Yardley Borough

Comprehensive Plan

Yardley Borough
Bucks County, Pennsylvania

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Bucks County, Pennsylvania

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CHAPTER 1: INTRODUCTION

THE BOROUGH'S COMPREHENSIVE PLAN

A Comprehensive Plan is the keystone of a municipal land use planning program. The 1989 Yardley Borough Comprehensive Plan defined the importance of the Plan in the following way:

"This Comprehensive Plan provides policies for guiding the development and preservation of Yardley Borough over the next ten years. Its real value to the borough will be in evaluating each proposed community change against the Plan's policies for public facilities and services, land uses and streets. The test of each change should be an affirmative answer to the question: Does it conform with our Comprehensive Plan? Or, does it carry out the community development objectives of this Plan?"

If a Comprehensive Plan is to remain a viable document for Borough officials and the public to use in making land use and other related decisions, it must be reviewed periodically. The importance of reviewing and updating a municipal Comprehensive Plan is acknowledged by the Pennsylvania Municipalities Planning Code, which requires that a municipal Comprehensive Plan be reviewed every 10 years.

PAST PLANNING EFFORTS

A thorough review of the 1989 Yardley Borough Comprehensive Plan was called for in the request for proposals that was issued by the Borough Council at that time. The review process included a walking tour of the Borough by the Borough Planning Commission and the planning consultant, discussion of the review by the Planning Commission and a well-attended town hall meeting to gather input from residents of the Borough. This document contains a presentation of the results of that review and the information provided by the borough residents.

The tri-fold format of the 1989 Comprehensive Plan has been retained as the vehicle to present the goals, objectives and implementation strategies in this updated plan document. "A *Plan for Yardley Center"* that was an integral component of the 1989 Comprehensive Plan was also reviewed while preparing this new and up to date Comprehensive Plan. This plan has been prepared to incorporate these two important local planning documents and others.

Reaffirmed in 2001 this Comprehensive Plan also incorporated input from the Bucks County Planning Commission by way of its local "Municipal Economic Development Initiative Program" work that was prepared for the Borough and dated October 2013 plus county technical assistance with regard to all of the mapping contained in this Plan. In addition, the Plan has incorporated data, thoughts, ideas, and information from the following documents:

1. The “Historic Yardley” Preservation Guidelines for Property Owners brochure.

2. The “Historic Yardley Sign Design Guide” of Yardley Borough.

3. The 2001 Yardley Borough Comprehensive Plan and Land Use Plan Map prepared by Castle Valley Consultants, Inc. dated February 2001.

4. The 2009 ‘Draft” Yardley Borough Comprehensive Plan dated July 7, 2009.

5. The Landmark Towns “Strategic Wayfinding Plan” dated September, 2009.

6. The Yardley Borough “Street Tree Inventory Report and Recommendations” dated August 16, 2007.

7. The Yardley Borough “Open Space Plan” dated May, 2010.

8. The Bucks County Regional Visibility Enhancement Analysis prepared by the Bucks County Planning Commission and the Bucks County TMA dated June, 2013.

9. The Yardley Borough “Emergency Operations Plan” dated January, 2014.

TOWN CHARACTERISTICS AND LOCAL INITIATIVES

The Borough of Yardley is located 27 miles northeast of the City of Philadelphia. The Delaware River flows by the Borough along its east side and it is surrounded on all of its other sides by the Township of Lower Makefield. The Borough has a population of 2,434 persons according to the 2010 U.S. Census. In many ways this Comprehensive Plan recognizes, reinforces, and explores “What Makes Yardley Special”, as is highlighted by the following town characteristics and local initiatives:

- **Natural Beauty** – Yardley is fortunate to have beautiful natural features that add to its charm like steep slopes, wetlands, wooded areas, and floodplains and specifically, Lake Afton. The Delaware River, the Delaware Canal, and Lake Afton all provide scenic view sheds and are important Borough natural features.

- **Historic Character/Tourism** – The Borough has a strong historical element in its built environment. Old, significant structures, such as the Continental Tavern and the Yardley Grist Mill, have been renovated and adapted to the same or new uses. In 1985, the Borough designated a Historic District designed to protect the integrity of historic buildings and promote the town’s heritage. The Borough should promote both preservation and tourism. Borough assets like trails, waterways, natural areas, parks, historic structures and sites, and a strong traditional downtown and main street commercial core should all work together to support these two common and complimentary characteristics and initiatives.

- **Residential Neighborhoods** – Yardley has a varied housing stock consisting of single-family detached, semi-detached (twin/duplex), attached and multifamily units. U.S. Census figures show that Yardley has fewer households with children compared to surrounding communities and the entire county. The Borough has a higher percentage of single-person households and multifamily units compared to surrounding communities and the entire county. Many of the multifamily units are located in Yardley Commons and several apartment complexes. Apartment rentals are also located above some businesses along Main Street and Afton Avenue.

- **Patriotism/Service** – In many ways the Borough of Yardley and its residents are a picture of small town historic America where many in the community continue to meet together to celebrate the 4th of July, have a Memorial Day parade, enjoy its historic setting and scenery, walk and jog along the canal pathway system, and become involved with important events such as Carry The Load at the Veteran's Monument. The Borough is also home to American Legion Post 317. During the holidays the Borough holds a get together where it extends invitations to all volunteers, members of the fire company and members of the Legion. Yardley is defined by community interaction, involvement and service. Look to the Borough Clock, the Memorial Bricks, and the World War I and World War II Memorial Plaques located at Borough Hall for inspiration.

- **Business/Employment** – Yardley has a strong business community, most of which is of a commercial/office nature located along portions of Main Street and Afton Avenue. Other commercial areas also exist in the Borough, mostly in several strip centers located along West Afton Avenue, South Main Street, and a few isolated parcels along Delaware Avenue. In terms of employment, 2010 U.S. Census information reveals that more residents are employed in management, retail, professional, education, and health care careers compared to the county overall. A higher percentage of Borough residents are government employees and significantly more residents are self-employed; around 12 percent of the Borough's population run their own business compared to the county average of 6 percent. The Borough will continue to promote economic development through good design.

- **Open Space/Recreation Opportunities** – Lake Afton, the Delaware Canal, and Buttonwood Park provide recreational opportunities and community gathering places. The privately owned Yardley Country Club golf course also offers recreational opportunities to residents of Yardley and surrounding areas. The Orchard Hill neighborhood is served by a small pocket park located along Ludlow Road. A current and successful open space planning effort by the Borough involved receiving and utilizing Bucks County Open Space and riverfront funding to acquire undeveloped land along South Delaware Avenue. A 1.57 acre open space lot next to the Fitzgerald-Sommer funeral home along South Delaware Avenue will provide riverfront access to the Borough and will allow for passive uses with anchored picnic tables and shade trees allowing the public a scenic view of the river, as well as, provide a small public space for festivals and events.

Active recreation uses are not intended due to the proximity of the existing funeral home. This preservation effort also involves a 0.50 acre parcel located between South Delaware Avenue and the river. Other Borough open space and recreational opportunities are identified in Chapter 7: Recreation and Open Space.

- **Transportation and Mobility** – Yardley is home to a commuter train station located along the SEPTA West Trenton Line that runs between Ewing Township, New Jersey and Philadelphia, Pennsylvania. The Yardley Train Station is well used by commuters from the Borough and surrounding areas, and has 275 off-street parking spaces and 2 platforms. The Trenton-Mercer Airport, located across the Delaware River in Ewing Township, is home to commercial air carrier service connecting Mercer County and the region to hundreds of destinations. The increased air traffic has generated concerns about noise and safety due to the location of flight paths. Interstate Route 95 is located just north of the Borough and existing accesses both to northbound and southbound Interstate Route 95 are located nearby. Also, many areas of the Borough have existing pedestrian networks including the towpath along the canal, existing sidewalks in various areas of the Borough, and a path system connecting Buttonwood Park to nearby residential and commercial areas. A project that has recently been completed along Afton Avenue now provides pedestrian connections from the western side of Main Street to the Delaware River.

- **Community Facilities/Events** – Important community facilities include the Yardley Community Centre which provides a gathering and meeting space for various groups and events. Other community facilities include the Yardley Post Office and Borough Hall, a pavilion located in Buttonwood Park, and a memorial to soldiers located along the river where there was previously a bridge across the Delaware River to New Jersey (the bridge was destroyed in the flood of 1955).The Borough has an active business association that supports businesses and the local community. Events such as Harvest Day located along Canal Street, College Avenue, and Bell Avenue, the Christmas Tree Lighting at the Old Library, the annual Christmas Parade along South Main Street, Recycle Day located in Buttonwood Park, and a Beer Fest next to the Fitzgerald-Sommer funeral home along South Delaware Avenue. All of these events are sponsored by the Yardley Business Association and supported by the Borough.

CURRENT PLANNING EFFORTS AND PROJECTS

A number of planning efforts and projects that have recently been completed or are currently in progress:

- *Afton Avenue Streetscape Improvements* project that now provides linkages from Lake Afton to the commercial downtown with connecting paths to the Canal and the Delaware riverfront (Completed).

- *Main Street Improvements* that now provides stormwater improvements along South Main Street (Completed).

- *North Main Street sidewalk installation* planned from the McKinley Avenue/North Main Street intersection to the downtown area (In Progress).

- *The Fitzgerald-Sommer Park open space purchase* project that will result in a passive park environment with minimal improvements (Completed).

