
Small town atmosphere and culture is great-must maintain
Loves Langhorne and has lived there for 30 years- "keep up good work"
Likes events within community because it attracts customers

Appendix C

Summary of Town Hall Meeting Results

Public Meeting Input Process

Langhorne Borough held a Town Hall meeting on Friday, February 17 and Saturday, February 18, 2012 to garner public input on various topics related to the update of the Comprehensive Plan. Approximately 70 people participated in the two Town Hall meetings. The Borough's planning consultant presented an overview about the general purpose of a comprehensive plan and introduced the planning topics which Langhorne Borough's Core Group felt were important to get public input on so that a vision for the future could be developed. The four topics presented to residents and business owners included:

1. Defining Langhorne…Today & into the Future;
2. Main Street Matters (Size of Commercial District, Building Scale and Layout & Parking needs, Gateway and Town Center Establishment);
3. Neighborhood and Community Connections (Destinations, Needed Improvements for Connections and Open Space Areas); and
4. SWOT exercise (Strengths, Weaknesses, Opportunities, Threats).

The following provides a description of each station and a summary of the responses received for each station board or map. A complete record and tabulation of all input received at the Town Hall meeting is provided in the appendix following this overview.

Summary of Station Responses

Station 1. Defining Langhorne…Today & into the Future

This station consisted of two response boards (with prompts and blanks) for participants to provide up to 3 responses on each.

On the "Today" board, participants were asked to identify the existing characteristic that most defines the character or essence of the Borough. A total of 237 responses were provided. Among the top responses with 40 percent of the participants concurring, is the Borough's small town character (22%), and historic (18%) attributes. Walkability was the third highest response at 13 percent. Other characteristics such as diversity of businesses, cultural events, and open space and parks were also felt to be important elements with a response rate of about 10 percent respectively. People-oriented categories when combined together (cultural events, community spirit, and neighbors) solicited nearly 20 percent of the responses. Other comments consisted of the Borough's location in the region and proximity to metropolitan areas.

On the "Future" board, participants were asked to identify what characteristic they would most like to see the Borough have in the future. A total of 260 responses were received. The highest response was for retaining the village scale (20%) of the Borough. This category was followed by walkability, shopping for daily needs, and historic attributes, all of which had a response rate of about 15 percent. Traffic calming measures was cited by 12 percent of participants, convenient parking received almost 10 percent of the responses, and energy efficiency & ecological buildings all received 5 percent. Other comments were provided by eight (8%) percent of respondents and mainly included recommendations for improvements in the downtown.

Station 2. Main Street Matters

The Main Street Matters station at the Town Hall meeting comprised of an enlarged zoning map of the commercial zoned areas and a poster board and slide presentation of various planning concepts such as form based zoning, streetscape, parking and building layouts. A 3-page handout focused on issues related to Langhorne's downtown in the vicinity of Maple Avenue and Pine Street. The following provides a summary of the responses to questions on each handout.

Size or Area of Commercial Zoning District

The majority of participants who responded were residents of the Borough (88.5 percent) with approximately 17 percent of those residents also identified as business owners. The remainder of respondents (11.5 percent) was business owners only. Forty-two and half (42.5%) percent of the respondents on Friday identified themselves as a business owner, or both a resident and business owner, whereas only 10 percent of respondents identified as such on Saturday.

The majority of respondents (more than 80%) thought the existing commercial areas were NOT too large for business uses in the Borough. Less than 20 percent of respondents felt that the existing commercial should be reduced. Nearly 46 percent of respondents felt that existing commercial areas are adequate to accommodate business and retail needs while 54 percent did not. Forty-three (43%) percent of respondents felt that existing commercial areas were well suited to accommodate additional development and/or expansion while 56 percent did not. This split trend was consistent for both meetings.

The locations suggested for potentially extending or reducing the commercial areas are noted in the *Detailed Tabulation and Comment Information Report* provided to the

Borough, dated March 30, 2012. There was no consensus regarding locations as responses were varied and many participants did not feel changes were necessary to the existing commercial area.

Other comments included possibly allowing a higher intensity of uses and a mixture of uses in the commercial area. Various types of uses that encourage a better balance of commercial activities were also suggested. The coordination of facilities such as parking, signage, lighting, and other design features to make the commercial area more user-friendly to both motorists and pedestrians was also indicated. Pine-Watson Shopping Center was specifically noted by several participants as needing improvements to enhance the commercial area.

Building Design and Scale

The majority of respondents (85%) indicate that they desire commercial buildings/businesses on Pine Street to be located closer to street with parking to side or rear. However, nearly 25 percent of respondents also indicated farther back from street with parking in front of buildings was acceptable. An overwhelming majority (91%) felt that Langhorne should consider a shared parking concept as an approach to provide more convenient parking. The *Detailed Tabulation and Comment Information Report* notes the various suggestions for locations of shared parking facility and potential accessways.

Town Gateway and Center

Overall, 65 percent of respondents felt there should there be a more formal gateway to define the entrance to the town. Respondents on Friday had a higher rate of preference for a formal gateway; with approximately 80 percent responding positively verses only 55 percent on Saturday.

The majority of respondents perceived the Center of Town to be located at Bellevue and Maple Avenues. This was followed by Pine Street and Maple Avenue. Several other locations received a few responses.

Various locations were perceived as a gateway or entrance into Langhorne. Many respondents indicated Pine Street and Maple Avenue, while others felt streets or points preceding the intersection served as a gateway. These points or streets included the Friend's Meeting House, Attleboro, Woods Services, the tunnel overpass, Methodist Church, Mayors Playground, the Country Club, Cherry Avenue, Winchester, East

Richardson Ave., Flowers Ave., Green Street, and various other locations indicated in the *Detailed Tabulation and Comment Information Report.*

Respondents that felt there should there be a more formal gateway to define the entrance to the town provided many suggestions on where it should be located. The locations correspond for the most part to those places listed in the paragraph above.

What should a gateway look like and what qualities should it possess?
Of the responses provided regarding what the gateway should look like, most respondents indicated that it should be consistent with Langhorne's character and be of historic design. Materials such as stone, brick, or wood (not metal) were suggested. Features to consider included an arch, a pillar, or a clock. Keeping it simple and tasteful was recommended.

Other Main Street Matters Comments
Participants were also asked if they had general comments regarding the commercial area. Many responses were related to encouraging a better mix and diversity of businesses. Walkability (including stamping and pedestrian friendly crosswalks with countdown signs, and improve handicapped/stroller accessible), retaining the historic nature (architecture), and parking were viewed as important issues as was maintenance of buildings/properties (attractiveness and safety) and landscaping. Other suggestions included sidewalk cafes, awnings, public sculpture, a banner or adding colorful flags over Maple Street, historic lighting, and white tree lights to make town look alive, live music and solar panels to accommodate lighting.

Station 3. Neighborhood and Community Connections

This station consisted of 2 maps and 3 response boards related to walkability issues.

Regional Map—A regional map was provided to show the aerial view extending from Playwicki Park to the Langhorne Post Office and from Core Creek Park to the Langhorne Train Station. Participants were asked to indicate a specific location or area that prevents convenient connection to a desired destination. A total of 57 responses were received. The majority of the responses on Friday (40%) indicated the area along Route 413 (Pine Street) at, or near, the train bridge overpass prevented safe and convenient pedestrian travel to Core Creek Park and beyond. The roadway shoulder is very narrow at the underpass and the topography makes foot-travel difficult.

Other locations that received a relatively high rate of responses were the intersection of Pine Street and Maple Avenue in Langhorne, and along the bend on Route 413, south of Langhorne near Woods School at the boundary of Middletown and Langhorne Manor. Various locations throughout both Langhorne Bough and the region received 1 or more responses. These locations will be reviewed in more detail in the comprehensive planning process in conjunction with responses received the desired destination input, such as providing access to Flowers Mill Shopping Center and Playwicki Park.

Langhorne Map—Participants were asked to indicate a specific location or area within Langhorne Borough needed to be improved or enhanced to better encourage pedestrian/bicycle circulation. Of the 60 responses received, more than 30 percent indicated the intersection of Maple and Pine Street. This location also received the highest percentage of responses on Friday with 40%, followed by Pine Street and Flowers Avenue by the library, and the Catawissa Nature Preserve, with each having more than 10 percent of the responses. On Saturday, Pine and Winchester streets were the top location identified as needing improvements with nearly 35 percent of the responses. Again, various other locations received 1 or more responses and will be reviewed in more detail to identify issue and possible improvement.

Destination Board

Participants were asked what specific destination or place they would most likely walk (or ride a bike to) if safe access to facility was provided. Up to 3 responses were permitted. Of the 242 responses, Flowers Mill Shopping Center was the top destination indicated and received nearly one-quarter of the responses (23.9%). This destination was followed by Core Creek Park with 17 percent, Langhorne Train Station with almost 18 percent and Playwicki Park with 11 percent. It is noted that Saturday's participants rated Playwicki Park as the second most destination they would like to walk to, with a rate of nearly 19 percent, versus only 6.5 percent of Friday's responses for Playwicki Park.

Improved or Enhanced Connections Board

Participants were asked what improvement would enhance walkability and pedestrian connectivity within the Borough. Five general categories related to pedestrian/bicycle facilities were provided on the board with several prompt topics as well as blanks for participants to write in other comments for each category. Up to 3 responses were permitted and 248 responses were received.

"Speed tables, humps or bumps" under the Traffic Calming category received the most responses with nearly 11 percent overall. More participants on Saturday (15%) desired this improvement than those on Friday (8%). "Fix heaving of cracking sidewalks" under the Sidewalk/Trail Design category received the next highest amount of responses with 10 percent overall. It is noted that all responses, except for 1, were provided on Friday. "Improve lighting" also received more than 10 percent of the responses on Friday, but just 3 percent on Saturday. Both the "pedestrian crossing signal" and "well-marked crosswalks" also received nearly 10 percent of the overall responses.

In the Traffic Calming category, the next highest response after "Speed tables, humps or bumps" was for the reduction of speed limit at 6 percent. The top choices in the Bicycle Features Category were "Designate bike lane in street" and "Fix potholes or paving" with about 5 percent of the responses each. The top number of responses in the Alternative Transportation category was for "Bus stops/shelters" (2%).

Other comments provided included the need for left turn arrows everywhere, traffic cameras, improving aesthetics consisting with the historic character of the Borough, removing pedestrian obstructions, and installing specific traffic controls at certain locations.

Open Space Improvements or Enhancements Board

Participants were asked what improvement or enhancement would help improve connectivity and walkability into, or within, a public park or open space area. Three general categories related to access, amenities, and environmental enhancements were provided on the board with various item prompts and blanks for participants to write in other comments for each category. These responses may help identify community needs in park and recreational areas. Up to 3 responses were permitted and a total of 247 responses were received.

The highest amount of responses was received for "Path or trail system within site" under the Access Improvement category with nearly 15 percent. Public Amenities including "Benches" and "Lighting" were the next highest responses with 8 percent each. "Shade trees and plants" in the Environment Enhancement category received the next highest response rate (6.5%). "Outdoor sculpture artwork, Solar lighting, Sidewalks, Crosswalk and Rain gardens" also received approximately 5 percent of the responses each. All other features and amenities such as "Refuse/recycling containers," "picnic tables," and "porous paving," received 3 percent or less of responses, and

"Water or sprinkler features" received only one response and "Equipment for disabled" did not receive any responses.

Station 4 SWOT (Strengths, Weaknesses, Opportunities and Threats)

This station consisted of 4 response boards, each with a series of questions related to Langhorne's Strengths, Weaknesses, Opportunities, and Threats. Participants were asked to fill in one response to each question in the SWOT order presented. Approximately 65 responses were provided to each question. However, not all participants provided responses to each question.

STRENGTHS

What do you like BEST about Langhorne?

The majority of responses indicated the best aspects of the community are the small town atmosphere and community culture (neighbors, community spirit, involvement, events, and church), as well as its historic charm. Diversity, walkability and open space all seem to compliment the small town character responses. Langhorne's proximity to major transportation routes, as well as its location within the region, is aspects that respondents also like.

What is the Borough's most important asset or resource?

Historic character was ranked the top asset or resource at both meetings. Langhorne's location is also considered an important resource. Walkability and open space were also indicated as assets. Other comments indicated community spirit, (volunteerism and events), strong leadership, and small businesses are all important assets as well as safety aspects of the community for all residents.

WEAKNESSES

What would you like to see IMPROVED in Langhorne?

Traffic and traffic congestion (specifically routes 413 & 213 were noted) were the top issues in the Borough that respondents' would like to see improved. Rerouting traffic and improving intersections were suggestions. Others noted that they would like to see more retail shops and businesses, the Route 413 lighting project finished, elimination of property taxes, and noise level reduced from traffic (truck and motorcycles) and from the fire alarm. Other comments involved specific items that need improvements such as intersections, potholes, sidewalks, access to Genardi's, blighted properties, snow removal, infrastructure in general, length of time to obtain a building permit, use of historic street poles, reducing speeding (more traffic enforcement) and having more

activities for children. One person thought there were too many apartments in the Borough and another would like to see green space around a confined commercial core.

What resource or asset does the Borough lack compared to other communities?

Most responses centered on the types of business desired and the need for parking solutions. Emphasis was placed on providing a variety of businesses that are diverse, attractive and unique, but that also cater to community needs. Other comments included the need for well-designed town center that can also serve as a destination (e.g., Main Street improvements). A financial issue was indicated by several respondents stating that there is, "Hardly any money to operate own town." It is assumed that this comment is intended to indicate that Langhorne, unlike other towns, does not generate enough revenues to implement various improvements, etc.

OPPORTUNITIES

What opportunities do you see for Langhorne's future?

Many felt that property values and strength in community are opportunities for the Borough to capitalize on and utilize in the future. Use and development of blighted properties (both commercial and residential were noted among those resources that are underutilized), making the town center attractive and accessible (especially Pine-Watson Shopping Center), reducing traffic congestion to encourage a more pleasant community atmosphere, incorporating environmental technologies to enhance air, water and energy, etc., and riding the youth demographic/new generation of businesses are all felt to be important opportunities for the Borough to take build upon and take advantage of into the future.

What Borough's strengths could be enhanced or used more effectively?

Open space areas, historic attributes, and the town center were indicated as strengths that could be enhanced or used more effectively. Also, building on what already exists (community/small town character) is seen as way to enhance identified strengths to get people out walking between restaurants and shops. Including a greater concentration of shops and making the "town center" more of a destination for both shopping and tourism (based on its parks, open spaces, and history) is also seen as a way to enhance the Borough. Incorporating more pedestrian friendly crossways, signage describing background of significant buildings/events (e.g., Newtown's walking tour) and expanding First Friday into more of a community event (rather than just a coffee shop event) was noted by several respondents. Having all community groups/volunteer

groups and special interest groups working together towards the common good of Langhorne also is seen as important issue to enhance the Borough.

How can the Borough's strengths be turned into opportunities?

Capitalizing on historic attributes was noted most often as the Borough's greatest strength on which to turn into opportunities. Ensuring balanced decisions regarding changes by that the historic review board was mentioned by several respondents as an opportunity to encourage growth consistent with the existing town character. Encouraging a small town feel with a pedestrian friendly town center, creating jobs, increasing home values, coming together instead of competing against each other was also felt to be a strength that could be turned into opportunities for the Borough. Allowing more uses for properties (residential & commercial), eco-tourism, and business parking were felt to be needed to help support the business community. Ensuring that businesses are appealing and attractive and continuing to save open space and beautify it was also felt to be important opportunities. Other comments included allowing growth through thoughtful planning, and providing more fun for more volunteers should be undertaken.

THREATS

What do you see as the main ROADBLOCK to improving Langhorne's weaknesses?

The existing tax structure and funding to implement improvements are seen as impediments to overcoming the Borough's weaknesses. There is also a perceived animosity felt by some respondents between government and business owners and resident, which is seen as an issue preventing improvements. Realistic opportunities to improve traffic conditions (congestion) are also seen as a roadblock to improving the quality of life in the Borough. Traffic congestion and inadequate traffic controls are also seen as major issues affecting the Borough.

What do you see as the main competition of Langhorne's businesses?

Newtown and Yardley downtowns, as well as other suburban shopping centers, big box stores, and the malls are seen as Langhorne's main competition. Lack of parking, not enough diversity or concentration of businesses was also noted as issues to a lesser extent. Several respondents felt that the sign ordinance needs to be more business and village friendly, and several comments again indicated an animosity towards the local government and the business community regarding mutual support of each other's interests.