- *Historic Borough Barn Re-use.* The barn is owned by the Borough. It is located along Buttonwood Drive (In Progress).

- *Reading Avenue Property.* The Borough desires to sell a vacant 0.91 acre site for housing development (In Progress).

The Borough is part of the Landmark Towns of Bucks County, a regional revitalization initiative involving four boroughs along the Delaware Canal and Delaware River that have traditional downtown business districts. Several Landmark Towns projects have been recently completed:

- *Catalytic Project* study, which was completed in 2009, identifies projects that will further enhance the Borough, making the town more attractive to private investors.

- *Strategic Wayfinding Plan*, completed in 2009, includes strategies intended to make it easier for visitors to navigate to, from, and through the four Landmark Town communities (Yardley, New Hope, Morrisville, and Bristol).

- *Bicycle Strategy and Marketing Initiative*, completed in April of 2012, provides a strategy and marketing plan intended to increase the number of bicycle-related tourists to the four Landmark Towns.

For many years now the Landmark Towns organization has been promoting the design and installation of "Wayfinding Sign" as one method to increase "…economic development and tourism in the historic downtown business districts located in the Boroughs of Bristol, Morrisville, New Hope, and Yardley. A Landmarks Towns Strategic Wayfinding Plan was prepared for the Landmark Towns of Bucks County organization by Wallace Roberts & Todd, LLC and Cloud Gehshan Associates in September 2009. The plan for Yardley Borough included proposed gateway signs and signs identifying public parking and points of interest. Three signs will be installed in the Borough as part of this planning effort. The first sign will be freestanding and double sided and be located at the intersection of East Afton Avenue and Delaware Avenue with direction to downtown shopping, parking, Lake Afton and the towpath. The second sign will be freestanding and double sided and generally be located near the area of the train station. The exact location and messages have yet to be determined by the Borough. The third sign will be wall mounted and located on the back of the existing Starbucks building and visible for traffic traveling southbound along North Main Street. This wall sign will give direction to downtown shopping, parking, and Lake Afton.

Given Yardley's location, many unique natural and built features, and strong sense of community, the Borough will continue to be a desired place to live as well as to operate a business. Future planning should capitalize on Yardley's strengths while working to overcome identified challenges. Efforts to strengthen the downtown business district (the "Heart of Yardley" downtown area) should be pursued with a careful eye on retaining community character and continuing to provide needed community services for residents and those who work, visit, and shop in the Borough.

CHAPTER 2: GOALS AND OBJECTIVES

One of the basic elements of a municipal comprehensive plan is a statement of goals and objectives of the municipality concerning its future development, including but not limited to the location, character, and timing of future development, that may also serve as a statement of community development objectives.

GOALS AND OBJECTIVES

The most important goal is to keep Yardley as a desirable place in which to live, work, shop and play by maintaining high standards for new construction and redevelopment, and by providing quality community facilities and services to residents, workers and visitors alike.

Goals and objectives constitute the basic framework of the Borough Comprehensive Plan. They provide the framework upon which the recommendations of the Plan are based. Goals and objectives also serve as criteria for evaluating and analyzing all decisions regarding land use planning matters that will come before the Borough Planning Commission and the Borough Council.

The flexibility of a Comprehensive Plan is centered on its goals and objectives. In order for the goals and objectives to be of assistance to the Borough Planning Commission and the Borough Council, they must state the Borough's intentions and philosophy on land use and other planning matters and related issues.

Goals articulate the philosophy of the Borough regarding land use planning and the enhancement of the quality of life of the residents of the Borough. In expressing the values of the Borough in broad terms, they provide orientation for the Plan. Generally, goals provide for both short-term and long-term visions for Borough officials and staff to work toward.

Each goal has a series of objectives. An objective is a statement of a desired end, with measurable results, that will contribute to achieving the goal. Objectives should always be reasonable and capable of being achieved.

HOUSING

Goal

> To preserve the existing residential character of the Borough and to enhance the quality of life for all Borough residents.

Objectives

To continue to support all of the residential neighborhoods as established by the 1989 Comprehensive Plan and to make modifications and adjustments as necessary.

To encourage infill development within the neighborhoods that is compatible with the scale and characteristics of the existing houses.

To allow and encourage property owners in the "Heart of Yardley" downtown area to provide apartments on the second floor of their buildings.

To encourage efforts to preserve, rehabilitate, and maintain the existing housing stock.

To ensure a sense of privacy through the site design and orientation of homes and yard areas.

To preserve the present self-contained character of the Borough's housing stock.

To allow for a varied and balanced housing mix.

To consider the introduction of "Common Facilities" within housing developments.

ENVIRONMENTAL RESOURCES

Goal

To recognize the residents right to clean air, pure water and other natural resources and to ensure a quality environment for present and future generations.

Objectives

To continue the designation of the Delaware River Protection Area and seek ways to enhance the area.

To continue the designation of the Delaware Canal Enhancement Area and to maintain a liaison with State Park personnel.

To protect significant and sensitive natural features through standards in the Borough Zoning Code and the Subdivision and Land Development Ordinance.

To conserve wooded areas that border existing streams and the Delaware River.

To continue to require the submission of the site capacity calculations with all applications for development in the Borough.

To protect scenic vistas and scenic roadway corridors.

To recognize the importance of riparian buffer corridors.

To draft ordinance language that provides for the regulation and removal of bamboo.

To maintain floodplain regulations in compliance with current State and Federal guidelines.

To protect the water quality of Lake Afton, the Delaware Canal and the Delaware River and other bodies of water through regulation and organizations like the Delaware River Keeper Network.

To implement the Recreation and Open Space Plan Element of this Comprehensive Plan.

To limit or reduce noise and nuisance impacts associated with transportation and specifically the Trenton-Mercer Airport located in New Jersey.

To protect natural and ecological balances and insure development is compatible with natural processes.

To encourage a naturalized basin retrofit of conventional detention basins, when possible.

To always promote land use measures and practices that will ensure clean water and clean air.

CULTURAL RESOURCES

Goal

To preserve historic resources throughout the Borough and to expand social, historic, and recreation programs and services.

Objectives

To support efforts that will protect and enhance the historic structures and related areas within the Borough.

To encourage the preservation and adaptive reuse of historic structures.

To encourage the proper maintenance and preservation of historic settings and landscapes.

To provide for an effective array of recreational and cultural programs and opportunities for all segments of the residential population.

To promote cultural resources that address and serve the demographic characteristics of the population, e.g. schools, child care facilities, senior and artistic programs, and adult education.

To support the construction of cultural focal points like a “Green”.

SUSTAINABILITY AND COMMUNITY DESIGN

Goal

To understand the social, economic and environmental conditions necessary to sustain a high quality of life and to ensure that those conditions are preserved for Borough residents and future generations within sustainable development.

Objectives

To promote the use of passive solar energy systems and design buildings to be solar ready.

To preserve existing trees and support the planting of new trees to improve air quality and maintain the micro-climate.

To promote local shopping that could result in less reliance on automobiles.

To promote a mix of land use types within the Heart of Yardley downtown area.

To support locally owned and operated businesses.

To encourage low-energy maintenance landscaping.

To promote the installation of bicycle racks or bicycle storage bin systems for walkable commercial developments and other activity nodes.

To encourage sidewalks and bicycle connectivity between adjacent sites and destinations.

To install benches and other seating arrangements into development projects.

To consider the development of street design specifications that address “complete street” principles which are designed to enable safe access for all users, including children, seniors and those with physical disabilities.

To allow and encourage shared parking and driveway access.

To encourage the creation of community gardens, urban agriculture, and the planting of fruit trees.

To encourage bio swales, rain gardens and cisterns or barrels, and porous pavement and other similar practices.

To permit the installation of rain sensors on irrigation systems.

To establish outdoor lighting levels that support public safety while reducing energy consumption and light pollution.

To consider energy efficient building construction for all new construction and major renovations and where appropriate the use of a “green” roof.

To encourage the creation of aesthetically pleasing community gathering places for social interaction such as parks, plazas, and greens.

To optimize the use of plant materials to shade buildings.

To install bird houses and bat houses or boxes on appropriate sites in the Borough.

COMMUNITY FACILITIES AND SERVICES

Goal

To maintain adequate provision of all community services to residents and businesses.

Objectives

To prepare a capital improvement plan for facilities and services provided by the Borough.

To recognize the importance of stormwater management on a watershed-wide basis through the use of best management practices.

To continue to support the volunteer organizations in the Borough that add vibrancy to the community fabric and provide a community service.

To provide for superior police and fire protection and emergency coverage.

To utilize the Borough "Community Room" for the elderly population and others.

To encourage the provision of facilities that address or accommodate the everyday needs of the residents of the Borough.

RECREATION AND OPEN SPACE

Goal

To meet the recreational needs of the residents of the Borough.

Objectives

To periodically monitor the need for active and passive recreational facilities in the Borough.

To take the necessary actions and initiatives to improve upon the Master Plan for Buttonwood Park.

To explore other opportunities for small scale parks similar to Buttonwood Park in the Heart of Yardley downtown area and in residential and other neighborhoods including the acquisition of vacant floodplain properties.

To seek ways to maximize the recreational opportunities afforded by the Delaware River and the Delaware Canal.

To seek ways to promote and encourage cultural events in the Borough, such as the Delaware Canal Festival – towpath from Mary Yardley footbridge to Lock Number 5, Harvest Day, Recycle Day, Canal O' Ween, and the Yardley 5K Race.

To ensure recreation areas are easily and readily accessible to all segments of the population including the elderly and persons with disabilities or diminished capacity.

To permanently protect the Yardley Country Club golf course as open space in the form of recreation and environmental protection.

To acquire suitable properties and abandoned vacant floodplain properties for permanent common open space.

HISTORIC PRESERVATION

Goal

To safeguard the heritage of the Borough by preserving resources located within the Borough which reflect elements of its cultural, social, economic, and architectural history. Good design, that complements historic buildings in the Borough, should be encouraged for any new building additions, alterations, or renovations that are constructed.

Objectives

To stabilize and improve property values by preventing the unnecessary demolition of historic resources.

To foster civic beauty in the built environment.

To promote appreciation of historic sites for education, pleasure and welfare for the residents and its visitors.

To maintain and develop an appropriate and harmonious setting for historic and architecturally significant buildings, structures, sites, objects, or districts located within the Borough.

To encourage the continued use of historic resources and to facilitate their appropriate reuse.

To spur beautification and private and public reinvestment.

To manage change by preventing alterations or new construction not in keeping with an historic building, site, or district.

To encourage the proper maintenance and preservation of historic buildings and their settings.

To prevent alterations or new construction that is not in keeping with the district.

To enhance the visual and aesthetic character, diversity, continuity and interest of the Borough.

To preserve the historic and scenic resources of Yardley.

To reuse existing historic buildings which reduces pollution.

HEART OF YARDLEY DOWNTOWN AREA

Goal

To guide the development and maintain the vitality of the Heart of Yardley downtown area through partnerships with the business community to fulfill the needs of, and to serve the residents of, the Borough and to attract shoppers from outside the Borough.

Objectives

To have a constructive working relationship with the owners of businesses in the "Heart of Yardley" downtown area.

To provide a pedestrian-oriented and friendly downtown.

To explore the technique known as “traffic calming” to slow traffic and improve safety for pedestrians, bike riders, and persons with disabilities.

To seek opportunities and promote the use of landscaped areas throughout the Heart of Yardley.

To seek ways through a study to improve the efficiency of parking lots by connecting them and improving circulation.

To explore ways to minimize the number of vehicular access points on Main Street to improve traffic safety.

To spur beautification and private reinvestment.

To support the introduction of civic art.

To improve the appearance of the area by preparing guidelines for materials to use for sidewalks, coordinating signs, street furniture and site lighting.

To encourage more property owners to have apartments above their storefronts.

To encourage the preservation and restoration of historic buildings.

To expand the use of the vintage streetlights throughout the Heart of Yardley and at other locations in the Borough.

To encourage the owners of lots along the Delaware Canal and along the Delaware River to keep their properties in an attractive and well-maintained condition.

To insure that future development and future programs provide the greatest feasible amenity for Yardley.

To attract shoppers and tourists into the "Heart of Yardley" from adjacent and nearby developments and communities like the recently approved single family residential development that will be constructed in Lower Makefield Township located just out of the Borough along West Afton Avenue.

To better inform drivers that an alternative roadway connection exists (Woodside Road to North Delaware Avenue) that permits shoppers, workers, tourists and

others to access the Borough's "Heart of Yardley" downtown area in another acceptable manner other than exclusively using North Main Street.

To promote uses in the Heart of Yardley to improve its competitive position in the area through advertising, good design and appearance, a safe and efficient pedestrian movement system, and a wide variety of commercial and mixed uses.

TRANSPORTATION AND CIRCULATION

Goal

To enhance the safety of the streets for motorists, bicyclists, and pedestrians given the limitations of the Borough streets.

Objectives

To consider the techniques of "traffic calming" to improve safety and to make streets more pedestrian friendly, wherever appropriate.

To take steps to improve pedestrian circulation throughout the Borough by installing sidewalks where they are needed and improve access to the towpath of the Delaware Canal and other neighborhood connecting pathways.

To consider developing and improving "gateways" at the entry points to the Borough.

To maintain contact with SEPTA regarding the Yardley Train Station and to support Transit Oriented development projects.

To explore ways to connect sidewalks and/or paths to the existing and proposed pedestrian and bike systems in adjacent Lower Makefield Township.

To identify economic opportunities that stimulate bicycle and pedestrian pathway construction and activity.

To encourage property owners to keep sidewalks in a well maintained and safe condition in compliance with Borough regulations.

To support County Park Board implementation of the recommended link to Core Creek Park.

To provide a safe pedestrian connection along North Main Street to the Heart of Yardley downtown area.

DELAWARE RIVER AND DELAWARE CANAL

Goal

To recognize, respect and derive maximum benefit from the natural and recreational assets and characteristics of the Delaware Canal and the Delaware River.

Objectives

To provide pedestrian access to the Delaware River and along its banks.

To incorporate stormwater management best practices into the Borough ordinances to protect the water quality of the Delaware River and the Canal.

To encourage compatible land uses along the Delaware River and the Canal through appropriate land use regulations.

To cooperate with and support the efforts of the Delaware and Lehigh Navigation Canal National Heritage Corridor Commission to enhance these corridors.

To cooperate with the Pennsylvania Department of Conservation and Natural Resources (DCNR) in the management and enhancement of the Canal.

To improve access to and provide more pedestrian connections between the Delaware Canal State Park with other areas of the Borough.

CHAPTER 3: POPULATION & HOUSING

A primary reason for preparing a comprehensive plan for a municipality is to anticipate and plan for the growth in population of the community. For land use planning purposes, growth may include an increase in the number of dwelling units or change in the types of units. In order to have a thorough understanding of the population and housing characteristics of a municipality; information is needed on the past as well as projections for the future. Information is obtained from many sources. The U.S. Census provides a broad range of population and housing data for municipalities every ten years. The Bucks County Planning Commission prepares estimates of the change in population and housing units for each municipality in the county annually for the years between when the U.S. Census is taken. The Delaware Valley Regional Planning Commission (DVRPC) and in some cases the Bucks County Planning Commission publishes projections of the change in population and housing units for ten-year intervals. Back in 2009 the Bucks County Planning Commission's projections were used for the update of the Borough Comprehensive Plan because they were prepared on a countywide basis and took into account factors from adjacent municipalities that could influence the growth in other municipalities in the area. Trends and projections in this chapter include data from the Delaware Valley Regional Planning Commission and the American Community Survey (ACS).

It is important to understand that the projections of change in population and housing are not, nor should they be viewed, as a goal or target to achieve. Rather, they are estimates of what can be anticipated at the time they were prepared. They are based on trends and reasonable indicators on growth issues and assumptions.

POPULATION TRENDS

An examination of the population of the Borough at the ten-year intervals of the U.S. Census provides an indication of what has occurred in the past and from that data a suggestion of what is likely to take place in the future.

For purposes of this Comprehensive Plan, it is assumed the population projections for 2010 are relevant, as follows:

TABLE 1: 1930 – 2010 POPULATION CHANGES

YEAR	POPULATION	NUMERICAL CHANGE	PERCENT CHANGE
1930	1,308		
1940	1,459	151	11.5
1950	1,916	460	31.5
1960	2,271	355	18.5
1970	2,616	345	15.2
1980	2,533	-83	-3.2

1990	2,288	-245	-9.6
1998	2,443	155	6.7
2000	2,498	55	2.3
2010	2,434	-64	-2.5

Source: U.S. Census

The population data for Yardley Borough presents an interesting trend. In 1970 the Borough attained its highest population (2,616) and experienced a decrease for the following two decades. However, the estimate of the population that was made by the Bucks County Planning Commission in 1998 (2,443) indicated the trend had been reversed and the population had returned to within 118 persons of the 1970 level. Since the 1998 County estimate the population of the Borough has been stable with the 2010 population level at 2,434 persons.

POPULATION CHARACTERISTICS

The population of Yardley Borough is homogeneous. In 2000, 93.6 percent of the population was white, 3.4 percent African American, 1.8 percent Hispanic, 1.2 percent Asian and 2.8 percent other races. In 2010 the white population percentage decreased by 3.5 percent to 90.1 percent. The remainder of the population is largely comprised of African Americans and Asians. In 2000, the majority of the population (1,988 or 79.6 percent) of Yardley Borough was between 0 and 55 years old. This distribution of the age of the residents of Yardley was very similar to that of the Bucks County. For the County as an entirety, 87.5 percent of the population was 65 years of age and under in the year 2000. The majority of the population (1,559 or 67.7 percent) of Yardley Borough was between 0 and 54 years old. This segment of the population has decreased between 2000 and 2010 by 429 people. The percent of people 55 and older has increased from 20.4 percent to 32.3 percent.

TABLE 2: 2010 AGE DISTRIBUTION

AGE COHORTS	POPULATION	PERCENT OF TOTAL
0-9	232	10.0
10-19	246	10.6
20-24	64	2.8
25-34	271	11.8
35-44	358	15.5
45-54	388	16.9
55-59	260	11.3
60-64	111	4.9
65-74	169	7.3
75-84	176	7.6
85+	29	1.3

Source: ACS Census Bureau

POPULATION PROJECTIONS AND FORECASTS

As noted elsewhere in this Plan, the primary purpose of the municipal comprehensive is to develop a vision of the future for the community, a conceptual idea of how and where development will occur. The extent of new development that is likely to occur in the Borough is limited due to the fact that there is little available land remaining that has not been developed. Projections for population change are used to provide an indication of the growth that is likely to occur based on certain assumptions. The DVRPC had in the past developed population projections using the Age Cohort Survival method. This method for estimating and projecting a population is characterized by its ability to preserve or work with the age distribution of a future population by sex, race, and origin over time. It is based simply upon survival of the existing population and the births, deaths, and net migration that will occur. The tables below present these Bucks County Planning Commission projections for Yardley Borough. In making these projections the Planning Commission developed projections for the county as a whole and then used those projections as a control for calculating the projections for each municipality.