What issues arise from our community's weaknesses?

Financial consequences were noted as the main issue that arises from the Borough's weaknesses, including a greater reliance on property taxes to finance public government and needs. It is noted that this leads to higher overall property taxes and possibly reluctance to invest in the Borough which appears to lead to inactivity or vacancies (property maintenance declines) and the lack of interesting & diverse businesses in the commercial center. The lack of new business can stagnate the business climate resulting in businesses leaving and people spending their money elsewhere outside of the Borough. A few respondents indicated that overdevelopment is an issue that also arises from community weaknesses.

Also, traffic concerns including speeding, cut-through traffic, and ineffective traffic control were noted by respondents as significant issues that arise from PennDOT control of major roadways. It was noted by several respondents that parking is not coordinated among businesses.

Appendix D

U.S. Census
MCD Block-Level Data Information

U.S. Census MCD Block-Level Data Information

According to the U.S. Census, Langhorne Borough's population decreased by 359 people (- 18.1 percent) between 2000 and 2010. This significant decrease in population does not appear to be related to any change in land use or major demographic trend occurring within the Borough (i.e., no vacancy, conversion, or demolition of apartment-type living quarters, buildings or facilities).

In preparing the Comprehensive Plan, the Bucks County Planning Commission staff reviewed the U.S. Census Minor Civil Divisions (MCD) Block-Level Data to evaluate the population discrepancies between 2000 and 2010. The data review compared the MCD block level data to determine whether the population change could be attributed to one or more of the following factors:

- Significant decrease of residents at Woods School;
- Decrease of residents at Attleboro Retirement Community;
- Misappropriation of Borough residents to neighboring municipality; or
- An error in the U.S. Census data.

The block by block comparison revealed a population count of 612 persons in 2000 for MCD Block 1013 (shown in green). The same area in 2010 (MCD Block 1023 shown in red) revealed a population of only 58 people. This MCD block area is located between W. Maple, W. Richardson, Hill and Bellevue Avenues.

Given the underlying residential land uses, the 2010 count of 58 people is reasonable. Conversely, the 2000 population count of 612 people is highly suspect given that this small area could not have accommodated nearly one-third of the Borough's total population in 2000. The Borough confirmed that no significant land use changes occurred in this block area since 2000 (i.e, no vacancy, conversion, or demolition of apartment-type living quarters, buildings or facilities).

The staff of the Bucks County Planning Commission contacted Anne Jeffers, Geographic Coordinator of the U.S. Census Bureau regarding the significant discrepancy of population in the MCD block-level data. Ms. Jeffers did confirm upon evaluation of data for the subject MCDs that the Bureau did err misgeocoding in 2000, but the extent cannot be determined. Unfortunately, the Borough cannot appeal a U.S. Census count from a previous decade, and therefore, the 612 number of people will remain in effect as the official 2000 U.S. Census population count for this MCD Block.

For the purposes of this *Plan*, however, an adjustment to the 2000 population figure has been made based on the following assumptions:

- the U.S. Census erred in its 2000 population figures by over counting the number of people residing in the Borough;
- the specific error occurred in MCD block 1013, which indicated a population figure of 612 persons;
- the error was due to misgeocoding in MCD block 1013 as confirmed by the Census Bureau; since there is not an option to reopen the geocoding for block 1013 it is assumed that:
- the block contained less than 100 people based on the 2010 population figure of 58 for the same block-level area, and because there were no significant changes in land use within the block;
- since the population figure of 612 is a known error, the last number in the series is dropped and instead is 61 people rather than 612.
- the 2000 total population count for Langhorne Borough is approximately 551 persons more than it should have been based on the error recorded in MCD block 1013.

Based on these assumptions, Langhorne's population in 2000 would have been a total of 1,430, an increase of 69 people between 1990 and 2000, or 5 percent growth rate. The figure below indicates the population adjustments based on assumptions.

Figure D1 Population Assumptions

Population Figure for MCD Block 1013	612
Adjusted Assumed Population Figure	- 61
Assumed Population Count/Data Entry Error	551

2000 U. S. Census Population Total for Borough	1,981
Assumed Population Count/Data Entry Error	- 551
Adjusted Assumed 2000 Population Figure	1,430

The adjustment of the 2000 U.S. Census population figure of 551 people for a total of 1,430 is noted in the *Plan* by an asterisk and footnote in all tables and figures related to population characteristics. Using this adjusted 2000 population figure, the Borough is now shown as gaining 192 people between 2000 and 2010, a 13.4 percent increase. The largest population gains in 2010 were seen in MCD 1011 block (Attleboro Retirement Community) with an 80 person increase over the 2000 figure of 4 people, and MCD block 1032 (Woods Services-Beechwood Campus) with a change from 29 residents to 98 residents, an increase of 69 people. These MCD blocks are shown below:

Furthermore, Langhorne Borough does not accept the 1990 U.S. Census population figure of 1,361. The Borough believes there was an undercount of group home residents of Woods Services living within the Borough were excluded from Langhorne's

residential count and believed to be placed under Middletown Township's count. For the purposes of this *Plan,* the 1990 U.S. Census population count will be used with the count noted as such. However, no adjustment to the 1990 population figure will be made in this Plan. The population increase between 1990 and 2000 is now assumed to be 5.0 percent, rather than the previously-thought dramatic increase of 45.5 percent. The population change between 2000 and 2010 will now show an increase of 192 persons, or 13.4 percent growth rate rather than the decrease in population.

Appendix E

Land use Classifications

Land Use Classifications

Single-Family Residential—Consists of properties with single-family detached, or attached, one- or two-unit dwellings on lots less than 5 acres.

Multifamily Residential—Includes properties with 3 or more attached dwelling units such as row homes, townhouses or apartments. It does not include units accessory to a commercial use.

Commercial—Includes (but is not limited to) retail trade establishments, finance and insurance, real estate, restaurants, inns, hotels and bed and breakfast establishments.

Government/Institutional/Nonprofit—Includes all federal, state, county, and municipal buildings and facilities, except those that are park and recreation related. All private, parochial and public schools are included, as well as religious uses, cemeteries, emergency service facilities, and fraternal organizations. Assisted living facilities and nursing homes are also included in this category.

Park, Recreation, and Open Space—Includes municipal parks, land used for recreational purposes, and public and private deed-restricted open space land.

Vacant—Includes parcels without residential or nonresidential use/buildings but may include structures such as sheds. If a vacant parcel is contiguous and owned by an adjoining property owner, and is used as yard area for the adjoining principal lot, but too small to accommodate a primary use, it shall be classified as the same land use as the adjoining principal lot.

Transportation and Utilities—Consists primarily of utility installations and rights-of-way, terminal facilities, railroad, and public roadway acreage.

Appendix F

Core Group Town Center Research

Core Group Town Center Research

Town Center Research
Langhorne Borough
Comprehensive Plan Update Project
March – May/June 2013

Purpose

The Planning Commission and Core Group were charged with the analysis of many aspects of the existing conditions within the Borough of Langhorne as well as the design of possible and far-reaching initiatives that can continue its goal of safety, efficiency, livability and community attractiveness.

In order to design a process and strategy for our Town Center area of the Borough, this committee would like to examine examples of similar towns to study individual elements and discover their characteristics. Only by personal visit can we best experience and evaluate small town retail centers first-hand.

Three towns located within a half-hour drive were chosen on the basis of similarity for comparison: Newtown Borough, Bristol Borough, and Bordentown, NJ. The committee was requested to visit and provide a brief description using the outline form for all. The following is a compilation and summary of findings.

NEWTOWN BOROUGH	
Signs	
Retail & Services Alike or Different	Majority: Different
Material	Majority:
Various materials	
Design: Historic/Modern/Other	Majority: Historic & Modern
Location	Majority:
Attached to Building	
Comments: No directional signs observed within State Street or Washington Avenue.	
Parking	
Location Street or designated area	Majority: Street & designated area [mun]
Metered or Lot $ or Free	Majority: Free
Accessibility	Majority: Good
Convenient	

Newtown Borough, continued

Retail & Services

Diversity	Majority: Equal
Type of Retail	Majority: Jewelry, galleries, clothes, hardware, florist, clocks, gifts
Type of Services	Majority: Financial, banks, legal, salon,
Restaurant/Food Service	Majority: Fine dining/bistro/deli
Many choices	

Comments: Seemed balanced to slight shift toward retail. Some shops have a double entrance fronting on State Street & rear facing municipal parking lot. Some visible vacant storefronts. All appear to be in good condition. Mixed use – Apts located above first floor.

Street Fixtures

Benches /Trash Containers /Bistro Tables & Chairs	Majority: Yes
Bus Kiosk/Bicycle Rack	Majority: No

Trees/Shrubs & Pocket Parks

Street trees	Majority: Yes
Pocket Park/Green Space	Majority: No
Flower Pot/Container/Store Entrance Planter	Majority: Yes

Comments: Observed benches located beside shop front on sidewalk, bistro tables/chairs on sidewalk outside deli. Large number of planters, but no bike racks on State or Washington.

Miscellaneous

Brochures, flyers, bulletin board	Majority: No
Pedestrian crosswalks	Majority: Use of traffic lights
Marketing methods	Majority: Not available
Walkability	Majority: Good to excellent

First Impression

Vibrant, full and busy. Town shows good devotion to its history thru use of wayfinding signage and markers sponsored by organizations. Generally a welcoming atmosphere.

BRISTOL BOROUGH

Signs – Retail & Services

Size – related or different	Majority: Related & different
Material	Majority:
Various	
Design – historic/modern/other	Majority: Historic & other
Location	Majority:
Attached to bldg & projecting	

Parking

Location street or designated area	Majority: Street & municipal
Metered/Lot fee/Free	Majority: Free Municipal & Metered
Accessibility	Majority: Excellent

Comments: Excellent & convenient. On-street parking is metered – large municipal parking lot behind Mill St is free, well-kept [no visible trash] and adequate lighting.

Retail & Services

Diversity	Majority:
Mixed views [more toward services	
Type of retail	Majority: jewelry, gifts
Type of services	Majority: bank, physicians, public adjuster
Restaurants/Food Service	Majority: Fine dining/deli/pizza

Comments: Storefronts that comprise professional service is greater than general retail. A number of vacant storefronts are noted incl. bar/restaurant w/view of park & river. Most shops on Mill Street – Radcliffe shows the King George Inn & Riverside Theatre.

Street Fixtures

Benches/Trash Containers/Bistro Tables Chairs	Majority: Yes
Bus Kiosk/Bicycle Racks	Majority: No

Comments: Gazebo in riverfront park. Good number of benches, planters. Bistro table/chairs outside deli.

Signs

Directional within Town Center	Majority: Yes

Tree/Shrubs/Pocket Park

Street trees	Majority: Yes
Pocket park/Green space	Majority: Yes
Flower pot/Store Entr. Planter	Majority: Yes

Comments: Large riverfront park with walking path and sculptures

Bristol Borough, continued

Miscellaneous

Brochures/flyers/ bulletin board	Majority: Not observed
Pedestrian Crosswalk	Majority: No
Marketing methods	Majority: Not observed
Walkability	Majority: Good & excellent

Comments: Much advertisement and promotion of Bristol Borough hosting ethnic festivals, Christmas parades, etc. The one-way street is easy to cross for new tourist. Most buildings are mixed-use with apartments above first floor.

First Impression

Entering Mill Street the town respects and highlights its early history for the visitor. The buildings are in good condition and inviting place for tourists – location on the Delaware River.

Bordentown, New Jersey [borough]

Signs – Retail & Services

Size – related or different	Majority: Related & different
Material	Majority: Various
Design – historic /modern/other	Majority: historic
Location free standing, attach. to bldg.	Majority: Both observed

Comments: Good quality generally. Wood or composite material. Attached to bldg. facade or extended hanging above sidewalk. Photo examples

Parking

Location street or designated area	Majority: Both
Metered / lot fee / free	Majority: Free
Accessibility	Majority: Good

Comments: On street parking – free. Municipal lot located off Farnsworth [main downtown street] appears adequate and free. Signage not visible while driving down street – only walking by.

Retail & Services

Diversity	Majority: Seems fair balance
Type of retail	Majority: art galleries, old book shop, vintage clothing, gifts
Type of services	Majority: bank, accountant, barber, wellness center, physicians
Restaurant/Food Service	Majority: Attractive mix of upscale and moderate dining opportunity/deli /ice cream & coffee/pizza

Bordentown, New Jersey [borough], continued	
Trees/Shrubs & Pocket Park	
Street trees	Majority: yes
Pocket Park/Green Space	Majority: yes
Flower Pot/Store Entry Planter	Majority: yes
Miscellaneous	
Brochures, flyers, bulletin board	Majority: yes available in stores, on windows
Pedestrian crosswalks	Majority: No
Marketing methods	Majority: Observed [buy @ store – receive discount at another shop
Walkability	Majority: Yes
First Impression	
Very visible connection with their history. Pocket park with tablet of names of Bordentown Veterans. Well kept buildings, clean & tourist-friendly. Specialty shops entice visitor to return – art gallery, mystic shop, antiques, records & CD's. Has an attractive sidewalk appearance – many full window displays, merchants post menus and flyers near windows/doors. Strings of lights circle large old trees. Events: Street Fair, "Taste of Bordentown" Halloween parade, Christmas carriage rides. Off Farnsworth Ave. lots of fine historic sites with interesting architecture [Thos. Paine House] Similar to Langhorne as a crossroads town center.	

Appendix G

ESRI Community Profile for Langhorne Borough

Community Profile

147 E Maple Ave, Langhorne, PA, 19047
Drive Time: 5, 10, 15 minutes

Latitude: 40.17644
Longitude: -74.91898

	0 - 5 minutes	0 - 10 minutes	0 - 15 minutes
Population Summary			
2000 Total Population	17,243	170,367	466,859
2000 Group Quarters	1,690	2,855	9,650
2010 Total Population	18,439	172,478	468,064
2015 Total Population	18,655	171,204	464,389
2010-2015 Annual Rate	0.23%	-0.15%	-0.16%
Household Summary			
2000 Households	5,792	62,251	170,964
2000 Average Household Size	2.69	2.69	2.67
2010 Households	6,386	64,104	173,648
2010 Average Household Size	2.61	2.64	2.64
2015 Households	6,514	63,925	172,992
2015 Average Household Size	2.60	2.63	2.63
2010-2015 Annual Rate	0.40%	-0.06%	-0.08%
2000 Families	4,242	45,539	122,002
2000 Average Family Size	3.16	3.18	3.18
2010 Families	4,538	45,794	121,255
2010 Average Family Size	3.11	3.15	3.16
2015 Families	4,581	45,305	119,805
2015 Average Family Size	3.10	3.14	3.15
2010-2015 Annual Rate	0.19%	-0.21%	-0.24%
Housing Unit Summary			
2000 Housing Units	6,086	64,001	178,926
Owner Occupied Housing Units	72.9%	74.2%	68.0%
Renter Occupied Housing Units	22.4%	23.0%	27.6%
Vacant Housing Units	4.7%	2.8%	4.4%
2010 Housing Units	6,798	66,682	185,226
Owner Occupied Housing Units	70.7%	72.6%	66.0%
Renter Occupied Housing Units	23.3%	23.5%	27.7%
Vacant Housing Units	6.1%	3.9%	6.3%
2015 Housing Units	7,001	67,260	186,931
Owner Occupied Housing Units	69.8%	71.8%	65.1%
Renter Occupied Housing Units	23.2%	23.2%	27.4%
Vacant Housing Units	7.0%	5.0%	7.5%
Median Household Income			
2000	$61,433	$60,738	$53,026
2010	$78,955	$77,895	$70,254
2015	$91,258	$89,192	$79,155
Median Home Value			
2000	$160,514	$146,773	$131,366
2010	$286,414	$262,886	$238,436
2015	$363,596	$340,733	$312,765
Per Capita Income			
2000	$24,210	$26,624	$24,215
2010	$32,661	$35,013	$31,888
2015	$36,055	$38,656	$35,423
Median Age			
2000	37.9	37.4	37.0
2010	40.6	40.4	39.6
2015	40.6	40.9	39.9

Data Note: Household population includes persons not residing in group quarters. Average Household Size is the household population divided by total households. Persons in families include the householder and persons related to the householder by birth, marriage, or adoption. Per Capita Income represents the income received by all persons aged 15 years and over divided by the total population. Detail may not sum to totals due to rounding.