TABLE 3: 2000 – 2020 POPULATION PROJECTION

2000	2000			2010			2020		
Census	**Low**	**Middle**	**High**	**Low**	**Middle**	**High**	**Low**	**Middle**	**High**
2,498	2,210	2,290	2,320	2,200	2,310	2,420	2,080	2,300	2,610

Source: Bucks County Planning Commission

A comparison of the estimated population of the Borough for 2000 with the projection reveals that the population exceeds the high range projection for 2000 and the middle range projection for 2010. The estimated population exceeds the projected population for 2000 (high range) by 178 persons or 7.6 percent, which is within acceptable limits for projections. Since it is not within the scope of the update of the Borough's comprehensive plan to prepare population projections, the county's projections will be increased by three percent. Three percent is a modest adjustment that should be reasonable for planning purposes over the next ten years.

TABLE 4: 2000 – 2010 ADJUSTED POPULATON PROJECTIONS

2000	2000			2010			2020		
Census	**Low**	**Middle**	**High**	**Low**	**Middle**	**High**	**Low**	**Middle**	**High**
2,498				2,266	2,379	2,493	2,142	2,369	2,688

Source: Bucks County Planning Commission

For purposes of comparison and to give some perspective on the region in which Yardley Borough is located, the following table presents the population data for the municipalities in the Pennsbury Planning Area. The municipalities are the Townships of Falls and Lower Makefield and the Boroughs of Morrisville and Tullytown.

TABLE 5: 2000-2020 ADJACENT MUNICIPAL POPULATION PROJECTIONS

Municipality	1990 Census	2000 Census	2000 Low	2000 Middle	2000 High	2010 Low	2010 Middle	2010 High	2020 Low	2020 Middle	2020 High
Yardley	2,288	2,498	2,210	2,290	2,320	2,220	2,310	2,420	2,080	2,300	2,610
Falls	35,047	34,865	33,670	34,650	35,340	33,100	34,700	36,460	31,340	34,700	39,370
L. Makefield	25,083	32,681	27,920	28,820	29,310	31,380	32,900	34,560	32,260	35,730	40,520
Morrisville	9,765	10,023	9,460	9,760	9,930	9,370	9,830	10,320	8,880	9,820	11,150
Tullytown	2,339	2,031	2,300	2,380	2,420	2,280	2,390	2,510	2,160	2,390	2,720

Source: U.S. Census
Bucks County Planning Commission

According to the population estimates published by the Bucks County Planning Commission the population in Falls Township and Tullytown Borough decreased during the decade of the nineties. The population of Lower Makefield Township increased significantly with a gain of 7,598 persons or an increase of 30 percent. The population of Morrisville Borough increased at a more moderate rate of 3 percent, an increase of 258 persons.

The DVRPC prepared an “Analytical Data Report” dated March 2013 which presents regional, county and municipal populations forecasts, 2010 – 2040. This report contains the following projections for Yardley Borough and adjacent municipalities:

TABLE 6: 2010 – 2040 ADJACENT MUNICIPAL POPULATION FORECASTS

Municipality	Census 2010	Forecast 2015	2020	2025	2030	2035	2040
Yardley	2,434	2,443	2,460	2,495	2,530	2,605	2,680
Falls	34,300	34,250	34,150	34,490	34,830	35,256	34,682
L. Makefield	32,559	32,729	33,070	33,640	34,210	34,828	35,447
Morrisville	8,728	8,729	8,730	8,865	9,000	9,082	9,164
Tullytown	1,872	1,878	1,890	1,920	1,950	2,014	2,079

Source: DVRPC

The DVRPC population growth forecast over the next 25 years is for steady slow growth in Yardley and the adjacent and nearby municipalities. The most recent Bucks County Planning Commission municipal population projections that were used to develop the municipal County projections published in the 2011 County Comprehensive Plan has projected that the Borough will reach 2,460 people by the Year 2020 and that by 2030 could be equal to or between 2,480 people (low population projection) and 2,530 people (high population projection).

HOUSING TRENDS

The U.S. Census reported that between 1980 and 1990 the housing stock in Yardley Borough decreased by 29 units or 2.6 percent of the total. That trend was reversed in the 1990s according to the estimates of housing units made by the Bucks County Planning Commission on an annual basis. Between 1990 and 2000, 124 dwelling units were added to the housing stock. According to ACS analysis, eleven additional dwelling units were added to the Borough housing stock between the year 2000 and 2010.

HOUSING CHARACTERISTICS

In 2000, the majority of the dwelling units in Yardley Borough were single family detached houses with 57 percent of the total. Multi-unit structures (two or more dwelling units) accounted for 23 percent of the housing stock and single family attached (twins or duplexes) were 17 percent of the total. In terms of ownership, 77.4 percent, or 832, of the dwelling units were owner occupied with the remaining 565 units, or 22.6 percent, renter occupied. As might be expected, the median home value increased from $151,400 in 1990 to $170,100 in 2000. The median rent increased from $544 in 1900 to $781 in 2000.

In 2010, the majority of the dwelling units in the Borough were single family detached houses with 56 percent of the total. Multi-family structures (two or more dwelling units) accounted for 31 percent of the housing stock and single family attached (twins or duplexes) were 13 percent of the total. In terms of ownership, 67 percent or 818 of the dwelling units were owner occupied units with the remaining 402 units, or 33 percent being renter occupied. The median house value increased from $170,100 in the year 2000 to $332,700 in the year 2010 and the median rent increased from $781 in the year 2000 to $1,032 in the year 2010.

TABLE 7: 2010 HOUSING UNIT CHARACTERISTICS

Total Housing Units	1,220
Single-family detached	683
Single-family attached	159
2-4 unit structure	196
5+ unit structure	182
Renter-occupied	349
Owner-occupied	818
Vacant units	53
Median home value	$332,700
Median rent/month	$1,032
Percent 3+ bedrooms	48.9%

Source: ACS

The Bucks County Planning Commission has prepared estimates of the number of housing units in each municipality in the county annually. For the year 2000 the BCPC estimated there were 1,135 housing units in Yardley Borough. That was an increase of 74, over the number reported by the U.S. Census for 2000. By 2010 the number of dwelling units in the Borough had increased to 1,220 or by 85 units.

The most recent Bucks County Planning Commission municipal housing projections that were used to develop the municipal County projections published in the 2011 County Comprehensive Plan has projected that by the Year 2020 the Borough will have 1,230 dwelling units (low housing projection) or 2,530 dwelling units (high housing projection). By the Year 2030 the low projection is 1,270 dwelling units and the high projection is 1,320 dwelling units.

RESIDENTIAL NEIGHBORHOODS

Due to topography and the configuration of streets, the housing stock in Yardley Borough is divided into several neighborhoods. Neighborhoods give residents the sense of belonging to a community that is on a scale that is easy to relate to and comprehend. Often, neighborhoods will have place names that the residents use to identify the geographic area in which they live. Some of the neighborhoods in Yardley Borough include Cadwallader Court, Orchard Hill, the Flats and Rivermawr. In addition, many of the businesses located in the Heart of Yardley downtown area have apartments on the second floor. These apartment units are important for maintaining a viable, active downtown and generally they fill a niche in the housing market for affordable housing.

As it relates to this Comprehensive Plan, an important issue facing the neighborhoods is infill development. The *Community Planning Handbook*, published by the Chester County Planning Commission provides a very good description of infill development, as follows:

> "Infill development is the process of improving vacant or underused parcels within areas that are otherwise largely developed. Nearly all communities contain vacant or under used areas, which may have resulted from irregular lots, inadequate infrastructure, or contaminants, among other reasons. These sites vary in form and size. Infill sites commonly exist in smaller scattered parcels of land, which may have been bypassed by earlier development, were, once occupied by a building, or contain abandoned, deteriorated buildings. When several of these small lots border each other, they can be developed in conjunction with one another or incorporated into large sites. Potential sites may also be found in underused parcels which can accommodate additional development or large parcels that could be further subdivided."

The analysis for this Plan did not include a survey of the number or location of vacant and underutilized parcels in the Borough although the land use map shows several undeveloped parcels. There is no indication of the potential for infill development.

There are several guidelines that should be followed in analyzing the provisions of the current zoning code for infill development and they are as follows:

- The new development should blend in with the architectural character of the area.
- The height of the new building should be compatible with the area.
- The building setbacks (front, side and rear) should be compatible with the area.
- The overall scale of the new building should be similar to the existing buildings.
- The parking requirements should be realistic for the use of new buildings.
- Parking should be located in the same area of the lot as the rest of the neighborhood.
- Landscaping and green space of the lot should compliment and be of the same character as the neighborhood.
- The orientation of new buildings should relate to the buildings in the area.
- Materials used on the exterior of a building should be compatible with the neighborhood in which it is located and this is especially true within the historic district.
- Compliance with floodplain zoning district regulations.

According to the Bucks County Board of Assessment 2014 Land Use Classification Report there are 42 vacant residential properties listed in the Borough that are under ½ acre in size, 3 properties between ½ acre and 1 acre in size, and 4 properties between 1 acre and 4.99 acres in size. Many of these properties have a low potential for development due to their size or location within the floodplain.

HOUSING PROJECTIONS

The data below provides a picture of the housing characteristics in the Borough since 1980 and the status of housing in 2000. For comprehensive land use planning purposes it is also very helpful to have projections of the increase in the number of housing units. As with the population projections, the Bucks County Planning Commission also published housing projections for 2000, 2010 and 2020.

TABLE 8: HOUSING PROJECTIONS

1990	2000			2010			2020		
Census	**Low**	**Middle**	**High**	**Low**	**Middle**	**High**	**Low**	**Middle**	**High**
1,085	1,080	1,110	1,120	1,120	1,160	1,200	1,160	1,260	1,310

Source: Bucks County Planning Commission

As would be expected, the estimated number of housing units in the Borough is running slightly ahead of the projections. The estimated number of housing units in 2000 was 1,100 units and exceeded the 2000 number by 89 units. From a statistical standpoint such a small discrepancy is insignificant. Since it is not within the scope of the update of the Borough's comprehensive plan to prepare housing projections, the county's

projections will be increased by three percent. Three percent is a modest adjustment that should be reasonable for planning purposes over the next ten years.

TABLE 9: ADJUSTED HOUSING PROJECTIONS

2000				2010			2020		
High	**Low**	**Middle**	**High**	**Low**	**Middle**	**High**	**Low**	**Middle**	**High**
1,349	1,112	1,143	1.154	1,154	1,195	1,236	1,195	1,298	1,349

Source: Borough Staff

In 2008, an additional residential district was added to Chapter 122 of the Yardley Borough Code, Title R-3A. This Ordinance (No. 434) established a "Traditional Neighborhood Development District" by rezoning a current I-1 and R-1 zoning districts to an R-3A district. The purpose of a traditional neighborhood development is to allow the optional development and redevelopment of land in Yardley Borough consistent with the design principles of traditional neighborhoods consisting of townhouse units with groups of buildings designed to promote these principles. A traditional neighborhood is compact; designed for the human scale; incorporates a system of streets and sidewalks with existing streets and sidewalks that offer routes, if possible, for motorists, pedestrians, and bicyclists; incorporates significant environmental features into the design; and promotes pedestrian-friendly access to the shops within Yardley Borough and is located in close proximity to commuter amenities such as a train station and major routes, such as Interstate Route 95.

A proposed development was established by a court ordered agreement between Yardley Borough and the Cold Spring Investment Group (CSIG) for the development of the existing U.S. Magnet and Alloy Company tract located on North Main Street within the new R-3A district. This proposed development will provide 63 townhouse units in a neighborhood designed for the human scale. The new development is now known as "Yardley Walk" and will be constructed by the Orleans Homes development company.

Other new residential projects include the approved Foster development known as "Yardley Lakeview Properties" for 12 apartments and the In-Towne Realty 8 unit apartment building. Hidden Oaks LP is currently constructing "Country Club Estates" located along Reading Avenue for 1 single-family detached dwelling unit and 4 twin dwelling units.

HOUSING ELEVATIONS

Yardley Borough has endured several significant flooding events over the past two decades (January 1996, June 1996, September 2004, April 2005, June 2006 and September 2011). Each of these events caused the evacuation of residential areas of the Borough and resulted in significant property damage. The Borough has been very proactive in pursing grants for the purchase of flood prone properties and for the elevation of residential homes on the flood prone properties. Presently, 40 structures have been elevated above the 100 year flood level as indicated below. In the future it is

expected that more structures in the flood prone areas of the Borough will be elevated, with most occurring in the Rivermawr neighborhood and properties adjacent to the Delaware River.

Elevated Structures

North Delaware Avenue:
6, 21, 23, 27, 35, 37, 45, 51, 53, 67, 95, 97, 119

South Delaware Avenue:
11, 33/35

Morgan Avenue:
7, 45, 53, 55, 56, 58, 63, 67, 69, 70, 73, 75, 78, 79, 85, 104

Brown Street:
40, 41, 45

Ferry Street:
62

Bell Avenue:
7/9, 141

Pennsylvania Avenue:
123

South Edgewater Avenue:
6, 12

SUMMARY

The population and number of housing units in the Borough remained stable for the past decade and all indications are the trend will continue. In fact, the population from the 2010 U.S. Census (2,434) was right on track with the high range projection for 2010 (2,493). The number of housing units in 2010 (1,220) is actually slightly below the middle range projection for 2010 (1,236). The trend in the increase in population and the number of housing units will in all likelihood remain low due to the fact there is very little vacant land in the Borough for the construction of new dwelling units. It is anticipated the overall population will increase modestly with not only the development of Yardley Walk but also other newly approved and anticipated developments that are identified in detail in the following chapters.

The 2010 population is anticipated to increase between now and the Year 2020 from 2,434 to say approximately 2,600 with the completion of Yardley Walk, the In-Towne Realty project, the Yardley Lakeview Properties development (as currently approved), the Yardley Country Club Estates development (as currently completed and occupied),

and residential construction on a few isolated vacant lots. Anticipated development of the Borough owned Reading Avenue site will also add to this total. The 2010 housing unit count is anticipated to increase between now and the Year 2020 from 1,220 to 1,308 with the construction of the known projects mentioned above.

CHAPTER 4: LAND USES & DEVELOPMENT ACTIVITY

HISTORIC YARDLEY: A UNIQUE BUCKS COUNTY TOWN

Yardley Borough is located along the Delaware River and is bordered by Lower Makefield Township. Until the mid-twentieth century, the surrounding countryside was still relatively open and in agricultural use. While the last three or four decades have seen the farmland in the surrounding area give way to large residential developments, much of the core of Yardley, where the historic district is located, has retained its historic integrity.

The historic district is a collection of approximately 200 structures located in the middle of the Borough. The majority of the structures are wood framed, two-and-a-half story, single-family residences. Most date from the mid or late nineteenth century, a period which encompasses the time between the opening of the Delaware Division of the Pennsylvania Canal and Yardley's incorporation as a Borough. Also located within the historic district are several houses of worship, the municipal building, canal bridges, aqueducts, and Lake Afton, a manmade mill pond.

Yardley developed from an early eighteenth century mill seat and ferry crossing for the Delaware River. The core of the town and historic district is located at the intersection of Afton Avenue and Main Street. The only concentration of historic structures east of the Delaware Canal is located along the south side of East Afton Avenue. At the end of East Afton Avenue was the site of a bridge that spanned the Delaware River between the years 1835 to 1955. The streetscape along East Afton Avenue presents small two-and-a-half story stone houses which mirror the street's pre-canal development.

The presence of Lake Afton forms a physical and visual break near the center of the Borough. Owing to the aesthetic appeal of the lake, development formed along its perimeter. Thomas Yardley's stone house "Lakeside" was built in 1728. It and the renovated Grist Mill and the Continental Tavern define the North Main streetscape. The Underground Railroad made use of the Continental Tavern during the Civil War era.

During the late 1800's, a number of large residences with views of Lake Afton were constructed along the south side of West Afton Avenue. The Old Library by Lake Afton, a Victorian Gothic structure, was built in 1878. On view in the library is a collection of photographs, books, documents and artifacts relating to Yardley's history. St. Andrew's Episcopal Church, constructed in 1889-1890, is a brownstone structure with a stone parish house.

The majority of the buildings within the historic district are found on South Main Street. Both sides of the street are lined with closely set buildings, many of which have been adapted to commercial use. Even if used commercially the buildings reflect sensitivity to architectural integrity. Landscaping helps this impression. The trees and shrubs planted within building setbacks from the street enhance the residential feel of the

neighborhood, and in turn, the entire historic district. Rich in diversity of style, houses along South Main Street include examples of Second Empire, Queen Anne, and enhanced Victorian Gothic architecture.

The buildings at the intersection of South Main Street and East Afton Avenue form the commercial center of the town. This area of the Borough has undergone extensive rehabilitation and some redevelopment through the years. Many of the buildings are more than 50 years old and have gained their own historic significance.

The historic district continues along the west side of South Main Street. Juxtaposed with late nineteenth century commercial buildings is a shopping center constructed in the mid-1900's. On the east side of the street is the late nineteenth century brownstone bank building which is now being utilized by the Vault Brewing Company. Continuing south, the brick Colonial Revival Post Office and Borough Hall, constructed in 1916, are found.

The historic district encompasses both sections of Canal Street, which runs parallel to the Delaware Canal. The areas in both sections are dotted with small, predominantly frame structures dating from 1840. Along the southernmost section of Canal Street is the small, frame Yardley-Bethel A.M.E. Church built in 1877 and several early twentieth century twin houses.

SIMILARITIES AND DIFFERENCES

The origin of Yardley Borough is similar to that of two other river towns, Morrisville and New Hope. Each of the towns developed along the Delaware River where streams were used to power mills. By the early eighteenth century, the villages had become the focal points of roads and ferries. Each of these towns grew throughout the eighteenth and nineteenth centuries with a dramatic increase in development after the opening of the Delaware Division of the Pennsylvania Canal in 1831. In the mid to late nineteenth century, the early ferries were replaced when each town was connected to New Jersey by means of a bridge over the Delaware River.