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing. Esri forecasts for 2010 and 2015.

November 16, 2012

Community Profile

147 E Maple Ave, Langhorne, PA, 19047
Drive Time: 5, 10, 15 minutes

Latitude: 40.17644
Longitude: -74.91898

	0 - 5 minutes	0 - 10 minutes	0 - 15 minutes
2000 Households by Income			
Household Income Base	5,722	62,058	170,904
<$15,000	5.7%	7.5%	11.2%
$15,000 - $24,999	8.3%	7.5%	9.5%
$25,000 - $34,999	9.6%	9.2%	10.7%
$35,000 - $49,999	15.9%	14.9%	15.3%
$50,000 - $74,999	23.1%	23.8%	22.1%
$75,000 - $99,999	16.6%	15.7%	13.5%
$100,000 - $149,999	15.7%	14.3%	11.6%
$150,000 - $199,999	3.1%	4.1%	3.4%
$200,000+	2.0%	2.9%	2.6%
Average Household Income	$70,500	$72,183	$65,466
2010 Households by Income			
Household Income Base	6,385	64,103	173,650
<$15,000	3.7%	4.8%	7.7%
$15,000 - $24,999	5.5%	5.1%	6.8%
$25,000 - $34,999	5.7%	5.9%	6.9%
$35,000 - $49,999	10.2%	10.3%	11.1%
$50,000 - $74,999	21.6%	21.4%	21.0%
$75,000 - $99,999	16.4%	16.3%	17.0%
$100,000 - $149,999	27.8%	24.5%	19.3%
$150,000 - $199,999	5.2%	6.4%	5.4%
$200,000+	4.0%	5.3%	4.7%
Average Household Income	$91,207	$93,520	$85,331
2015 Households by Income			
Household Income Base	6,514	63,926	172,992
<$15,000	2.8%	3.8%	6.4%
$15,000 - $24,999	3.9%	3.7%	5.2%
$25,000 - $34,999	3.9%	4.1%	5.2%
$35,000 - $49,999	6.9%	7.0%	8.2%
$50,000 - $74,999	21.7%	21.9%	21.5%
$75,000 - $99,999	15.2%	14.9%	16.2%
$100,000 - $149,999	34.5%	30.4%	24.9%
$150,000 - $199,999	6.6%	8.1%	6.9%
$200,000+	4.6%	6.1%	5.5%
Average Household Income	$99,743	$102,752	$94,382
2000 Owner Occupied Housing Units by Value			
Total	4,438	47,491	121,649
<$50,000	0.2%	2.7%	4.6%
$50,000 - $99,999	4.1%	8.2%	22.3%
$100,000 - $149,999	38.7%	41.9%	34.5%
$150,000 - $199,999	33.5%	26.3%	18.8%
$200,000 - $299,999	20.5%	15.9%	14.4%
$300,000 - $499,999	2.3%	4.4%	4.6%
$500,000 - $999,999	0.7%	0.6%	0.8%
$1,000,000 +	0.0%	0.1%	0.1%
Average Home Value	$175,552	$165,162	$153,855
2000 Specified Renter Occupied Housing Units by Contract Rent			
Total	1,299	14,744	49,230
With Cash Rent	96.7%	97.0%	97.2%
No Cash Rent	3.3%	3.0%	2.8%
Median Rent	$659	$700	$617
Average Rent	$806	$717	$620

Data Note: Income represents the preceding year, expressed in current dollars. Household income includes wage and salary earnings, interest dividends, net rents, pensions, SSI and welfare payments, child support, and alimony. Specified Renter Occupied Housing Units exclude houses on 10+ acres. Average Rent excludes units paying no cash.

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing. Esri forecasts for 2010 and 2015.

November 16, 2012

Community Profile

147 E Maple Ave, Langhorne, PA, 19047
Drive Time: 5, 10, 15 minutes

Latitude: 40.17644
Longitude: -74.91898

	0 - 5 minutes	0 - 10 minutes	0 - 15 minutes
2000 Population by Age			
Total	17,243	170,366	466,859
0 - 4	5.2%	6.1%	6.3%
5 - 9	6.0%	6.9%	7.1%
10 - 14	7.6%	7.7%	7.5%
15 - 24	14.9%	12.2%	12.3%
25 - 34	11.8%	13.1%	13.5%
35 - 44	16.6%	17.9%	17.0%
45 - 54	15.0%	15.8%	14.6%
55 - 64	8.2%	8.7%	8.9%
65 - 74	6.5%	6.3%	6.8%
75 - 84	5.6%	4.2%	4.6%
85 +	2.5%	1.2%	1.4%
18 +	76.3%	74.7%	74.8%
2010 Population by Age			
Total	18,438	172,478	468,063
0 - 4	5.2%	5.9%	6.2%
5 - 9	5.4%	6.2%	6.4%
10 - 14	6.2%	6.7%	6.6%
15 - 24	14.3%	11.8%	12.2%
25 - 34	11.9%	11.8%	12.3%
35 - 44	13.1%	14.8%	14.4%
45 - 54	16.0%	16.8%	15.9%
55 - 64	12.8%	13.1%	12.4%
65 - 74	6.6%	6.7%	6.9%
75 - 84	5.4%	4.3%	4.7%
85 +	3.2%	1.9%	2.1%
18 +	79.2%	77.2%	76.7%
2015 Population by Age			
Total	18,654	171,203	464,392
0 - 4	5.1%	5.8%	6.2%
5 - 9	5.5%	6.2%	6.5%
10 - 14	6.2%	6.7%	6.7%
15 - 24	13.3%	11.3%	11.6%
25 - 34	12.7%	11.9%	12.4%
35 - 44	13.0%	14.2%	13.8%
45 - 54	14.3%	15.5%	14.7%
55 - 64	13.4%	13.8%	13.1%
65 - 74	8.4%	8.6%	8.5%
75 - 84	4.9%	4.0%	4.4%
85 +	3.1%	2.0%	2.2%
18 +	79.3%	77.4%	76.9%
2000 Population by Sex			
Males	48.4%	48.9%	48.9%
Females	51.6%	51.2%	51.1%
2010 Population by Sex			
Males	48.8%	48.8%	48.8%
Females	51.2%	51.2%	51.2%
2015 Population by Sex			
Males	49.0%	48.8%	48.8%
Females	51.0%	51.2%	51.2%

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing. Esri forecasts for 2010 and 2015.

November 16, 2012

Community Profile

147 E Maple Ave, Langhorne, PA, 19047
Drive Time: 5, 10, 15 minutes

Latitude: 40.17644
Longitude: -74.91898

	0 - 5 minutes	0 - 10 minutes	0 - 15 minutes
2000 Population by Race/Ethnicity			
Total	17,243	170,367	466,859
White Alone	92.6%	91.4%	81.5%
Black Alone	3.6%	3.6%	11.4%
American Indian Alone	0.1%	0.1%	0.2%
Asian or Pacific Islander Alone	2.2%	3.1%	2.9%
Some Other Race Alone	0.6%	0.7%	2.5%
Two or More Races	0.9%	1.1%	1.5%
Hispanic Origin	1.7%	2.2%	5.6%
Diversity Index	17.0	19.7	39.4
2010 Population by Race/Ethnicity			
Total	18,438	172,478	468,065
White Alone	89.3%	87.4%	77.4%
Black Alone	4.5%	4.6%	12.0%
American Indian Alone	0.2%	0.2%	0.2%
Asian or Pacific Islander Alone	3.8%	5.2%	4.7%
Some Other Race Alone	1.0%	1.2%	3.7%
Two or More Races	1.3%	1.5%	2.0%
Hispanic Origin	3.1%	3.7%	8.5%
Diversity Index	24.7	28.6	48.1
2015 Population by Race/Ethnicity			
Total	18,655	171,203	464,389
White Alone	88.0%	86.0%	75.9%
Black Alone	4.7%	4.8%	12.0%
American Indian Alone	0.2%	0.2%	0.2%
Asian or Pacific Islander Alone	4.5%	6.0%	5.5%
Some Other Race Alone	1.1%	1.3%	4.3%
Two or More Races	1.4%	1.7%	2.2%
Hispanic Origin	3.7%	4.4%	9.9%
Diversity Index	27.6	31.7	51.3
2000 Population 3+ by School Enrollment			
Total	16,638	164,543	449,881
Enrolled in Nursery/Preschool	1.9%	2.3%	2.2%
Enrolled in Kindergarten	1.5%	1.4%	1.4%
Enrolled in Grade 1-8	11.5%	12.2%	12.4%
Enrolled in Grade 9-12	6.6%	6.5%	6.2%
Enrolled in College	6.5%	4.4%	4.2%
Enrolled in Grad/Prof School	1.2%	1.3%	1.0%
Not Enrolled in School	71.0%	72.0%	72.7%
2010 Population 25+ by Educational Attainment			
Total	12,728	119,901	321,386
Less Than 9th Grade	2.9%	1.9%	3.8%
9th to 12th Grade, No Diploma	6.2%	5.7%	8.0%
High School Graduate	30.4%	31.3%	33.4%
Some College, No Degree	17.5%	18.1%	17.7%
Associate Degree	9.1%	8.0%	7.3%
Bachelor's Degree	20.2%	21.2%	18.2%
Graduate/Professional Degree	13.6%	13.7%	11.5%

Data Note: Persons of Hispanic Origin may be of any race. The Diversity Index measures the probability that two people from the same area will be from different race/ethnic groups.

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing. Esri forecasts for 2010 and 2015.

November 16, 2012

Community Profile

147 E Maple Ave, Langhorne, PA, 19047
Drive Time: 5, 10, 15 minutes

Latitude: 40.17644
Longitude: -74.91898

	0 - 5 minutes	0 - 10 minutes	0 - 15 minutes
2010 Population 15+ by Marital Status			
Total	15,361	140,187	378,258
Never Married	29.7%	27.6%	30.1%
Married	54.5%	57.8%	54.3%
Widowed	7.7%	5.8%	6.6%
Divorced	8.1%	8.9%	9.0%
2000 Population 16+ by Employment Status			
Total	13,546	132,586	362,614
In Labor Force	65.4%	70.2%	66.3%
Civilian Employed	63.1%	67.8%	63.2%
Civilian Unemployed	2.2%	2.4%	3.1%
In Armed Forces	0.1%	0.1%	0.1%
Not In Labor Force	34.6%	29.8%	33.7%
2010 Civilian Population 16+ in Labor Force			
Civilian Employed	91.4%	91.3%	89.9%
Civilian Unemployed	8.6%	8.7%	10.1%
2015 Civilian Population 16+ in Labor Force			
Civilian Employed	92.9%	92.7%	91.6%
Civilian Unemployed	7.1%	7.3%	8.4%
2000 Females 16+ by Employment Status and Age of Children			
Total	7,114	68,725	188,155
Own Children < 6 Only	5.4%	7.4%	7.1%
Employed/in Armed Forces	3.3%	4.8%	4.4%
Unemployed	0.0%	0.2%	0.3%
Not in Labor Force	2.1%	2.4%	2.4%
Own Children <6 and 6-17 Only	4.9%	6.3%	6.0%
Employed/in Armed Forces	3.0%	4.1%	3.6%
Unemployed	0.0%	0.0%	0.2%
Not in Labor Force	1.9%	2.2%	2.2%
Own Children 6-17 Only	17.3%	19.3%	18.0%
Employed/in Armed Forces	13.2%	14.9%	13.5%
Unemployed	0.3%	0.4%	0.5%
Not in Labor Force	3.8%	4.0%	4.0%
No Own Children < 18	72.5%	67.1%	68.9%
Employed/in Armed Forces	38.0%	37.2%	35.9%
Unemployed	1.4%	1.5%	1.8%
Not in Labor Force	33.1%	28.3%	31.3%
2010 Employed Population 16+ by Industry			
Total	9,159	88,408	226,102
Agriculture/Mining	0.2%	0.2%	0.3%
Construction	5.5%	6.4%	6.0%
Manufacturing	7.4%	8.3%	8.3%
Wholesale Trade	4.1%	4.3%	4.0%
Retail Trade	13.0%	13.6%	12.7%
Transportation/Utilities	4.7%	4.4%	5.0%
Information	1.7%	2.4%	2.3%
Finance/Insurance/Real Estate	8.3%	8.9%	8.2%
Services	50.2%	47.0%	46.7%
Public Administration	5.0%	4.5%	6.5%

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing. Esri forecasts for 2010 and 2015.

November 16, 2012

Community Profile

147 E Maple Ave, Langhorne, PA, 19047
Drive Time: 5, 10, 15 minutes

Latitude: 40.17644
Longitude: -74.91898

	0 - 5 minutes	0 - 10 minutes	0 - 15 minutes
2010 Employed Population 16+ by Occupation			
Total	9,159	88,404	226,101
White Collar	70.5%	72.0%	67.4%
Management/Business/Financial	15.7%	17.1%	15.2%
Professional	26.8%	25.9%	23.4%
Sales	12.7%	13.2%	12.3%
Administrative Support	15.4%	15.8%	16.5%
Services	14.4%	11.5%	14.7%
Blue Collar	15.0%	16.5%	17.9%
Farming/Forestry/Fishing	0.0%	0.0%	0.1%
Construction/Extraction	4.3%	4.6%	4.5%
Installation/Maintenance/Repair	3.1%	3.8%	3.8%
Production	3.4%	3.6%	4.4%
Transportation/Material Moving	4.2%	4.4%	5.2%
2000 Workers 16+ by Means of Transportation to Work			
Total	8,437	88,107	224,700
Drove Alone - Car, Truck, or Van	83.8%	83.1%	78.7%
Carpooled - Car, Truck, or Van	7.2%	8.3%	10.5%
Public Transportation	2.7%	3.5%	5.2%
Walked	3.0%	1.5%	2.1%
Other Means	0.7%	0.6%	0.8%
Worked at Home	2.5%	3.0%	2.6%
2000 Workers 16+ by Travel Time to Work			
Total	8,440	88,106	224,699
Did not Work at Home	97.5%	97.0%	97.4%
Less than 5 minutes	3.7%	2.3%	2.2%
5 to 9 minutes	10.4%	8.9%	9.3%
10 to 19 minutes	29.1%	28.8%	28.7%
20 to 24 minutes	15.2%	13.0%	13.1%
25 to 34 minutes	16.0%	16.3%	17.4%
35 to 44 minutes	7.1%	6.9%	6.8%
45 to 59 minutes	8.0%	10.1%	9.5%
60 to 89 minutes	5.8%	7.5%	7.0%
90 or more minutes	2.3%	3.1%	3.2%
Worked at Home	2.5%	3.0%	2.6%
Average Travel Time to Work (in min)	25.6	28.3	28.0
2000 Households by Vehicles Available			
Total	5,746	62,293	171,011
None	4.6%	4.9%	9.9%
1	27.5%	29.9%	33.3%
2	45.4%	46.5%	41.0%
3	16.9%	13.6%	11.6%
4	4.0%	3.8%	3.1%
5+	1.7%	1.4%	1.1%
Average Number of Vehicles Available	1.9	1.9	1.7

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing. Esri forecasts for 2010 and 2015.