Yardley Borough differs from Morrisville and New Hope because it does not have large manufacturing buildings, the great number of workers' small houses that traditionally accompany such businesses, nor the numerous ancillary businesses and development that are usually found nearby. Yardley never developed into a large milling or manufacturing center. With the exception of the original grist mill complex, there was little large scale manufacturing and commercial activity until later in the nineteenth century.

During the latter part of the twentieth century – in addition to the Heart of Yardley downtown area and other commercial properties – the Borough was and is home to office and industrial development like the ML7 office site on West College Avenue, the Ziamatic Corporation on West College Avenue, and the U.S. Magnet and Alloy Corporation building which housed a dress shop, airplane fuel tank repair shop, office

furniture distributor, and a beverage distributor (which is now known as the Orleans "Yardley Walk" townhouse development site) located on North Main Street.

Yardley was the hub of numerous transportation lines established in the eighteenth, nineteenth, and early twentieth centuries. It was an important nineteenth century commercial distribution center for the surrounding agricultural farmland of Lower Makefield Township after the opening of the Delaware Division of the Pennsylvania Canal.

Major early periods of significance for Yardley include: 1) the first quarter of the eighteenth century when Thomas Yardley established the ferry and mill, 2) 1790-1810 when Thomas Yardley, the son of the original Thomas Yardley, began the process of selling his property which rapidly led to the establishment of a village on the site, 3) 1830-1850 which reflects the large-scale development that followed the opening of the Canal and 4) 1870-1890 when the railroad ran a line and opened a station just south of the established village.

The theme of Yardley as an important regional transportation hub continued into the early twentieth century when the Yardley-Morrisville and Trenton Street Railway Company were connected to the Newtown-Yardley trolley line in June of 1903.

The net result of Yardley's growth from a mill seat and ferry crossing into an independent borough is a direct assemblage of eighteenth and nineteenth century buildings with a well-defined and cohesive historic district. This is due to the very small percentage of intrusion within the historic district boundaries and the overall effect of the design and setting of the town's buildings. A large majority of the buildings are oriented to narrow streets and are set closely to each other on narrow deep lots. Although the buildings in the commercial district are less unified in design, size and integrity, these adapted buildings do not detract from the historic elements that give the historic district its distinct sense of time and place. There is a true sense of entering a town when one enters Yardley Borough.

EXISTING LAND USES

Approximately 58 percent of Yardley Borough is currently developed with single-family residential, multifamily residential, commercial, government and institutional, industrial, and approved developments (See Table 10) while the remaining areas consist of parks, recreation, and open space, undeveloped lands, and transportation and utilities. Physically, Yardley Borough is bounded or defined by the Delaware River to the east and Lower Makefield Township to the north, west and south. Transportation systems and routes include the SEPTA train station and tracks located in the southern portion of the Borough and major roadways like Main Street that connects the Borough to Morrisville Borough to the south and Interstate Route 95 to the north, and Afton Avenue that connects the Borough to Lower Makefield Township and extends down to the Delaware River where it terminates with Delaware Avenue.

TABLE 10: EXISTING LAND USES

Land Use	Acres
Single Family Residential	223.2
Multifamily Residential	46.4
Commercial	31.9
Government and Institutional	16.2
Industrial	14.2
Parks, Recreation & Open Space	167.2
Undeveloped	12.8
Transportation and Utilities	73.8
Approved Development	16.8
Total	**602.5**

Source: Bucks County Planning Commission

The Borough is a single-family residential bedroom community with a commercial downtown core area and some industrial development. Most of the existing land uses are still residential. Commercial land uses are located along Main Street and Afton Avenue. Multi-family residential development is primarily located close to the SEPTA train station with the exception of a senior citizen development located off of West College Avenue. A scattered number of multi-family residential developments are located throughout the Borough primarily east of Main Street and toward the Delaware River area. All existing land uses are shown on Figure 1: “Existing Land Use” that is located at the end of this chapter.

Significant land uses within the Borough also includes the Yardley Country Club golf course which is located along the western edge of the Borough and the Delaware Canal system which extends into and out of the Borough from north and south is impacting much of the Borough land mass are 100-year flood plain areas. Some homes located within floodplain areas have over the years been elevated to mitigate flooding impacts.

DEVELOPMENT ACTIVITY

The following summarizes major development activity that has begun or is contemplated in Yardley Borough and nearby in Lower Makefield Township. The sites involved include the U.S. Magnet and Alloy Company tract (Yardley Walk), Yardley Lakeview Properties, Yardley Country Club Estates, the In-Towne Realty residential project, the APEX Financial Advisors, Inc. commercial building located on South main Street, and the ML7 Partners redevelopment project located along West College Avenue. Another site with development potential is the Borough-owned vacant property site that is located along Reading Avenue and contains approximately 0.91acres, more or less.

U.S. Magnet and Alloy Company Tract

This tract of approximately 27 acres had previously been occupied by a complex of industrial buildings that was used by the U.S. Magnet and Alloy Company until it ceased operations in the Borough. Up until recently a retail beverage distributor occupied one of the buildings. Access to the site is via a long driveway of approximately 400 feet from its intersection with North Main Street. There are also two narrow extensions of the property that front on West Afton Avenue.

The Buck Creek flows along the southern boundary of the tract on its route to Lake Afton. The Comprehensive Plan appropriately designates the stream corridor as an open space preservation area. The stream, its floodplain and associated wetlands and vegetation played a significant role in the preparation of development plans for the site. A reservoir is located along the stream just east of the Yardley Borough/Lower Makefield Township boundary line.

The tract is wooded except for the area around where the buildings on the site existed at one time.

The land use to the north and east of the tract is exclusively single-family detached houses. As mentioned above the southerly property line is along the Buck Creek. There is a small commercial center on the opposite side of the creek. The center has frontage on West Afton Avenue. To the west of the shopping center there are single-family detached houses that front on University Drive that extends into the Borough from Lower Makefield Township.

The zoning adjacent to the tract is residential except for the commercial center on West Afton Avenue, which is zoned C-1, Pedestrian-Oriented Commercial District.

The tract was previously zoned R-1, Low-Density Residential and I-1, Industrial District but was rezoned to an R-3A District providing for and permitting a Traditional Neighborhood development design. This type of zoning is consistent with the design principles of traditional neighborhoods consisting of townhouse units with groups of buildings designed to promote these principles.

The Cold Springs Investment Group prepared preliminary and final plans for the full build out of this property according to the new zoning requirements. The plans were reviewed by the Borough Planning Commission and approved by the Borough Council. The demolition of existing buildings commenced in 2013, and the construction of the development began in the spring of 2014. The following items were addressed in the preparation of the plans:

- Protection of natural resources.
    - Buck Creek and its floodplain.
    - Reservoir adjacent to the Buck Creek.
    - A large portion of the site is wooded – a mixture of mature and successional growth.

    - Wetlands adjacent to the Buck Creek, Brock Creek and the reservoir.
    - Water quality of Lake Afton.
- Vehicular access is limited to the narrow strip of land fronting on North Main Street.
- High volume of traffic on North Main Street and maintaining current level of service.
- Stormwater management.
- Adjacent land use is moderate density single-family detached houses.
- Condition of old stone industrial buildings and their potential for adaptive reuse.
- Maintenance of structural integrity of Buck Creek dam.

Borough approval of the development plans for this site will result in the construction of a housing project known as “Yardley Walk”. The developer of “Yardley Walk” – a residential development of 63 townhouses to be located on the old Cold Springs site along North Main Street – will be constructing an onsite 5 foot wide concrete sidewalk system plus a 6 foot wide mulched walking path/trail. The sidewalk system will service each residential dwelling unit and will interconnect with Ludlow Road a portion of which will be located within a fire lane. This sidewalk system will also connect via a pedestrian footbridge over the Brock Creek to the Yardleyville Square Shopping Center and West Afton Avenue where a new crosswalk will make the connection between this proposed sidewalk system and existing sidewalks located along Breece Drive. The mulched walking path/trail will run through the onsite open space system.

Yardley Lakeview Properties

The Borough Council reviewed and approved a development proposed by Yardley Lakeview Properties in 2007. This project consists of two 3-story buildings on three parcels consisting of approximately 0.57 acres. The landlocked parcels are located southwest of West Afton Avenue and South Main Street and have access to Penn Valley Drive via the municipal drive that serves Buttonwood Park and the Yardley Town Center Shopping Center and other uses. A total of 5,395 square feet of retail space (6 commercial/office units of 800 to 1,200 square feet) and twelve 2-bedroom apartments are intended. The approved plan shows 38 parking spaces to serve the mixed-use development (31 on-site and 7 spaces leased in the adjacent lot). Public sewerage and water facilities will service the development.

In February 2014, Yardley Lakeview Properties proposed a building format change for review and consideration by both the Borough Planning Commission and the Borough Council. The proposal is to consolidate the previously approved two buildings into one building and for that one new building to have 7 one bedroom apartments (three will have lofts) and 5,570 square feet of commercial space. Building height would generally be 2 stories and 35 feet with some 3 story loft elements. Required parking for the revised proposed use mix is 1.8 spaces per dwelling unit and 1 space per 200 square feet of gross floor area for commercial space for a required total of 41 spaces. The Borough is supportive of this re-design and is awaiting plan revisions.

Yardley Country Club Estates

In 2009, the Borough Council granted preliminary/final land development approval for a project known at that time as “Yardley County Club Estates”. The project site is bounded by Reading Avenue to the south, the Yardley Country Club to the west and an existing residential neighborhood to the north and east. This project involved three parcels of land and provided for the subdivision of two parcels containing a total of approximately 2.4 acres into 6 new lots. Lots 1, 2, 4, 5 were approved to have two new – two story homes. Lot 6 would be open space maintained by the owners of Lot 5. Lot 7 was approved to be merged with Lot 53-7-1 and became part of the Yardley Country Club. Lot 1 involved the demolition and the construction of one new two-story single-family detached dwelling unit. This residential project has recently been completed by Alliance Homes, LLC.

In-Towne Realty

In 2012, the Borough Council granted land development approval to Carl DeNovio (In-Towne Realty) to construct an 8-unit two-story apartment building and to expand an existing parking lot to provide for 38 off-street parking spaces, with an existing detached garage and an office building to remain on the site. The property is located on the southwest side of South Main Street between West Afton Avenue and West College Avenue and contains 0.636 acres situated in the C-1 Pedestrian-Oriented Commercial District. Variances were granted by the Yardley Borough Zoning Hearing Board to reduce the rear yard setback from 35 feet to 8 feet and to reduce the number of required parking spaces from 48 to 38.

Reading Avenue Property

In 2013 and 2014 the Borough extended invitations for public bids for Yardley Borough owned real estate involving a certain parcel of land consisting of 0.91 acres, more or less, known as Tax Map Parcel 54-7-39-1, Lots 1 to 6, located on the southeast side of Reading Avenue and the railroad tracks. The property is located adjacent to the SEPTA train station. The shape of the property is long and narrow. The property is located directly opposite the Country Club Estates project, Harper Avenue and an existing nearby residential neighborhood. The property is wooded and otherwise well vegetated. It is envisioned by the Borough that this parcel could be developed for a housing type and density that is reflective of a transit oriented project.

APEX Financial Advisors, Inc.

Robert A. Connell, CFP of APEX Financial Advisors, Inc. is having a new 2-story commercial building constructed at 85 South Main Street. The building will have a basement and be 2,821 square feet in size. The building replaces an older building that was demolished with the review and approval of the HARB, Planning Commission and the Borough Council. The building will include a high insulation factor to reduce energy consumption, be constructed to meet current building codes that should last over 100 years, bring the exterior in line with the current Yardley Borough aesthetics, and meet

handicapped accessibility requirements. The site on which the building is located is serviced by a shared common driveway connection to South Main Street. Nineteen off-street parking spaces are located directly behind the building on the lot. The Borough continues to encourage a driveway interconnection and shared parking be established between this site and the Santander Bank properties.

ML7 Yardley Partners, LP

In May of 2014, ML7 Yardley Partners, LP purchased the property at 19 West College Avenue. The property consists of approximately 67,500 square feet of office and office support space in 3 buildings on a 10.4 acre site. The main building was originally constructed in the 1890's for Century Enameling Co. as a leather tannery. The property was utilized for various industrial and manufacturing purposes including machinery manufacturing, tablecloth printing and research through the 1970's. Since 1983, the property has been used exclusively for offices. All building have been vacant since December 2013. ML7 intends to continue the use of the property for offices. Expectations are that the property will have multiple tenants. A first lease has been signed for a tenant in the pharmaceutical marketing business and who will be occupying 20,000 square feet of office space with approximately 65 employees. Interior space construction for the initial tenant is expected commence in the fall of 2014 with occupancy in the first quarter of 2015. The project will be branded "The Tannery", paying homage to its past and original use.

Scammell's Corner Estates

The Scammell's Corner Estates residential development is located in Lower Makefield Township with frontage on West Afton Avenue and Newtown Yardley Road. The site contains 17.73 acres. The Township approved a subdivision plan for the construction of 15 new single family detached houses and the rehabilitation of 1 existing house for a total of 16 houses on the site. Residential lots range from .44 acres to 1.88 acres. This development will be serviced by a new cul-de-sac street to be known as University Drive having a 50 foot right-of-way and a 26 foot cartway. A cul-de-sac island at the bulb will contain a rain garden. Lots located along West Afton Avenue and Newtown Yardley Road all have reversed frontages. Pathways and sidewalks will service this development with a planned sidewalk connection into the Borough. This project is under construction.

Existing Land Use
Yardley Borough
Bucks County, Pennsylvania

Figure 1



Source: Bucks County Board of Assessment, 2012
Yardley Borough Field Survey, 2013

- Single Family Residential
- Multifamily Residential
- Commercial
- Government and Institutional
- Industrial
- Parks, Recreation, and Open Space
- Undeveloped
- Transportation and Utilities
- Approved Development
  1. Yardley Walk
     63 townhouses
  2. Yardley Lakeview Properties
     5,142 SF commercial
     12 apartments
  3. Carl DeNovio
     2-story 8-unit apartment building
  4. Robert Connell
     2-story 2,800 SF commercial building
  5. Country Club Estates
     1 single family detached
     2 twin dwelling units
- Borough Hall
- Fire Department
- Police Station
- Library
- SEPTA Train Station
- School
- Cemetery

Prepared by: Bucks County Planning Commission, 2014

CHAPTER 5: COMMUNITY FACILITIES AND SERVICES

An examination of the community facilities in a municipality is one of the components of a comprehensive plan that is stipulated in the Pennsylvania Municipalities Planning Code. While community facilities will be discussed in the update, it is not within the scope of a comprehensive plan to formulate strategies for expanding and/or maintaining any of the facilities. Planning for community facilities is either accomplished in a specific plan for a facility or service, or another agency is responsible for providing the service. In either case the planning for all community services should be coordinated with the goals and objectives of this Comprehensive Plan. In addition to community facilities it is equally important to recognize, address and present services that are being provided to Borough residents and businesses.

WASTEWATER FACILITIES

The Yardley Borough Sewer Authority (YBSA) owns and operates the wastewater collection system in Yardley Borough. The wastewater is treated at the Morrisville Borough Sewage Treatment Plant. Virtually the entire Borough is served by the Borough Sewer Authority's collection system. Also, a portion of Lower Makefield Township uses the Borough's collection system as a means of conveyance to the treatment plant. With the limited growth potential in the Borough the necessity for planning for future service involves primarily the maintenance of the existing system.

In addition to sewer lines other components of the existing sewer system in the Borough includes the Main Street Metering Station, the Buck Creek Metering Station, the Bellmondo Metering Station, the Sandy Run Road Metering Station and the Yardley Pump Station. An existing force main runs from the pump station toward Morrisville Borough along South Main Street and down Delaware Avenue.

Property owners are reminded that the use of sump pumps, downspouts, etc. as a means of discharge of stormwater, groundwater, roof runoff, subsurface drainage or cooling water to the sanitary sewer system is a violation of the Yardley Code of Ordinances.

Also, change of use of an existing sewer connection, including any change in the type, operation, or number of units of a property, must be reviewed by the Yardley Borough Sewer Authority.

Capacity and flow studies have indicated that certain segments of the sanitary sewer system appear to be experiencing flows approaching their capacity to convey. Consequently, the Authority has adopted a Connection Management Policy. The policy permits connection of only those projects for which capacity commitments have been issued, or for which capacity has been formally requested, as of May 24, 2012. Any change of occupancy or use requiring additional sewer capacity is not permitted at this time. A Capacity Enhancement Project to address the peak capacity concerns will

commence as soon as a new Sewage Transportation Agreement with Lower Makefield Township is completed.

WATER SUPPLY

The Pennsylvania American Water Company supplies water to the residents and businesses in Yardley Borough. The company also serves Lower Makefield Township and Falls Township. At this time there are no issues regarding the supply of water in the Borough and as with wastewater facilities the future demand for water is expected to be limited.

Water supply planning for the Borough is generally consistent with the State Water Plan and any applicable water resources plan adopted by the River Basin Commission. The plan for water supply recognizes that: 1) lawful activities such as extraction of minerals may impact water supply sources and such activities are governed by statutes regulating mineral extraction that specify replacement and restoration of water supplies affected by such activities, and 2) commercial agriculture production may impact water supply sources.

FIRE PROTECTION SERVICES

The Yardley Makefield Fire Company is known as an "award" winning company. It serves the Borough and Lower Makefield Township. The fire company has two stations. Station Number 0 is located on South Main Street in Yardley and Station Number 80 is located on Stony Hill Road in the Township. Volunteers from the community staff the stations. The company is involved in fire suppression and prevention, extrication and water rescue on the Delaware River. Even though the Borough does not provide fire protection service, the Borough officials should periodically monitor service capabilities of the fire company.

EMERGENCY SERVICES

The Yardley-Makefield Emergency Unit provides emergency services. The unit serves Yardley Borough, Lower Makefield Township and a portion of Upper Makefield Township. The volunteer organization has a new facility on Edgewood Road next to the Lower Makefield Township Municipal Building. The organization provides EMS training, offers CPR classes and education presentations for the public and does stand-by coverage at school community and sporting events. As with the fire protection services, the Borough officials should maintain a liaison with the emergency service unit to monitor the level of services and the needs of the organization.

The Borough has an Emergency Operations Plan (EOP) on file that was prepared in January 2014. The purpose of this plan is to prescribe those activities to be taken by the municipal government and other community officials to protect the lives and property of the citizens in the event of a natural or human-caused, including terrorism, emergency or disaster, and to satisfy the requirements of the Pennsylvania Emergency Management Services Code (35 Pa. C.S. Section 7101 et seq., as amended) to have a

disaster emergency management plan for the Borough. The plan consists of: 1) a basic plan, which describes principles and doctrine; 2) a Notification and Resource Manual, which provides listings and means of contacting local and needed resources; and 3) a series of functional checklists which provide detail for the accomplishment of the specifics of the operation.