November 16, 2012

Community Profile

147 E Maple Ave, Langhorne, PA, 19047
Drive Time: 5, 10, 15 minutes

Latitude: 40.17644
Longitude: -74.91898

	0 - 5 minutes	0 - 10 minutes	0 - 15 minutes
2000 Households by Type			
Total	5,792	62,251	170,963
Family Households	73.2%	73.2%	71.4%
Married-couple Family	60.2%	59.9%	54.6%
With Related Children	29.0%	30.1%	26.7%
Other Family (No Spouse)	13.1%	13.3%	16.8%
With Related Children	7.1%	7.6%	10.0%
Nonfamily Households	26.8%	26.8%	28.6%
Householder Living Alone	22.1%	22.0%	23.5%
Householder Not Living Alone	4.7%	4.9%	5.1%
Households with Related Children	36.1%	37.7%	36.7%
Households with Persons 65+	24.9%	22.0%	24.7%
2000 Households by Size			
Total	5,792	62,251	170,964
1 Person Household	22.1%	22.0%	23.5%
2 Person Household	31.0%	31.1%	30.5%
3 Person Household	18.4%	18.5%	18.0%
4 Person Household	17.1%	17.5%	16.4%
5 Person Household	7.9%	7.6%	7.5%
6 Person Household	2.4%	2.4%	2.6%
7 + Person Household	1.0%	0.9%	1.3%
2000 Households by Year Householder Moved In			
Total	5,745	62,292	171,011
Moved in 1999 to March 2000	13.8%	14.3%	14.5%
Moved in 1995 to 1998	25.6%	26.7%	25.8%
Moved in 1990 to 1994	14.5%	16.5%	16.0%
Moved in 1980 to 1989	19.7%	19.9%	18.0%
Moved in 1970 to 1979	12.9%	11.2%	11.5%
Moved in 1969 or Earlier	13.4%	11.5%	14.1%
Median Year Householder Moved In	1,991	1,992	1,992
2000 Housing Units by Units in Structure			
Total	6,034	64,073	179,015
1, Detached	66.9%	60.4%	49.9%
1, Attached	10.7%	15.6%	22.8%
2	2.5%	1.7%	4.0%
3 or 4	3.1%	2.5%	3.3%
5 to 9	4.6%	4.3%	4.4%
10 to 19	4.9%	5.9%	5.0%
20 +	7.4%	7.7%	8.8%
Mobile Home	0.0%	2.1%	1.7%
Other	0.0%	0.0%	0.0%
2000 Housing Units by Year Structure Built			
Total	6,036	64,073	179,013
1999 to March 2000	3.6%	0.9%	0.8%
1995 to 1998	4.1%	3.5%	2.9%
1990 to 1994	3.8%	6.4%	4.8%
1980 to 1989	19.0%	22.7%	14.5%
1970 to 1979	13.7%	19.9%	17.6%
1969 or Earlier	55.7%	46.4%	59.3%
Median Year Structure Built	1,965	1,972	1,965

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing. Esri forecasts for 2010 and 2015.

November 16, 2012

Community Profile

147 E Maple Ave, Langhorne, PA, 19047
Drive Time: 5, 10, 15 minutes

Latitude: 40.17644
Longitude: -74.91898

		0 - 5 minutes	0 - 10 minutes	0 - 15 minutes
Top 3 Tapestry Segments				
	1.	In Style	Cozy and Comfortable	Cozy and Comfortable
	2.	Exurbanites	In Style	Main Street, USA
	3.	Cozy and Comfortable	Suburban Splendor	In Style
2010 Consumer Spending				
Apparel & Services: Total $		$13,999,105	$144,104,850	$359,652,739
Average Spent		$2,192.18	$2,247.98	$2,071.16
Spending Potential Index		92	94	87
Computers & Accessories: Total $		$1,837,881	$18,821,443	$46,248,457
Average Spent		$287.80	$293.61	$266.33
Spending Potential Index		131	133	121
Education: Total $		$10,912,740	$112,780,324	$277,674,021
Average Spent		$1,708.88	$1,759.33	$1,599.06
Spending Potential Index		140	144	131
Entertainment/Recreation: Total $		$27,540,197	$283,786,298	$696,192,392
Average Spent		$4,312.65	$4,426.96	$4,009.21
Spending Potential Index		134	137	124
Food at Home: Total $		$35,792,746	$369,021,815	$930,200,425
Average Spent		$5,604.95	$5,756.61	$5,356.81
Spending Potential Index		125	129	120
Food Away from Home: Total $		$26,579,255	$273,285,493	$681,841,308
Average Spent		$4,162.17	$4,263.16	$3,926.56
Spending Potential Index		129	132	122
Health Care: Total $		$29,784,404	$307,986,812	$771,428,605
Average Spent		$4,664.08	$4,804.48	$4,442.48
Spending Potential Index		125	129	119
HH Furnishings & Equipment: Total $		$15,404,504	$158,555,399	$387,294,780
Average Spent		$2,412.26	$2,473.41	$2,230.34
Spending Potential Index		117	120	108
Investments: Total $		$14,912,800	$153,428,663	$371,188,311
Average Spent		$2,335.26	$2,393.43	$2,137.59
Spending Potential Index		134	138	123
Retail Goods: Total $		$195,653,463	$2,015,476,009	$4,977,236,429
Average Spent		$30,638.27	$31,440.70	$28,662.74
Spending Potential Index		123	126	115
Shelter: Total $		$136,356,679	$1,400,732,150	$3,475,805,833
Average Spent		$21,352.72	$21,850.92	$20,016.35
Spending Potential Index		135	138	127
TV/Video/Audio:Total $		$10,000,030	$102,950,375	$258,433,072
Average Spent		$1,565.95	$1,605.99	$1,488.26
Spending Potential Index		126	129	120
Travel: Total $		$16,999,130	$174,531,602	$422,380,537
Average Spent		$2,661.97	$2,722.63	$2,432.39
Spending Potential Index		141	144	128
Vehicle Maintenance & Repairs: Total $		$7,768,387	$79,687,934	$197,197,641
Average Spent		$1,216.49	$1,243.10	$1,135.62
Spending Potential Index		129	132	120

Data Note: Consumer spending shows the amount spent on a variety of goods and services by households that reside in the area. Expenditures are shown by broad budget categories that are not mutually exclusive. Consumer spending does not equal business revenue. Total and Average Amount Spent Per Household represent annual figures. The Spending Potential Index represents the amount spent in the area relative to a national average of 100.

Source: Consumer Spending data are derived from the 2006 and 2007 Consumer Expenditure Surveys, Bureau of Labor Statistics. Esri.

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing. Esri forecasts for 2010 and 2015.

November 16, 2012

Appendix H

ESRI Langhorne Retail Expenditures Drive-time

Retail Goods and Services Expenditures

147 E Maple Ave, Langhorne, PA, 19047
Drive Time: 5 minutes

Latitude: 40.17644
Longitude: -74.91898

Top Tapestry Segments	Percent	Demographic Summary	2011	2016
Pleasant-Ville	33.4%	Population	17,609	17,539
Silver and Gold	22.0%	Households	6,337	6,396
City Lights	10.2%	Families	4,460	4,461
Sophisticated Squires	9.5%	Median Age	44.5	45.5
Main Street, USA	6.3%	Median Household Income	$77,382	$85,575

	Spending Potential Index	Average Amount Spent	Total
Apparel and Services	93	$2,159.59	$13,686,264
Men's	87	$388.90	$2,464,637
Women's	84	$677.67	$4,294,694
Children's	93	$361.70	$2,292,270
Footwear	63	$253.94	$1,609,309
Watches & Jewelry	142	$267.13	$1,692,898
Apparel Products and Services (1)	232	$210.25	$1,332,456
Computer			
Computers and Hardware for Home Use	129	$238.63	$1,512,309
Software and Accessories for Home Use	128	$35.45	$224,659
Entertainment & Recreation	136	$4,247.51	$26,918,252
Fees and Admissions	148	$886.14	$5,615,855
Membership Fees for Clubs (2)	153	$242.28	$1,535,440
Fees for Participant Sports, excl. Trips	142	$147.10	$932,240
Admission to Movie/Theatre/Opera/Ballet	139	$204.26	$1,294,484
Admission to Sporting Events, excl. Trips	139	$80.15	$507,931
Fees for Recreational Lessons	160	$211.28	$1,338,958
Dating Services	143	$1.07	$6,803
TV/Video/Audio	128	$1,534.72	$9,726,167
Community Antenna or Cable TV	129	$901.92	$5,715,818
Televisions	134	$250.25	$1,585,926
VCRs, Video Cameras, and DVD Players	121	$23.90	$151,447
Video Cassettes and DVDs	118	$60.31	$382,205
Video and Computer Game Hardware and Software	123	$66.35	$420,468
Satellite Dishes	124	$1.52	$9,599
Rental of Video Cassettes and DVDs	116	$46.45	$294,358
Streaming/Downloaded Video	149	$2.03	$12,880
Audio (3)	120	$171.59	$1,087,427
Rental and Repair of TV/Radio/Sound Equipment	142	$10.42	$66,041
Pets	162	$674.72	$4,275,991
Toys and Games (4)	127	$179.67	$1,138,634
Recreational Vehicles and Fees (5)	135	$422.02	$2,674,508
Sports/Recreation/Exercise Equipment (6)	102	$179.66	$1,138,581
Photo Equipment and Supplies (7)	130	$130.92	$829,679
Reading (8)	141	$211.00	$1,337,218
Catered Affairs (9)	120	$28.66	$181,619
Food	129	$9,638.57	$61,083,739
Food at Home	129	$5,577.73	$35,348,451
Bakery and Cereal Products	130	$749.88	$4,752,283
Meats, Poultry, Fish, and Eggs	129	$1,296.38	$8,215,709
Dairy Products	128	$617.45	$3,913,014
Fruits and Vegetables	133	$1,012.70	$6,417,888
Snacks and Other Food at Home (10)	126	$1,901.33	$12,049,557
Food Away from Home	130	$4,060.84	$25,735,288
Alcoholic Beverages	132	$727.73	$4,611,955
Nonalcoholic Beverages at Home	126	$533.59	$3,381,585

Data Note: The Spending Potential Index (SPI) is household-based, and represents the amount spent for a product or service relative to a national average of 100. Detail may not sum to totals due to rounding.
Source: Esri forecasts for 2011 and 2016; Consumer Spending data are derived from the 2006 and 2007 Consumer Expenditure Surveys, Bureau of Labor Statistics.

November 16, 2012

Retail Goods and Services Expenditures

147 E Maple Ave, Langhorne, PA, 19047
Drive Time: 5 minutes

Latitude: 40.17644
Longitude: -74.91898

	Spending Potential Index	Average Amount Spent	Total
Financial			
Investments	152	$2,561.32	$16,232,143
Vehicle Loans	118	$5,622.78	$35,633,939
Health			
Nonprescription Drugs	123	$122.42	$775,824
Prescription Drugs	125	$605.04	$3,834,364
Eyeglasses and Contact Lenses	133	$99.50	$630,597
Home			
Mortgage Payment and Basics (11)	149	$13,486.35	$85,468,743
Maintenance and Remodeling Services	158	$3,036.50	$19,243,578
Maintenance and Remodeling Materials (12)	142	$510.70	$3,236,540
Utilities, Fuel, and Public Services	130	$5,698.28	$36,112,414
Household Furnishings and Equipment			
Household Textiles (13)	134	$173.43	$1,099,081
Furniture	138	$801.51	$5,079,506
Floor Coverings	155	$112.99	$716,068
Major Appliances (14)	134	$393.21	$2,491,957
Housewares (15)	117	$97.38	$617,129
Small Appliances	130	$41.34	$261,985
Luggage	136	$12.24	$77,566
Telephones and Accessories	80	$33.05	$209,436
Household Operations			
Child Care	130	$580.69	$3,680,076
Lawn and Garden (16)	144	$585.63	$3,711,384
Moving/Storage/Freight Express	132	$77.58	$491,683
Housekeeping Supplies (17)	129	$873.98	$5,538,787
Insurance			
Owners and Renters Insurance	136	$611.42	$3,874,796
Vehicle Insurance	131	$1,483.29	$9,400,255
Life/Other Insurance	139	$561.85	$3,560,649
Health Insurance	132	$2,473.96	$15,678,534
Personal Care Products (18)	128	$493.25	$3,125,917
School Books and Supplies (19)	113	$116.91	$740,919
Smoking Products	111	$460.15	$2,916,173
Transportation			
Vehicle Purchases (Net Outlay) (20)	125	$5,297.13	$33,570,164
Gasoline and Motor Oil	121	$3,351.91	$21,242,472
Vehicle Maintenance and Repairs	132	$1,202.31	$7,619,548
Travel			
Airline Fares	151	$671.34	$4,254,565
Lodging on Trips	150	$632.98	$4,011,479
Auto/Truck/Van Rental on Trips	150	$53.51	$339,140
Food and Drink on Trips	143	$605.15	$3,835,076

Data Note: The Spending Potential Index (SPI) is household-based, and represents the amount spent for a product or service relative to a national average of 100. Detail may not sum to totals due to rounding.
Source: Esri forecasts for 2011 and 2016; Consumer Spending data are derived from the 2006 and 2007 Consumer Expenditure Surveys, Bureau of Labor Statistics.

November 16, 2012

Retail Goods and Services Expenditures

147 E Maple Ave, Langhorne, PA, 19047
Drive Time: 10 minutes

Latitude: 40.17644

(1) Apparel Products and Services includes material for making clothes, sewing patterns and notions, shoe repair and other shoe services, apparel laundry and dry cleaning, alteration, repair and tailoring of apparel, clothing rental and storage, and watch and jewelry repair.

(2) Membership Fees for Clubs includes membership fees for social, recreational, and civic clubs.

(3) Audio includes satellite radio service, sound components and systems, digital audio players, records, CDs, audio tapes, streaming/downloaded audio, tape recorders, radios, musical instruments and accessories, and rental and repair of musical instruments.

(4) Toys and Games includes toys, games, arts and crafts, tricycles, playground equipment, arcade games, and online entertainment and games.

(5) Recreational Vehicles & Fees includes docking and landing fees for boats and planes, purchase and rental of RVs or boats, and camp fees.

(6) Sports/Recreation/Exercise Equipment includes exercise equipment and gear, game tables, bicycles, camping equipment, hunting and fishing equipment, winter sports equipment, water sports equipment, other sports equipment, and rental/repair of sports/recreation/exercise equipment.

(7) Photo Equipment and Supplies includes film, film processing, photographic equipment, rental and repair of photo equipment, and photographer fees.

(8) Reading includes magazine and newspaper subscriptions, single copies of magazines and newspapers, and books.

(9) Catered Affairs includes expenses associated with live entertainment and rental of party supplies.

(10) Snacks and Other Food at Home includes candy, chewing gum, sugar, artificial sweeteners, jam, jelly, preserves, margarine, fat, oil, salad dressing, nondairy cream and milk, peanut butter, frozen prepared food, potato chips, nuts, salt, spices, seasonings, olives, pickles, relishes, sauces, gravy, other condiments, soup, prepared salad, prepared dessert, baby food, miscellaneous prepared food, and nonalcoholic beverages.

(11) Mortgage Payment and Basics includes mortgage interest, mortgage principal, property taxes, homeowners insurance, and ground rent.

(12) Maintenance and Remodeling Materials includes supplies/tools/equipment for painting and wallpapering, plumbing supplies and equipment, electrical/heating/AC supplies, materials for hard surface flooring, materials for roofing/gutters, materials for plaster/panel/siding, materials for patio/fence/brick work, landscaping materials, and insulation materials for owned homes.

(13) Household Textiles includes bathroom linens, bedroom linens, kitchen linens, dining room linens, other linens, curtains, draperies, slipcovers, decorative pillows, and materials for slipcovers and curtains.

(14) Major Appliances includes dishwashers, disposals, refrigerators, freezers, washers, dryers, stoves, ovens, microwaves, window air conditioners, electric floor cleaning equipment, sewing machines, and miscellaneous appliances.

(15) Housewares includes plastic dinnerware, china, flatware, glassware, serving pieces, nonelectric cookware, and tableware.

(16) Lawn and Garden includes lawn and garden supplies, equipment and care service, indoor plants, fresh flowers, and repair/rental of lawn and garden equipment.

(17) Housekeeping Supplies includes soaps and laundry detergents, cleaning products, toilet tissue, paper towels, napkins, paper/plastic/foil products, stationery, giftwrap supplies, postage, and delivery services.

(18) Personal Care Products includes hair care products, nonelectric articles for hair, wigs, hairpieces, oral hygiene products, shaving needs, perfume, cosmetics, skincare, bath products, nail products, deodorant, feminine hygiene products, and personal care appliances.

(19) School Books and Supplies includes school books and supplies for college, elementary school, high school, and preschool.

(20) Vehicle Purchases (Net Outlay) includes net outlay for new and used cars, trucks, vans, motorcycles, and motor scooters.

Data Note: The Spending Potential Index (SPI) is household-based, and represents the amount spent for a product or service relative to a national average of 100. Detail may not sum to totals due to rounding.
Source: Esri forecasts for 2011 and 2016; Consumer Spending data are derived from the 2006 and 2007 Consumer Expenditure Surveys, Bureau of Labor Statistics.

November 16, 2012

Retail Goods and Services Expenditures

147 E Maple Ave, Langhorne, PA, 19047
Drive Time: 10 minutes

Latitude: 40.17644
Longitude: -74.91898

Top Tapestry Segments	Percent	Demographic Summary	2011	2016
Pleasant-Ville	20.6%	Population	173,000	175,322
In Style	15.9%	Households	65,532	66,904
Suburban Splendor	14.7%	Families	46,680	47,175
Main Street, USA	10.1%	Median Age	41.5	42.1
Sophisticated Squires	9.5%	Median Household Income	$76,167	$85,138

	Spending Potential Index	Average Amount Spent	Total
Apparel and Services	96	$2,235.76	$146,514,474
Men's	91	$403.83	$26,463,840
Women's	87	$695.98	$45,609,171
Children's	99	$385.49	$25,261,794
Footwear	65	$264.02	$17,301,644
Watches & Jewelry	146	$274.00	$17,956,006
Apparel Products and Services (1)	234	$212.45	$13,922,019
Computer			
Computers and Hardware for Home Use	136	$251.65	$16,491,043
Software and Accessories for Home Use	136	$37.45	$2,453,943
Entertainment & Recreation	140	$4,369.58	$286,348,628
Fees and Admissions	153	$916.12	$60,035,170
Membership Fees for Clubs (2)	155	$245.47	$16,086,367
Fees for Participant Sports, excl. Trips	145	$150.13	$9,838,107
Admission to Movie/Theatre/Opera/Ballet	144	$212.36	$13,916,503
Admission to Sporting Events, excl. Trips	148	$85.62	$5,611,065
Fees for Recreational Lessons	167	$221.46	$14,513,047
Dating Services	143	$1.07	$70,081
TV/Video/Audio	131	$1,579.67	$103,519,562
Community Antenna or Cable TV	130	$909.30	$59,588,346
Televisions	139	$260.15	$17,048,380
VCRs, Video Cameras, and DVD Players	130	$25.64	$1,679,929
Video Cassettes and DVDs	127	$64.70	$4,239,613
Video and Computer Game Hardware and Software	136	$73.35	$4,806,775
Satellite Dishes	132	$1.61	$105,781
Rental of Video Cassettes and DVDs	128	$50.95	$3,338,768
Streaming/Downloaded Video	148	$2.01	$131,954
Audio (3)	128	$181.65	$11,903,999
Rental and Repair of TV/Radio/Sound Equipment	140	$10.32	$676,017
Pets	165	$688.63	$45,127,773
Toys and Games (4)	134	$189.20	$12,398,624
Recreational Vehicles and Fees (5)	134	$420.58	$27,561,616
Sports/Recreation/Exercise Equipment (6)	109	$190.66	$12,494,189
Photo Equipment and Supplies (7)	138	$138.89	$9,101,741
Reading (8)	142	$212.55	$13,928,836
Catered Affairs (9)	139	$33.28	$2,181,118
Food	133	$9,892.45	$648,275,816
Food at Home	131	$5,690.22	$372,893,800
Bakery and Cereal Products	132	$762.87	$49,992,870
Meats, Poultry, Fish, and Eggs	131	$1,318.71	$86,417,877
Dairy Products	131	$629.37	$41,243,768
Fruits and Vegetables	134	$1,019.94	$66,838,777
Snacks and Other Food at Home (10)	130	$1,959.35	$128,400,507
Food Away from Home	135	$4,202.23	$275,382,016
Alcoholic Beverages	138	$762.96	$49,998,592
Nonalcoholic Beverages at Home	129	$548.28	$35,929,943

Data Note: The Spending Potential Index (SPI) is household-based, and represents the amount spent for a product or service relative to a national average of 100. Detail may not sum to totals due to rounding.
Source: Esri forecasts for 2011 and 2016; Consumer Spending data are derived from the 2006 and 2007 Consumer Expenditure Surveys, Bureau of Labor Statistics.

November 16, 2012

Retail Goods and Services Expenditures

147 E Maple Ave, Langhorne, PA, 19047
Drive Time: 10 minutes

Latitude: 40.17644
Longitude: -74.91898

	Spending Potential Index	Average Amount Spent	Total
Financial			
Investments	146	$2,464.06	$161,475,886
Vehicle Loans	125	$5,944.86	$389,580,493
Health			
Nonprescription Drugs	122	$121.79	$7,980,866
Prescription Drugs	122	$590.46	$38,693,996
Eyeglasses and Contact Lenses	137	$102.05	$6,687,756
Home			
Mortgage Payment and Basics (11)	153	$13,853.36	$907,843,048
Maintenance and Remodeling Services	157	$3,022.91	$198,098,119
Maintenance and Remodeling Materials (12)	142	$511.73	$33,534,752
Utilities, Fuel, and Public Services	132	$5,781.64	$378,884,789
Household Furnishings and Equipment			
Household Textiles (13)	138	$177.74	$11,647,526
Furniture	142	$828.56	$54,297,638
Floor Coverings	156	$113.07	$7,409,687
Major Appliances (14)	136	$398.85	$26,137,592
Housewares (15)	120	$100.16	$6,563,746
Small Appliances	133	$42.12	$2,760,277
Luggage	144	$12.93	$847,165
Telephones and Accessories	87	$35.76	$2,343,211
Household Operations			
Child Care	143	$639.14	$41,884,006
Lawn and Garden (16)	143	$578.53	$37,912,193
Moving/Storage/Freight Express	133	$78.22	$5,125,958
Housekeeping Supplies (17)	131	$889.78	$58,309,522
Insurance			
Owners and Renters Insurance	136	$608.67	$39,887,399
Vehicle Insurance	134	$1,513.37	$99,174,769
Life/Other Insurance	141	$569.65	$37,330,279
Health Insurance	130	$2,429.65	$159,220,776
Personal Care Products (18)	132	$508.60	$33,329,933
School Books and Supplies (19)	126	$129.62	$8,494,579
Smoking Products	117	$482.65	$31,629,338
Transportation			
Vehicle Purchases (Net Outlay) (20)	130	$5,518.86	$361,664,186
Gasoline and Motor Oil	126	$3,493.41	$228,931,591
Vehicle Maintenance and Repairs	134	$1,226.46	$80,372,787
Travel			
Airline Fares	153	$682.46	$44,723,392
Lodging on Trips	152	$641.16	$42,016,661
Auto/Truck/Van Rental on Trips	155	$55.50	$3,636,781
Food and Drink on Trips	146	$614.66	$40,279,810

Data Note: The Spending Potential Index (SPI) is household-based, and represents the amount spent for a product or service relative to a national average of 100. Detail may not sum to totals due to rounding.
Source: Esri forecasts for 2011 and 2016; Consumer Spending data are derived from the 2006 and 2007 Consumer Expenditure Surveys, Bureau of Labor Statistics.

November 16, 2012

Retail Goods and Services Expenditures

147 E Maple Ave, Langhorne, PA, 19047
Drive Time: 10 minutes

Latitude: 40.17644

(1) Apparel Products and Services includes material for making clothes, sewing patterns and notions, shoe repair and other shoe services, apparel laundry and dry cleaning, alteration, repair and tailoring of apparel, clothing rental and storage, and watch and jewelry repair.

(2) Membership Fees for Clubs includes membership fees for social, recreational, and civic clubs.

(3) Audio includes satellite radio service, sound components and systems, digital audio players, records, CDs, audio tapes, streaming/downloaded audio, tape recorders, radios, musical instruments and accessories, and rental and repair of musical instruments.

(4) Toys and Games includes toys, games, arts and crafts, tricycles, playground equipment, arcade games, and online entertainment and games.

(5) Recreational Vehicles & Fees includes docking and landing fees for boats and planes, purchase and rental of RVs or boats, and camp fees.

(6) Sports/Recreation/Exercise Equipment includes exercise equipment and gear, game tables, bicycles, camping equipment, hunting and fishing equipment, winter sports equipment, water sports equipment, other sports equipment, and rental/repair of sports/recreation/exercise equipment.

(7) Photo Equipment and Supplies includes film, film processing, photographic equipment, rental and repair of photo equipment, and photographer fees.

(8) Reading includes magazine and newspaper subscriptions, single copies of magazines and newspapers, and books.

(9) Catered Affairs includes expenses associated with live entertainment and rental of party supplies.

(10) Snacks and Other Food at Home includes candy, chewing gum, sugar, artificial sweeteners, jam, jelly, preserves, margarine, fat, oil, salad dressing, nondairy cream and milk, peanut butter, frozen prepared food, potato chips, nuts, salt, spices, seasonings, olives, pickles, relishes, sauces, gravy, other condiments, soup, prepared salad, prepared dessert, baby food, miscellaneous prepared food, and nonalcoholic beverages.

(11) Mortgage Payment and Basics includes mortgage interest, mortgage principal, property taxes, homeowners insurance, and ground rent.

(12) Maintenance and Remodeling Materials includes supplies/tools/equipment for painting and wallpapering, plumbing supplies and equipment, electrical/heating/AC supplies, materials for hard surface flooring, materials for roofing/gutters, materials for plaster/panel/siding, materials for patio/fence/brick work, landscaping materials, and insulation materials for owned homes.

(13) Household Textiles includes bathroom linens, bedroom linens, kitchen linens, dining room linens, other linens, curtains, draperies, slipcovers, decorative pillows, and materials for slipcovers and curtains.

(14) Major Appliances includes dishwashers, disposals, refrigerators, freezers, washers, dryers, stoves, ovens, microwaves, window air conditioners, electric floor cleaning equipment, sewing machines, and miscellaneous appliances.

(15) Housewares includes plastic dinnerware, china, flatware, glassware, serving pieces, nonelectric cookware, and tableware.

(16) Lawn and Garden includes lawn and garden supplies, equipment and care service, indoor plants, fresh flowers, and repair/rental of lawn and garden equipment.

(17) Housekeeping Supplies includes soaps and laundry detergents, cleaning products, toilet tissue, paper towels, napkins, paper/plastic/foil products, stationery, giftwrap supplies, postage, and delivery services.

(18) Personal Care Products includes hair care products, nonelectric articles for hair, wigs, hairpieces, oral hygiene products, shaving needs, perfume, cosmetics, skincare, bath products, nail products, deodorant, feminine hygiene products, and personal care appliances.

(19) School Books and Supplies includes school books and supplies for college, elementary school, high school, and preschool.

(20) Vehicle Purchases (Net Outlay) includes net outlay for new and used cars, trucks, vans, motorcycles, and motor scooters.

Data Note: The Spending Potential Index (SPI) is household-based, and represents the amount spent for a product or service relative to a national average of 100. Detail may not sum to totals due to rounding.
Source: Esri forecasts for 2011 and 2016; Consumer Spending data are derived from the 2006 and 2007 Consumer Expenditure Surveys, Bureau of Labor Statistics.

November 16, 2012

Retail Goods and Services Expenditures

147 E Maple Ave, Langhorne, PA, 19047
Drive Time: 15 minutes

Latitude: 40.17644
Longitude: -74.91898

Top Tapestry Segments	Percent	Demographic Summary	2011	2016
Main Street, USA	12.7%	Population	466,318	473,535
Pleasant-Ville	11.0%	Households	174,345	177,993
Suburban Splendor	10.2%	Families	121,006	122,386
In Style	9.8%	Median Age	40.3	40.8
Cozy and Comfortable	8.6%	Median Household Income	$64,831	$77,716

	Spending Potential Index	Average Amount Spent	Total
Apparel and Services	88	$2,034.00	$354,619,139
Men's	82	$365.90	$63,793,523
Women's	79	$631.70	$110,133,947
Children's	90	$351.33	$61,253,403
Footwear	60	$241.89	$42,171,815
Watches & Jewelry	130	$243.90	$42,523,214
Apparel Products and Services (1)	220	$199.28	$34,743,237
Computer			
Computers and Hardware for Home Use	122	$227.22	$39,614,620
Software and Accessories for Home Use	122	$33.69	$5,873,512
Entertainment & Recreation	125	$3,917.02	$682,913,615
Fees and Admissions	135	$807.70	$140,817,955
Membership Fees for Clubs (2)	137	$216.98	$37,830,093
Fees for Participant Sports, excl. Trips	128	$132.71	$23,137,252
Admission to Movie/Theatre/Opera/Ballet	130	$190.67	$33,243,159
Admission to Sporting Events, excl. Trips	131	$75.81	$13,216,735
Fees for Recreational Lessons	144	$190.51	$33,214,474
Dating Services	135	$1.01	$176,242
TV/Video/Audio	120	$1,449.57	$252,725,883
Community Antenna or Cable TV	120	$842.30	$146,851,764
Televisions	124	$233.35	$40,683,149
VCRs, Video Cameras, and DVD Players	119	$23.41	$4,081,416
Video Cassettes and DVDs	117	$59.64	$10,397,741
Video and Computer Game Hardware and Software	124	$67.04	$11,688,271
Satellite Dishes	115	$1.40	$244,200
Rental of Video Cassettes and DVDs	117	$46.67	$8,137,116
Streaming/Downloaded Video	135	$1.84	$320,889
Audio (3)	116	$164.63	$28,702,363
Rental and Repair of TV/Radio/Sound Equipment	127	$9.29	$1,618,974
Pets	148	$615.92	$107,382,302
Toys and Games (4)	122	$171.57	$29,911,751
Recreational Vehicles and Fees (5)	114	$357.70	$62,363,190
Sports/Recreation/Exercise Equipment (6)	96	$167.98	$29,286,393
Photo Equipment and Supplies (7)	124	$123.93	$21,607,090
Reading (8)	128	$192.11	$33,492,840
Catered Affairs (9)	128	$30.55	$5,326,212
Food	122	$9,073.88	$1,581,988,014
Food at Home	121	$5,238.28	$913,269,914
Bakery and Cereal Products	121	$701.47	$122,298,399
Meats, Poultry, Fish, and Eggs	121	$1,218.04	$212,358,899
Dairy Products	120	$578.53	$100,863,662
Fruits and Vegetables	123	$937.25	$163,404,763
Snacks and Other Food at Home (10)	119	$1,803.00	$314,344,191
Food Away from Home	123	$3,835.60	$668,718,100
Alcoholic Beverages	126	$698.74	$121,821,731
Nonalcoholic Beverages at Home	119	$506.35	$88,279,438

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November 16, 2012

Retail Goods and Services Expenditures

147 E Maple Ave, Langhorne, PA, 19047
Drive Time: 15 minutes

Latitude: 40.17644
Longitude: -74.91898

	Spending Potential Index	Average Amount Spent	Total
Financial			
Investments	127	$2,142.05	$373,457,041
Vehicle Loans	113	$5,382.09	$938,341,653
Health			
Nonprescription Drugs	112	$112.11	$19,545,724
Prescription Drugs	114	$549.97	$95,884,833
Eyeglasses and Contact Lenses	124	$92.20	$16,073,883
Home			
Mortgage Payment and Basics (11)	132	$11,990.07	$2,090,412,591
Maintenance and Remodeling Services	136	$2,610.41	$455,112,270
Maintenance and Remodeling Materials (12)	122	$441.30	$76,938,982
Utilities, Fuel, and Public Services	121	$5,313.25	$926,339,519
Household Furnishings and Equipment			
Household Textiles (13)	123	$159.07	$27,732,185
Furniture	126	$736.49	$128,403,175
Floor Coverings	138	$100.46	$17,513,899
Major Appliances (14)	121	$354.74	$61,846,824
Housewares (15)	109	$90.59	$15,793,926
Small Appliances	121	$38.54	$6,719,256
Luggage	127	$11.45	$1,995,628
Telephones and Accessories	79	$32.72	$5,704,375
Household Operations			
Child Care	127	$566.94	$98,843,197
Lawn and Garden (16)	125	$507.40	$88,462,698
Moving/Storage/Freight Express	119	$69.92	$12,190,501
Housekeeping Supplies (17)	120	$813.26	$141,787,462
Insurance			
Owners and Renters Insurance	121	$541.69	$94,440,621
Vehicle Insurance	122	$1,377.40	$240,143,130
Life/Other Insurance	125	$506.70	$88,339,823
Health Insurance	119	$2,237.12	$390,031,329
Personal Care Products (18)	120	$464.12	$80,916,357
School Books and Supplies (19)	117	$121.13	$21,118,269
Smoking Products	112	$463.42	$80,794,421
Transportation			
Vehicle Purchases (Net Outlay) (20)	117	$4,973.04	$867,026,913
Gasoline and Motor Oil	115	$3,202.48	$558,336,691
Vehicle Maintenance and Repairs	122	$1,110.60	$193,627,966
Travel			
Airline Fares	135	$600.32	$104,663,390
Lodging on Trips	133	$561.34	$97,866,326
Auto/Truck/Van Rental on Trips	136	$48.58	$8,470,038
Food and Drink on Trips	129	$542.61	$94,601,132

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November 16, 2012

Retail Goods and Services Expenditures

147 E Maple Ave, Langhorne, PA, 19047
Drive Time: 10 minutes

Latitude: 40.17644

(1) Apparel Products and Services includes material for making clothes, sewing patterns and notions, shoe repair and other shoe services, apparel laundry and dry cleaning, alteration, repair and tailoring of apparel, clothing rental and storage, and watch and jewelry repair.

(2) Membership Fees for Clubs includes membership fees for social, recreational, and civic clubs.

(3) Audio includes satellite radio service, sound components and systems, digital audio players, records, CDs, audio tapes, streaming/downloaded audio, tape recorders, radios, musical instruments and accessories, and rental and repair of musical instruments.

(4) Toys and Games includes toys, games, arts and crafts, tricycles, playground equipment, arcade games, and online entertainment and games.

(5) Recreational Vehicles & Fees includes docking and landing fees for boats and planes, purchase and rental of RVs or boats, and camp fees.

(6) Sports/Recreation/Exercise Equipment includes exercise equipment and gear, game tables, bicycles, camping equipment, hunting and fishing equipment, winter sports equipment, water sports equipment, other sports equipment, and rental/repair of sports/recreation/exercise equipment.

(7) Photo Equipment and Supplies includes film, film processing, photographic equipment, rental and repair of photo equipment, and photographer fees.

(8) Reading includes magazine and newspaper subscriptions, single copies of magazines and newspapers, and books.

(9) Catered Affairs includes expenses associated with live entertainment and rental of party supplies.

(10) Snacks and Other Food at Home includes candy, chewing gum, sugar, artificial sweeteners, jam, jelly, preserves, margarine, fat, oil, salad dressing, nondairy cream and milk, peanut butter, frozen prepared food, potato chips, nuts, salt, spices, seasonings, olives, pickles, relishes, sauces, gravy, other condiments, soup, prepared salad, prepared dessert, baby food, miscellaneous prepared food, and nonalcoholic beverages.

(11) Mortgage Payment and Basics includes mortgage interest, mortgage principal, property taxes, homeowners insurance, and ground rent.

(12) Maintenance and Remodeling Materials includes supplies/tools/equipment for painting and wallpapering, plumbing supplies and equipment, electrical/heating/AC supplies, materials for hard surface flooring, materials for roofing/gutters, materials for plaster/panel/siding, materials for patio/fence/brick work, landscaping materials, and insulation materials for owned homes.

(13) Household Textiles includes bathroom linens, bedroom linens, kitchen linens, dining room linens, other linens, curtains, draperies, slipcovers, decorative pillows, and materials for slipcovers and curtains.

(14) Major Appliances includes dishwashers, disposals, refrigerators, freezers, washers, dryers, stoves, ovens, microwaves, window air conditioners, electric floor cleaning equipment, sewing machines, and miscellaneous appliances.

(15) Housewares includes plastic dinnerware, china, flatware, glassware, serving pieces, nonelectric cookware, and tableware.

(16) Lawn and Garden includes lawn and garden supplies, equipment and care service, indoor plants, fresh flowers, and repair/rental of lawn and garden equipment.

(17) Housekeeping Supplies includes soaps and laundry detergents, cleaning products, toilet tissue, paper towels, napkins, paper/plastic/foil products, stationery, giftwrap supplies, postage, and delivery services.

(18) Personal Care Products includes hair care products, nonelectric articles for hair, wigs, hairpieces, oral hygiene products, shaving needs, perfume, cosmetics, skincare, bath products, nail products, deodorant, feminine hygiene products, and personal care appliances.

(19) School Books and Supplies includes school books and supplies for college, elementary school, high school, and preschool.

(20) Vehicle Purchases (Net Outlay) includes net outlay for new and used cars, trucks, vans, motorcycles, and motor scooters.

Data Note: The Spending Potential Index (SPI) is household-based, and represents the amount spent for a product or service relative to a national average of 100. Detail may not sum to totals due to rounding.
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November 16, 2012

Appendix I

ESRI MarketPlace Profile

Retail MarketPlace Profile

147 E Maple Ave, Langhorne, PA, 19047
Drive Time: 5 minutes

Latitude: 40.17644
Longitude: -74.91898

Summary Demographics						
2010 Population						18,439
2010 Households						6,386
2010 Median Disposable Income						$61,224
2010 Per Capita Income						$32,662
Industry Summary	**NAICS**	**Demand (Retail Potential)**	**Supply (Retail Sales)**	**Retail Gap**	**Leakage/Surplus Factor**	**Number of**
Total Retail Trade and Food & Drink	44-45,722	$211,634,957	$1,035,254,132	-$823,619,175	-66.1	324
Total Retail Trade	44-45	$183,335,368	$966,988,153	-$783,652,785	-68.1	253
Total Food & Drink	722	$28,299,589	$68,265,980	-$39,966,391	-41.4	71
Industry Group	**NAICS**	**Demand (Retail Potential)**	**Supply (Retail Sales)**	**Retail Gap**	**Leakage/Surplus Factor**	**Number of**
Motor Vehicle & Parts Dealers	441	$42,295,525	$641,908,881	-$599,613,355	-87.6	27
Automobile Dealers	4411	$36,718,967	$602,148,541	-$565,429,574	-88.5	17
Other Motor Vehicle Dealers	4412	$3,040,354	$14,294,574	-$11,254,220	-64.9	1
Auto Parts, Accessories & Tire Stores	4413	$2,536,204	$25,465,766	-$22,929,561	-81.9	10
Furniture & Home Furnishings Stores	442	$6,416,991	$12,787,904	-$6,370,913	-33.2	17
Furniture Stores	4421	$3,722,799	$7,981,755	-$4,258,955	-36.4	8
Home Furnishings Stores	4422	$2,694,191	$4,806,149	-$2,111,958	-28.2	9
Electronics & Appliance Stores	4431	$5,689,457	$5,330,616	$358,841	3.3	12
Bldg Materials, Garden Equip. & Supply Stores	444	$8,351,396	$15,704,647	-$7,353,251	-30.6	17
Bldg Material & Supplies Dealers	4441	$7,481,669	$15,445,574	-$7,963,906	-34.7	15
Lawn & Garden Equip & Supply Stores	4442	$869,728	$259,073	$610,655	54.1	2
Food & Beverage Stores	445	$45,091,118	$62,454,345	-$17,363,228	-16.1	17
Grocery Stores	4451	$41,537,478	$57,895,107	-$16,357,629	-16.5	9
Specialty Food Stores	4452	$678,186	$1,391,304	-$713,118	-34.5	4
Beer, Wine & Liquor Stores	4453	$2,875,454	$3,167,935	-$292,481	-4.8	4
Health & Personal Care Stores	446,4461	$6,372,825	$21,447,163	-$15,074,337	-54.2	26
Gasoline Stations	447,4471	$26,095,403	$56,585,811	-$30,490,409	-36.9	8
Clothing & Clothing Accessories Stores	448	$7,649,637	$82,019,394	-$74,369,758	-82.9	65
Clothing Stores	4481	$6,091,025	$48,067,973	-$41,976,948	-77.5	44
Shoe Stores	4482	$942,876	$18,109,063	-$17,166,186	-90.1	11
Jewelry, Luggage & Leather Goods Stores	4483	$615,735	$15,842,358	-$15,226,623	-92.5	10
Sporting Goods, Hobby, Book & Music Stores	451	$2,382,776	$6,253,299	-$3,870,522	-44.8	14
Sporting Goods/Hobby/Musical Instr Stores	4511	$1,503,803	$3,476,244	-$1,972,441	-39.6	9
Book, Periodical & Music Stores	4512	$878,974	$2,777,055	-$1,898,081	-51.9	5
General Merchandise Stores	452	$18,430,752	$45,058,957	-$26,628,205	-41.9	12
Department Stores Excluding Leased Depts.	4521	$9,139,784	$26,889,438	-$17,749,654	-49.3	6
Other General Merchandise Stores	4529	$9,290,968	$18,169,518	-$8,878,550	-32.3	6
Miscellaneous Store Retailers	453	$3,331,045	$5,753,767	-$2,422,723	-26.7	34
Florists	4531	$283,912	$333,502	-$49,590	-8.0	5
Office Supplies, Stationery & Gift Stores	4532	$1,467,412	$2,874,723	-$1,407,311	-32.4	12
Used Merchandise Stores	4533	$83,835	$422,351	-$338,515	-66.9	5
Other Miscellaneous Store Retailers	4539	$1,495,886	$2,123,191	-$627,306	-17.3	14
Nonstore Retailers	454	$11,228,443	$11,683,369	-$454,925	-2.0	4
Electronic Shopping & Mail-Order Houses	4541	$7,521,978	$0	$7,521,978	100.0	0
Vending Machine Operators	4542	$803,959	$3,629,788	-$2,825,829	-63.7	3
Direct Selling Establishments	4543	$2,902,506	$8,053,581	-$5,151,074	-47.0	1
Food Services & Drinking Places	722	$28,299,589	$68,265,980	-$39,966,391	-41.4	71
Full-Service Restaurants	7221	$13,096,350	$34,357,640	-$21,261,290	-44.8	37
Limited-Service Eating Places	7222	$11,239,597	$28,947,464	-$17,707,867	-44.1	27
Special Food Services	7223	$3,235,031	$4,553,488	-$1,318,457	-16.9	4
Drinking Places - Alcoholic Beverages	7224	$728,610	$407,388	$321,223	28.3	3

Data Note: Supply (retail sales) estimates sales to consumers by establishments. Sales to businesses are excluded. Demand (retail potential) estimates the expected amount spent by consumers at retail establishments. Supply and demand estimates are in current dollars. The Leakage/Surplus Factor presents a snapshot of retail opportunity. This is a measure of the relationship between supply and demand that ranges from +100 (total leakage) to -100 (total surplus). A positive value represents 'leakage' of retail opportunity outside the trade area. A negative value represents a surplus of retail sales, a market where customers are drawn in from outside the trade area. The Retail Gap represents the difference between Retail Potential and Retail Sales. Esri uses the North American Industry Classification System (NAICS) to classify businesses by their primary type of economic activity. Retail establishments are classified into 27 industry groups in the Retail Trade sector, as well as four industry groups within the Food Services & Drinking Establishments subsector. For more information on the Retail MarketPlace data, please view the methodology statement at http://www.esri.com/library/whitepapers/pdfs/esri-data-retail-marketplace.pdf.

Source: Esri and Infogroup

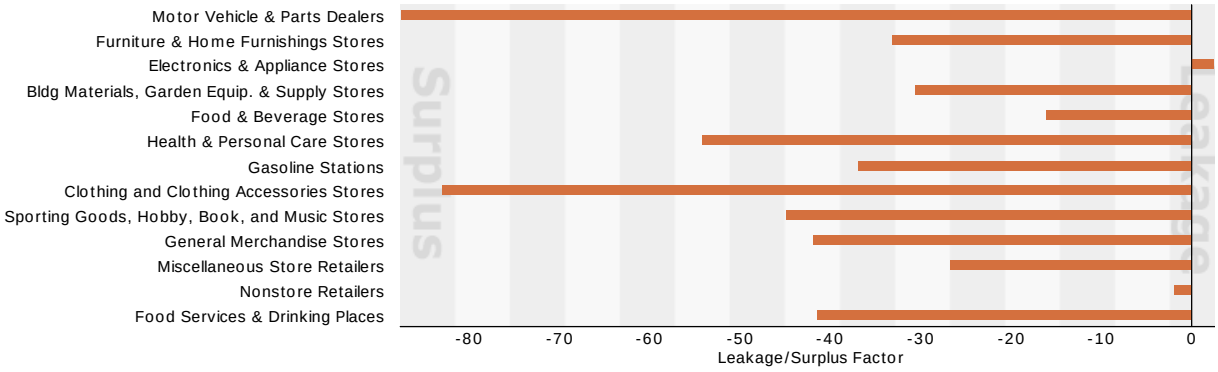
November 16, 2012

Retail MarketPlace Profile

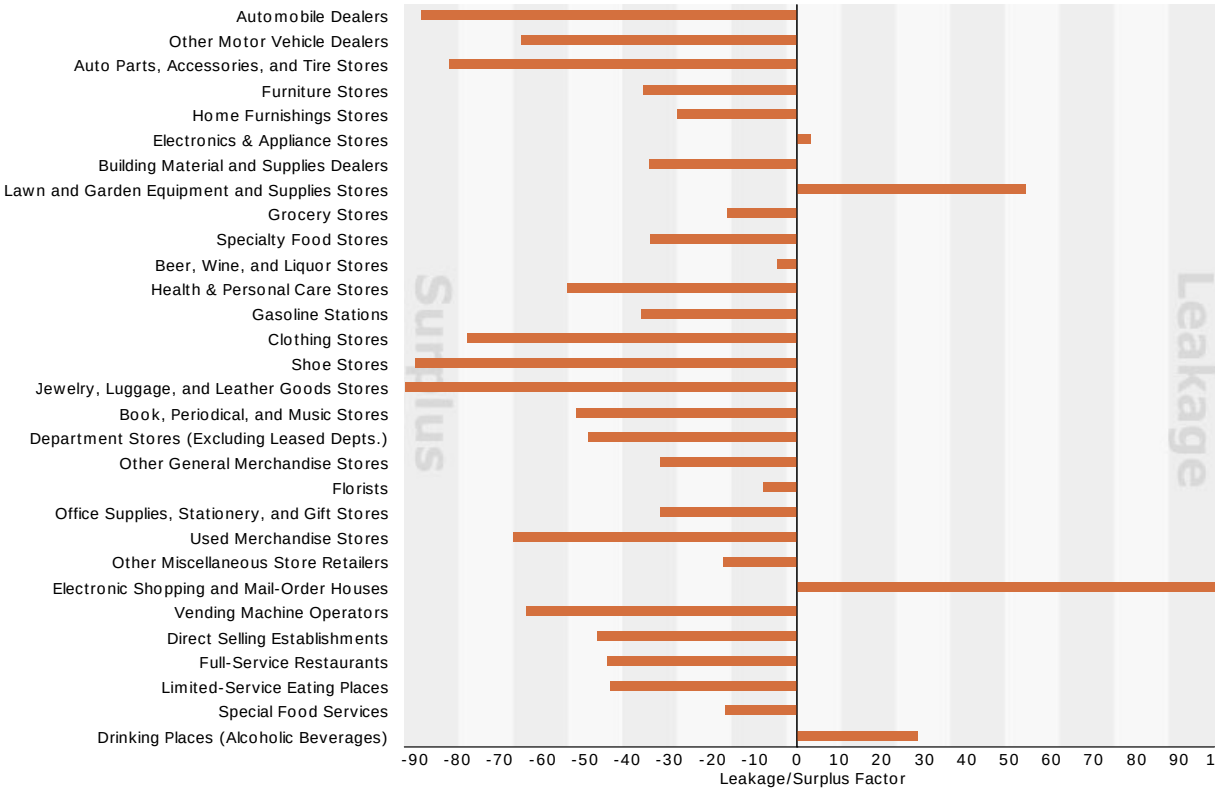
147 E Maple Ave, Langhorne, PA, 19047
Drive Time: 5 minutes

Latitude: 40.17644
Longitude: -74.91898

Leakage/Surplus Factor by Industry Subsector



Leakage/Surplus Factor by Industry Group



Source: Esri and Infogroup

November 16, 2012

Retail MarketPlace Profile

147 E Maple Ave, Langhorne, PA, 19047
Drive Time: 10 minutes

Latitude: 40.17644
Longitude: -74.91898

Summary Demographics						
2010 Population						172,478
2010 Households						64,104
2010 Median Disposable Income						$60,103
2010 Per Capita Income						$35,013
Industry Summary	**NAICS**	**Demand (Retail Potential)**	**Supply (Retail Sales)**	**Retail Gap**	**Leakage/Surplus Factor**	**Number of**
Total Retail Trade and Food & Drink	44-45,722	$2,175,530,739	$4,200,039,770	-$2,024,509,030	-31.8	1,627
Total Retail Trade	44-45	$1,884,619,223	$3,879,611,905	-$1,994,992,682	-34.6	1,176
Total Food & Drink	722	$290,911,516	$320,427,865	-$29,516,348	-4.8	451
Industry Group	**NAICS**	**Demand (Retail Potential)**	**Supply (Retail Sales)**	**Retail Gap**	**Leakage/Surplus Factor**	**Number of**
Motor Vehicle & Parts Dealers	441	$434,247,639	$1,186,772,929	-$752,525,290	-46.4	113
Automobile Dealers	4411	$376,926,748	$1,104,805,269	-$727,878,521	-49.1	61
Other Motor Vehicle Dealers	4412	$31,341,326	$27,243,982	$4,097,344	7.0	7
Auto Parts, Accessories & Tire Stores	4413	$25,979,565	$54,723,678	-$28,744,113	-35.6	46
Furniture & Home Furnishings Stores	442	$66,253,255	$76,126,126	-$9,872,871	-6.9	89
Furniture Stores	4421	$38,443,003	$44,511,587	-$6,068,584	-7.3	36
Home Furnishings Stores	4422	$27,810,251	$31,614,538	-$3,804,287	-6.4	53
Electronics & Appliance Stores	4431	$58,514,837	$72,668,199	-$14,153,362	-10.8	92
Bldg Materials, Garden Equip. & Supply Stores	444	$86,377,231	$117,005,953	-$30,628,722	-15.1	94
Bldg Material & Supplies Dealers	4441	$77,408,594	$113,622,041	-$36,213,447	-19.0	81
Lawn & Garden Equip & Supply Stores	4442	$8,968,637	$3,383,912	$5,584,725	45.2	12
Food & Beverage Stores	445	$463,071,519	$1,360,784,775	-$897,713,256	-49.2	115
Grocery Stores	4451	$426,616,912	$1,317,199,475	-$890,582,563	-51.1	62
Specialty Food Stores	4452	$6,968,356	$13,507,878	-$6,539,522	-31.9	33
Beer, Wine & Liquor Stores	4453	$29,486,251	$30,077,422	-$591,172	-1.0	20
Health & Personal Care Stores	446,4461	$65,320,790	$122,368,469	-$57,047,679	-30.4	117
Gasoline Stations	447,4471	$267,719,454	$312,247,877	-$44,528,424	-7.7	45
Clothing & Clothing Accessories Stores	448	$78,818,690	$171,306,766	-$92,488,076	-37.0	196
Clothing Stores	4481	$62,751,073	$116,879,085	-$54,128,012	-30.1	131
Shoe Stores	4482	$9,690,070	$28,301,589	-$18,611,519	-49.0	29
Jewelry, Luggage & Leather Goods Stores	4483	$6,377,547	$26,126,092	-$19,748,545	-60.8	36
Sporting Goods, Hobby, Book & Music Stores	451	$24,548,931	$35,148,072	-$10,599,141	-17.8	67
Sporting Goods/Hobby/Musical Instr Stores	4511	$15,515,360	$23,006,664	-$7,491,303	-19.4	49
Book, Periodical & Music Stores	4512	$9,033,571	$12,141,409	-$3,107,838	-14.7	18
General Merchandise Stores	452	$189,547,114	$328,457,109	-$138,909,995	-26.8	53
Department Stores Excluding Leased Depts.	4521	$94,087,877	$135,472,091	-$41,384,214	-18.0	26
Other General Merchandise Stores	4529	$95,459,237	$192,985,017	-$97,525,780	-33.8	27
Miscellaneous Store Retailers	453	$34,226,063	$45,783,891	-$11,557,828	-14.4	171
Florists	4531	$2,927,976	$2,490,631	$437,345	8.1	20
Office Supplies, Stationery & Gift Stores	4532	$15,069,194	$25,762,897	-$10,693,702	-26.2	55
Used Merchandise Stores	4533	$863,779	$1,382,261	-$518,482	-23.1	23
Other Miscellaneous Store Retailers	4539	$15,365,114	$16,148,103	-$782,989	-2.5	73
Nonstore Retailers	454	$115,973,701	$50,941,738	$65,031,963	39.0	24
Electronic Shopping & Mail-Order Houses	4541	$77,297,621	$5,562,073	$71,735,548	86.6	2
Vending Machine Operators	4542	$8,257,525	$10,404,326	-$2,146,801	-11.5	12
Direct Selling Establishments	4543	$30,418,555	$34,975,339	-$4,556,784	-7.0	10
Food Services & Drinking Places	722	$290,911,516	$320,427,865	-$29,516,348	-4.8	451
Full-Service Restaurants	7221	$134,720,594	$131,987,760	$2,732,833	1.0	225
Limited-Service Eating Places	7222	$115,462,707	$159,929,064	-$44,466,357	-16.1	184
Special Food Services	7223	$33,233,584	$22,812,563	$10,421,021	18.6	21
Drinking Places - Alcoholic Beverages	7224	$7,494,632	$5,698,477	$1,796,155	13.6	21

Data Note: Supply (retail sales) estimates sales to consumers by establishments. Sales to businesses are excluded. Demand (retail potential) estimates the expected amount spent by consumers at retail establishments. Supply and demand estimates are in current dollars. The Leakage/Surplus Factor presents a snapshot of retail opportunity. This is a measure of the relationship between supply and demand that ranges from +100 (total leakage) to -100 (total surplus). A positive value represents 'leakage' of retail opportunity outside the trade area. A negative value represents a surplus of retail sales, a market where customers are drawn in from outside the trade area. The Retail Gap represents the difference between Retail Potential and Retail Sales. Esri uses the North American Industry Classification System (NAICS) to classify businesses by their primary type of economic activity. Retail establishments are classified into 27 industry groups in the Retail Trade sector, as well as four industry groups within the Food Services & Drinking Establishments subsector. For more information on the Retail MarketPlace data, please view the methodology statement at http://www.esri.com/library/whitepapers/pdfs/esri-data-retail-marketplace.pdf.

Source: Esri and Infogroup

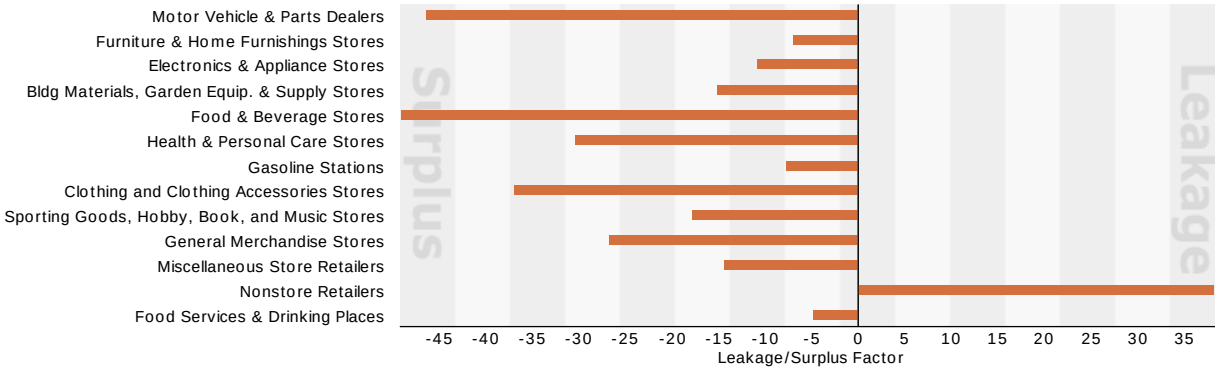
November 16, 2012

Retail MarketPlace Profile

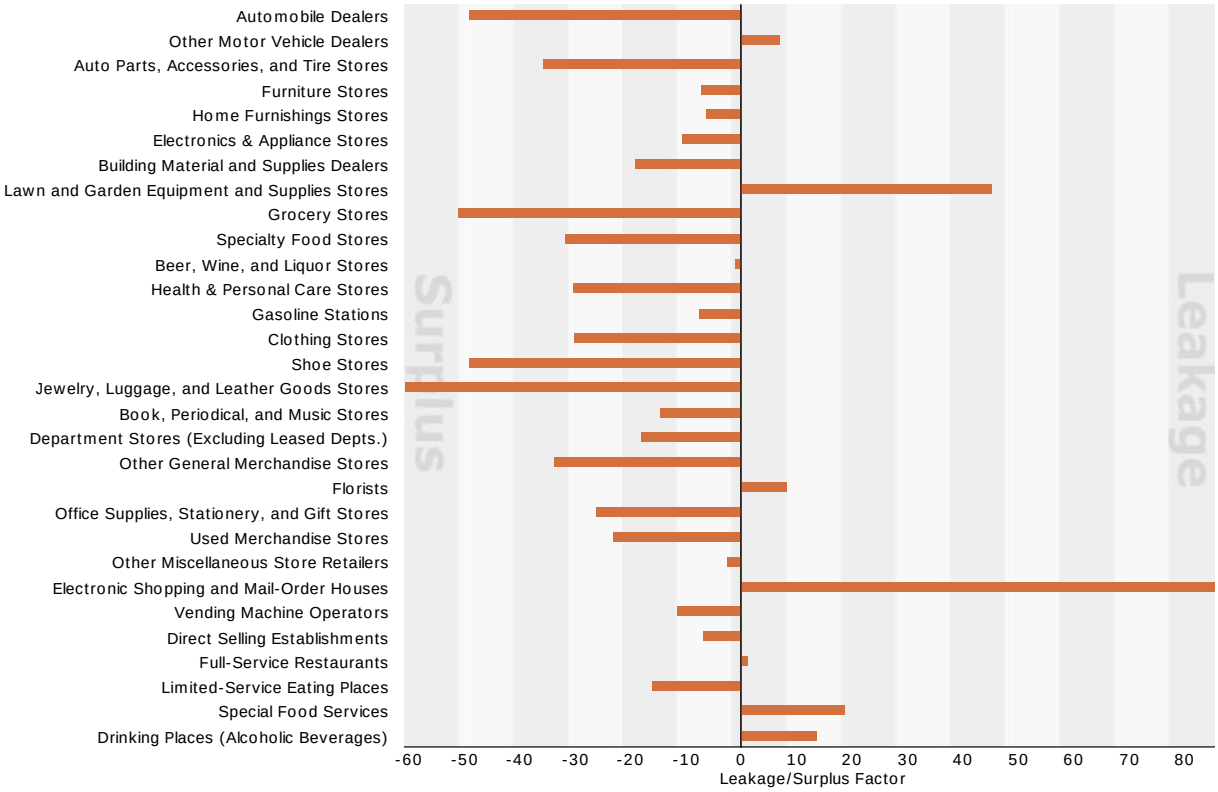
147 E Maple Ave, Langhorne, PA, 19047
Drive Time: 10 minutes

Latitude: 40.17644
Longitude: -74.91898

Leakage/Surplus Factor by Industry Subsector



Leakage/Surplus Factor by Industry Group



Source: Esri and Infogroup

November 16, 2012

Retail MarketPlace Profile

147 E Maple Ave, Langhorne, PA, 19047
Drive Time: 15 minutes

Latitude: 40.17644
Longitude: -74.91898

Summary Demographics						
2010 Population						468,064
2010 Households						173,648
2010 Median Disposable Income						$54,097
2010 Per Capita Income						$31,888
Industry Summary	**NAICS**	**Demand (Retail Potential)**	**Supply (Retail Sales)**	**Retail Gap**	**Leakage/Surplus Factor**	**Number of**
Total Retail Trade and Food & Drink	44-45,722	$5,388,560,342	$7,397,500,352	-$2,008,940,010	-15.7	3,945
Total Retail Trade	44-45	$4,650,737,501	$6,631,412,047	-$1,980,674,547	-17.6	2,798
Total Food & Drink	722	$737,822,842	$766,088,304	-$28,265,463	-1.9	1,148
Industry Group	**NAICS**	**Demand (Retail Potential)**	**Supply (Retail Sales)**	**Retail Gap**	**Leakage/Surplus Factor**	**Number of**
Motor Vehicle & Parts Dealers	441	$1,063,221,531	$1,610,798,102	-$547,576,571	-20.5	269
Automobile Dealers	4411	$922,869,864	$1,470,010,919	-$547,141,055	-22.9	138
Other Motor Vehicle Dealers	4412	$75,599,048	$47,635,431	$27,963,618	22.7	28
Auto Parts, Accessories & Tire Stores	4413	$64,752,619	$93,151,753	-$28,399,134	-18.0	103
Furniture & Home Furnishings Stores	442	$162,190,446	$149,854,271	$12,336,175	4.0	184
Furniture Stores	4421	$95,231,411	$95,017,433	$213,978	0.1	72
Home Furnishings Stores	4422	$66,959,035	$54,836,838	$12,122,197	10.0	113
Electronics & Appliance Stores	4431	$144,887,054	$205,730,712	-$60,843,658	-17.4	202
Bldg Materials, Garden Equip. & Supply Stores	444	$204,740,183	$256,728,470	-$51,988,287	-11.3	247
Bldg Material & Supplies Dealers	4441	$185,569,443	$246,804,182	-$61,234,739	-14.2	208
Lawn & Garden Equip & Supply Stores	4442	$19,170,740	$9,924,289	$9,246,452	31.8	40
Food & Beverage Stores	445	$1,113,562,596	$1,753,151,210	-$639,588,614	-22.3	323
Grocery Stores	4451	$1,020,867,391	$1,664,469,549	-$643,602,158	-24.0	197
Specialty Food Stores	4452	$20,812,111	$24,993,912	-$4,181,802	-9.1	68
Beer, Wine & Liquor Stores	4453	$71,883,094	$63,687,749	$8,195,345	6.0	58
Health & Personal Care Stores	446,4461	$166,004,588	$243,141,755	-$77,137,167	-18.9	250
Gasoline Stations	447,4471	$664,044,503	$693,496,067	-$29,451,565	-2.2	120
Clothing & Clothing Accessories Stores	448	$205,567,861	$279,536,666	-$73,968,804	-15.2	441
Clothing Stores	4481	$164,232,369	$197,616,472	-$33,384,103	-9.2	286
Shoe Stores	4482	$24,730,449	$45,011,827	-$20,281,378	-29.1	66
Jewelry, Luggage & Leather Goods Stores	4483	$16,605,044	$36,908,367	-$20,303,323	-37.9	89
Sporting Goods, Hobby, Book & Music Stores	451	$60,239,106	$75,224,299	-$14,985,193	-11.1	174
Sporting Goods/Hobby/Musical Instr Stores	4511	$36,490,733	$41,180,194	-$4,689,460	-6.0	125
Book, Periodical & Music Stores	4512	$23,748,373	$34,044,105	-$10,295,733	-17.8	49
General Merchandise Stores	452	$492,217,404	$761,610,189	-$269,392,785	-21.5	123
Department Stores Excluding Leased Depts.	4521	$218,418,319	$309,729,095	-$91,310,776	-17.3	49
Other General Merchandise Stores	4529	$273,799,085	$451,881,094	-$178,082,009	-24.5	74
Miscellaneous Store Retailers	453	$83,793,170	$101,224,840	-$17,431,670	-9.4	410
Florists	4531	$7,493,752	$6,522,787	$970,965	6.9	53
Office Supplies, Stationery & Gift Stores	4532	$36,464,516	$41,410,434	-$4,945,918	-6.4	115
Used Merchandise Stores	4533	$2,310,733	$3,187,787	-$877,054	-16.0	47
Other Miscellaneous Store Retailers	4539	$37,524,170	$50,103,833	-$12,579,663	-14.4	195
Nonstore Retailers	454	$290,269,058	$500,915,465	-$210,646,407	-26.6	55
Electronic Shopping & Mail-Order Houses	4541	$194,498,458	$349,788,940	-$155,290,482	-28.5	5
Vending Machine Operators	4542	$18,288,712	$39,140,089	-$20,851,377	-36.3	22
Direct Selling Establishments	4543	$77,481,888	$111,986,436	-$34,504,548	-18.2	28
Food Services & Drinking Places	722	$737,822,842	$766,088,304	-$28,265,463	-1.9	1,148
Full-Service Restaurants	7221	$351,091,719	$336,471,887	$14,619,832	2.1	583
Limited-Service Eating Places	7222	$283,270,634	$323,642,636	-$40,372,003	-6.7	409
Special Food Services	7223	$84,507,155	$88,892,632	-$4,385,477	-2.5	77
Drinking Places - Alcoholic Beverages	7224	$18,953,334	$17,081,149	$1,872,184	5.2	79

Data Note: Supply (retail sales) estimates sales to consumers by establishments. Sales to businesses are excluded. Demand (retail potential) estimates the expected amount spent by consumers at retail establishments. Supply and demand estimates are in current dollars. The Leakage/Surplus Factor presents a snapshot of retail opportunity. This is a measure of the relationship between supply and demand that ranges from +100 (total leakage) to -100 (total surplus). A positive value represents 'leakage' of retail opportunity outside the trade area. A negative value represents a surplus of retail sales, a market where customers are drawn in from outside the trade area. The Retail Gap represents the difference between Retail Potential and Retail Sales. Esri uses the North American Industry Classification System (NAICS) to classify businesses by their primary type of economic activity. Retail establishments are classified into 27 industry groups in the Retail Trade sector, as well as four industry groups within the Food Services & Drinking Establishments subsector. For more information on the Retail MarketPlace data, please view the methodology statement at http://www.esri.com/library/whitepapers/pdfs/esri-data-retail-marketplace.pdf.

Source: Esri and Infogroup

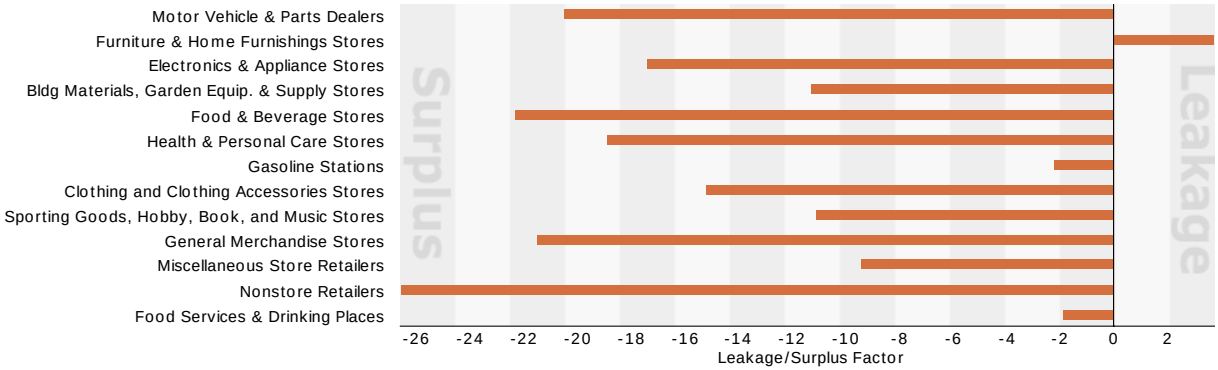
November 16, 2012

Retail MarketPlace Profile

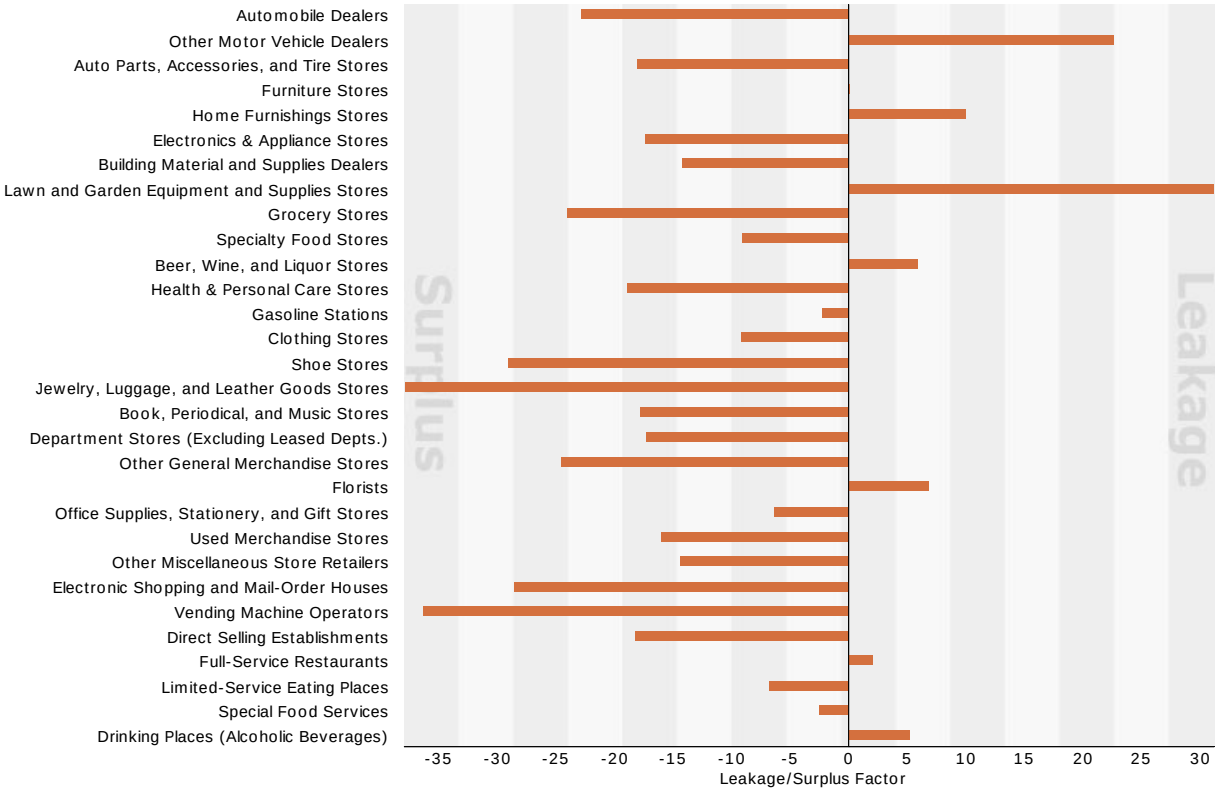
147 E Maple Ave, Langhorne, PA, 19047
Drive Time: 15 minutes

Latitude: 40.17644
Longitude: -74.91898

Leakage/Surplus Factor by Industry Subsector



Leakage/Surplus Factor by Industry Group



Source: Esri and Infogroup

November 16, 2012

Appendix J

Funding and Technical Assistance Programs

Funding & Technical Assistance Programs

Finding the proper funding and assistance can be a critical part of the implementation process. This appendix provides an overview of some of the programs available to help municipalities carry out many of the recommendations listed in this plan. Each program is detailed as to what kind of help it provides and a contact for additional information. This list is not intended as a comprehensive inventory, but rather as a selected overview of potential programs and sources of technical assistance. It should be used as a starting point for research, inquiry, and program applications.

Community Development Block Grant (CDBG)

This federal program provides grant assistance and technical assistance to aid communities in their community and economic development efforts. There are two components: the entitlement program which provides annual funding to 27 third-class cities, 127 boroughs and townships, and 54 counties, and a competitive program which is available to all nonfederal entitlement municipalities in Pennsylvania. Bucks County is a participant in the CDBG entitlement program, so Langhorne Borough may apply for CDBG funds through the county.

Eligibility—Municipal governments and nonprofit corporations.

Eligible Uses—Housing rehabilitation, public services, community facilities, infrastructure improvements, historic preservation, development, and planning.

Contact information—Bucks County Office of Community and Business Development at (215) 345-3840

Communities of Opportunity Program

This program provides state-funded grants for community revitalization and economic development activities that occur on a local level. Specifically, the program assists communities in becoming competitive for business retention, expansion, and attraction. It also funds projects that assist with community revitalization for housing and low-income housing.

Eligibility—Local governments, redevelopment authorities, housing authorities, and nonprofits on a case-by-case basis.

Eligible Uses—Community revitalization and economic development and/or the development or rehabilitation of housing.

Contact information—Aldona Kartorie at (717) 720-7409 or e-mail akartorie@state.pa.us

Community Revitalization Program

This program provides grant funds to support local initiatives that promote the stability of communities. The program also assists communities in achieving and maintaining social and economic diversity to ensure a productive tax base and a good quality of life.

Eligibility—Local governments, municipal and redevelopment authorities and agencies, industrial development agencies, and nonprofit corporations incorporated under the laws of the Commonwealth.

Eligible Uses—Construction or rehabilitation of infrastructure; building rehabilitation; acquisition and demolition of structures; revitalization or construction of community facilities; purchase or upgrade of machinery and equipment; planning of community assets; public safety; crime prevention; recreation; training; and acquisition of land, buildings, and rights-of-way.

Contact information—Customer Service Center at (800) 379-7448 or e-mail radcedcs@state.pa.us

Department of Conservation and Natural Resources (DCNR) Grants

The Community Conservation Partnerships Program provides state and federal grant dollars to help fund a variety of programs.

- Community Grant Program—Grants to develop various planning tools including recreation, park and open space plans, greenway plans, feasibility studies, and master site plans. Also provides funding for the purchase and development of land for park, recreation and conservation purposes and for the rehabilitation of existing park and recreation facilities.
- Rails-to-Trails Grant Program—Funding for feasibility studies, development of master plans, and special purpose studies on a particular issue or structure that impacts the conversion of a rail to a trail.
- Pennsylvania Recreational Trails Program—Funding to develop and maintain recreational trails and trail related facilities for motorized and nonmotorized recreational trail use.

Contact information—Fran Rubert at (215) 560-1183 or e-mail frubert@state.pa.us

TreeVitalize Program

Incentive grants are being offered to encourage municipalities to cross boundaries and work together to include tree cover in their planning and budgeting. Applications are welcomed from local governments or business improvement districts in the four counties listed above. Priority consideration will be given to applications supporting multimunicipal forestry management projects.

Contact—PA Dept. of Conservation & Natural Resources

Wildlife Habitat Incentives Program (WHIP)

Provides both technical assistance and cost-share assistance to establish and improve fish and wildlife habitat. Projects may include riparian buffer restoration, stream fencing in agricultural areas, wetland enhancement, and fish habitat restoration.

Contact—United States Department of Agriculture

Stream Improvement Program

Provides design and construction assistance to eliminate imminent threats to flooding and stream bank erosion.

Contact—PA DEP Bureau of Waterways Engineering

Small Communities Planning Assistance Program (SCPAP)

Provides grants up to 100% of the costs to eligible municipalities to prepare comprehensive plans, development regulations and special strategies for development. Generally, 51% of the municipality's residents must be low or moderate income, according to the census or a survey.

Contact—Federal CDBG administered by PA DCED

Small Business First

Provides low-interest loans for projects by businesses that generally have less than 100 employees. Generally, funding can be used for site acquisition, building construction, machinery, working capital, environmental compliance, defense-cutback impacts, recycling, technology, export and computer activities. This is also one of the few funding sources that can be used for restaurants, hotels and motels. The recipient must agree to create or preserve jobs.

Contact—PA DCED An application can be made through an "Area Loan Organization"

Small Business Incubator Program

Provides loans and grants for facilities in which a number of new businesses operate under one roof with affordable rents, sharing services and equipment and having equal access to a wide range of professional, technical, and financial programs.

Contact—PA DCED

SBA Financing

Offers low-interest financing for smaller businesses, including:

- micro-loans and micro-enterprise grants
- Section 7(a) Guaranteed Business Loans
- Section 504 Loans to allow certified development organizations to make long-term loans for real estate and other fixed assets.

Contact—U.S. Small Business Administration

Minority Business Development Authority, PA

Provides low-interest loans for businesses owned and operated by minorities. Can generally be used for industrial, international trade, franchise, retail and commercial uses. Can be used for site acquisition, building construction and renovation, machinery and working capital.

Contact—PA Minority Business Development Authority & PA DCED

Kodak American Greenways Grants Program

The Kodak American Greenways Awards Program, a partnership project of the Eastman Kodak Company, the Conservation Fund, and the National Geographic Society, provides small grants to stimulate the planning and design of greenways in communities throughout the country. In general, grants can be used to cover expenses needed to complete a greenway project including planning, technical assistance, legal, and other costs.

Contact information—http://www.conservationfund.org
Contact information—Scott Doyle at (717) 783-6012
E-mail: midoyle@state.pa.us

Website: www.phmc.state.pa.us

Local Economic Development Assistance

Center for Entrepreneurial Assistance

The Center for Entrepreneurial Assistance (CEA) is the lead agency in Pennsylvania government for small business development. The mission of the CEA is to enhance the entrepreneurial vitality of the Commonwealth and build an environment, which encourages the creation, expansion and retention of successful small, woman-owned, and minority-owned businesses.

The CEA oversees the Small Business Resource Center, Minority Business Advocate, and the Women's Business Advocate. Experienced consultants are available to help potential business owners with business-related issues or direct them to qualified service providers.

The CEA can be contacted at:
Department of Community and Economic Development
Commonwealth Keystone Building – 400 North Street, 4th Floor
Harrisburg, PA 17120-0225
Phone: (800) 280-3801 or (717) 783-5700.
Website: www.inventpa.com E-mail: ra-dcedcea@state.pa.us

Eligible uses (Home Town Streets)—Streetscape improvements, lighting, street furniture, bus shelters, traffic calming, kiosks, signage and others.
Contact information—www.dot.state.pa.us

Shared Municipal Services

This program provides funds that promote cooperation among municipalities. The program also encourages more efficient and effective delivery of municipal services on a cooperative basis.

Eligibility—Two or more local governments or Councils of Governments (COGs).
Eligible uses—Combined police records administration, shared personnel activities, joint ownership of equipment, shared data processing operations, joint sign making, and COG start-up funding.
Contact information—DCED at (888) 223-6837

Water Resources Education Network (WREN)

Administered through the League of Women Voters of Pennsylvania, this program provides grants for water resources education projects.

Contact information—www.pa.lwv.org/wren

Historic Preservation

Federal Rehabilitation Investment Tax Credit Program

The Federal Rehabilitation Investment Tax Credit Program enables a property owner to recover 20 percent of rehabilitation costs in the form of a tax credit. Administered by the Pennsylvania Bureau for Historic Preservation in partnership with the National Park Service, the federal tax credit program is one of the most successful and cost-effective programs that encourages private investment in rehabilitating historic properties such as office buildings, rental housing, hotels, and retail stores. In order to qualify for the program, the building must be listed on the National Register of Historic Places, the work must meet the Secretary of Interior's Standards for Rehabilitation, the building must be placed into an income-producing use, and a good portion of money must be spent by the owner on the building's rehabilitation. A 10 percent federal tax credit is available for rehabilitation of nonresidential income- producing buildings built before 1936 that are not listed on the register. Certification through the National Park Service is not required. However, before undertaking any rehabilitation work with potential tax credits in mind, contacting the Bureau of Historic Preservation is recommended so that federal guidelines and requirements are carefully followed. The Bureau also offers Keystone Grants for the rehabilitation of historic buildings under the stewardship of 501(c)(3) organizations or public agencies. Grants range from $20,000 to $100,000 with a match from the applicant.

- Keystone Historic Preservation Grant Program—Funding for preservation, restoration, and rehabilitation.
- 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.

Contact information—www.phmc.state.pa.us

Pennsylvania Infrastructure Investment Authority (PENNVEST)

This program provides low-interest loans for the design, engineering and construction of publicly and privately owned drinking water distribution and treatment facilities, stormwater conveyance and wastewater treatment and collection systems.

Eligibility—Communities or private firms needing clean drinking water distribution and treatment facilities and/or safe sewage and stormwater conveyance and treatment facilities.

Eligible uses—Design, engineering and construction of publicly and privately owned drinking water distribution and treatment facilities, stormwater conveyance, and wastewater treatment systems.

Contact information—www.pennvest.state.pa.us

Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU)

This program provides funding to develop and maintain trails for recreational purposes that include pedestrian, equestrian, bicycling and non-motorized snow activities as well as off-road motorized vehicle activities.

Contact information—http://www/fhwa.dot.gov/safetealu/

Safe Routes to School and Home Town Streets

These programs, administered through the Pennsylvania Department of Transportation, provide federal funds for projects that enhance the quality of community life. The Safe Routes to Schools program promotes safe walking and biking to school. The Home Town Streets program promotes downtown reinvestment. The programs reimburse eligible expenditures and have a 20 percent matching fund requirement.

The matching funds may come from a variety of federal, state, local or private sources.

Eligibility—Federal or state agencies, local governments, school districts and nonprofit organizations.

Eligible uses (Safe Routes to School)—Sidewalks, crosswalks, bike trails, traffic calming improvements, pedestrian education.