The scope of the EOP includes all activities in the entire emergency management cycle, including prevention, preparedness, response, and recovery phases. This plan is applicable to all response organizations acting for or on behalf of the government or citizens of the Borough. Incident specific plans may augment this plan if necessary to more efficiently cope with special requirements presented by specific hazards.

POLICE

Police services are provided by the Yardley Borough Police Department on a full time basis. The staff of the Police Department consists of the Chief of Police, two full-time officers and eight part-time officers. To ensure that adequate police services are available to the Borough residents, Borough Council will periodically evaluate the level of services and make necessary changes. Police protection and the equipment and facilities needed to provide services, should be included in all fiscal and capital improvement planning.

SCHOOLS

The Pennsbury School District serves Yardley Borough, Lower Makefield and Falls Townships and Tullytown Borough. None of the schools in the district are located in Yardley Borough. The Borough is home to the Abrams Hebrew Academy, the Yardley Kids Academy, and the St. Andrew's Episcopal Church child care facility.

LIBRARY

The Yardley-Makefield Library, a branch of the Bucks County Library system provides a library for the residents of the two communities. The library is located on Edgewood Road in Lower Makefield Township.

BOROUGH SITES AND PROPERTIES

The Borough owns 6 important sites. Three of the sites have buildings on them and the other 3 sites are open spaces.

The 3 building sites include the Borough Hall, the Annex Building, and Historic Stone Barn.

1. The Borough Hall is located along South Main Street with vehicular access coming onto the site from the back on Canal Street. The building houses municipal functions like the office of the Borough Manager, the Sewer Authority,

the Police Department and the Building/Zoning Office. Borough Boards and Commissions and the Borough Council conduct meetings and hearing in this building.

2. The Annex Building is located at the intersection of East Afton Avenue and South Delaware Avenue. It is the home of a private commercial limo business at this time. The site overlooks the Delaware River. Vehicular access is from South Delaware Avenue.

3. The Borough owned 1-story historic “Stone Barn” exists directly behind the existing bicycle shop located just south of the Afton Avenue/Main Street intersection and west of South Main Street. The barn is located between the bicycle shop and an 8-car paved parking area. It is located on Lot 2 which is 1,053 square feet in size. The Borough is lead to believe that the barn was built in the late 1700’s or early 1800’s. The building is approximately 22 feet by 26 feet. The side walls are approximately 18 inches thick, 15 feet high along the sides and 22 feet at the peak of the gabled ends.

The 3 open space sites include the Buttonwood Park, a Community Garden, and the recently purchased open space area located next to and across from the Fitzgerald-Sommer Funeral Home.

1. Buttonwood Park is located next to the Town Center Shopping Center and along Buttonwood Drive. The park includes a gazebo, a tot lot, parking spaces, signs, and benches with a recently installed “Peace Pole” and much landscaping.

2. The Community Garden is located on a 0.177 acre lot and is known as Tmp. 54-4-12-1. The site is located on the western side of Morgan Avenue between Maple Avenue and Brown Street.

3. The open space area that was recently purchased from the Fitzgerald-Sommer Funeral Home ownership is essentially an open field and the banks of the Delaware River located along both sides of South Delaware Avenue.

PLACES OF WORSHIP

The Borough is home to many places of worship, fellowship and service. The First Baptist Church of Yardley is located along Canal Street directly behind the Borough Hall. The Community Baptist Church of Yardley is located in the middle of Pennsylvania Avenue on the south side of the street. The John R. Saunders Ministries (Aiding Our Neighbors, Inc.) is located at the end of Canal Street on the northern side of the street, and the St. Andrew’s Episcopal Church is located along West Afton Avenue on the north side of the street in association with a child care facility and a cemetery. The Friend’s Meeting is located along the southern side of North Main Street just before the roadway access to the Yardley Walk development. The Yardley Community Centre is home to the Believers Fellowship and the Kehiilat Ari Yehudah Congregation as well as the Bucks County Performing Arts Center.

STORMWATER MANAGEMENT

Until recently the common practice for managing stormwater was that each new development had a plan for dealing with the projected increase in runoff from the current condition to after the development was in place. However, the approach to stormwater management has changed to preparing a comprehensive management plan for each watershed. When the plan is put in place all new developments must have a management plan that is consistent with the plan for the watershed. The plan for the watershed may also recommend that changes be made to existing stormwater facilities to improve conditions in the watershed. On November 7, 2006, Yardley Borough adopted the model ordinance from the Delaware River South Act 167 Stormwater Management Plan via Ordinance Number 429.

Stormwater management is not typically included with community facilities. However, the management of stormwater in Yardley Borough is an issue about which borough officials are concerned. Due to the geography in the area, Yardley is downstream in the watersheds of Buck Creek, Brock Creek and the Silver Creek. Stormwater management is a concern of the Borough because of the potential for flooding from upstream and from the Delaware River and the water quality of Lake Afton, the Delaware River and the Canal.

New federal regulations enacted in December 1999 required Yardley Borough to improve on their existing stormwater management program. Since that time the Borough has taken steps to comply with the Natural Pollutant Discharge Elimination System (NPDES) Phase II stormwater program. This program requires that Municipal Separate Storm Sewer Systems (MS4s) address the required elements contained in the federal regulations to reduce water pollution by conducting public outreach and education, public participation and involvement, inspect stormwater outfall for illicit discharges, control construction site runoff, inspect stormwater facilities, and map the Borough's entire storm sewer system.

Early in 2000, the Bucks County Commissioners retained a consultant to prepare a stormwater management plan for the watershed of Delaware River South. The study area included the tributary creeks to the Delaware River that flow through Yardley Borough. Yardley Borough had a representative on the Watershed Advisory Planning Committee to act as liaison and to advise the Committee and the consultant of the issues facing the Borough.

In a related matter, residents within the area of Brock Creek have formed a watershed association. Watershed associations can play a significant role in the preservation and protection of the natural environment of a stream.

The Borough continues to adequately and comprehensively address stormwater impacts associated with land development applications and when properties are elevated (flood vents) and the installation of backflow preventers.

YARDLEY COUNTRY CLUB

The Yardley Country Club occupies the largest parcel of land in the Borough. It is approximately 118 acres in size and is located in the southwestern quadrant of the borough with frontage on College Avenue and Reading Avenue where the driveway entrance is located. A golf course occupies the majority of the tract.

The majority of the golf course is open land with gentle to moderate slopes. Numerous trees have over the years been planted to delineate the fairways that now provide a natural landscape. The Silver Creek flows through the southeastern corner of the site on its route to the Delaware Canal.

The predominant land use along the northern, eastern and western sides of the country club is single-family detached houses. There is an industrial use adjacent to the northeastern corner and an institutional use on the southwestern side in Yardley Borough. The zoning surrounding the country club is residential, except for the industrial use along College Avenue which is zoned I-1 Industrial.

The tract is zoned RR, Residential/Recreation District, which is the only RR District in the Borough. There are three principal uses permitted in the district – single-family detached dwellings, golf course and institutional uses. Accessory uses to a golf course include a clubhouse, a restaurant, swimming pool and tennis court.

The maximum density for single-family detached dwellings is one unit per gross acre with a minimum lot size of 35,000 square feet. Single-family detached cluster subdivisions are permitted in the RR District at a maximum gross density of 1.25 units per acre and a minimum lot size of 20,000 square feet. This district also permits a single-family detached cluster-open space subdivision at a maximum gross density of 2 dwelling units per acre and a minimum lot size of 15,000 square feet.

The Borough's objective with this site is to permanently protect it as open space for recreational purposes. In combination with permanently preserving the land the Borough may explore the expansion of permitted land uses to further support the ongoing golf use.

If development occurs, planning and design associated with this large parcel must consider the following:

- Protection of natural resources.
    - Silver Creek and its floodplain.
    - Delaware Canal.
    - Riparian Corridors.
    - Mature groves of trees and hedgerows.
- Vehicular access for potential development is limited to Borough streets – College Avenue and Reading Avenue (access is currently limited to Reading Avenue).
- Maintain current level of service of traffic on South Main Street.

- Storm water management and protection of Silver Creek and Delaware Canal.
- Compatibility with adjacent land uses.

The 4 major issues involved with the planning for the development of this site or any other major tract in the Borough are:

- Protection of Natural Resources – a site analysis must be prepared that includes the site capacity calculations in Article XXIX of the Borough Zoning Code. The analysis will map all natural resources on the site and using the procedures to identify the areas on the site that will be suitable for development and the natural resource protection areas.

- Traffic – the volume of traffic on the primary streets in the Borough – Main Street, Afton Avenue and Delaware Avenue – is currently heavy and they are state roads. The Borough is very limited in the extent and type of improvements that can be made to the streets to improve the flow of traffic and to improve the level of service for the intersections. Therefore, a comprehensive traffic impact assessment and analysis must be conducted. The study must document current traffic volumes and the level of service of each intersection in the Borough that will be impacted by proposed develop of this site. In addition, the study will determine the traffic that will be generated by a proposed development. A reasonable factor must be included regarding the increase in traffic over the next ten years due to normal conditions. The objective for any major development that is contemplated in the Borough is to maintain or enhance the level of service on the streets. Yardley Borough is a pass through for Lower Makefield Township.

- Stormwater management – Buck Creek, Brock Creek, Silver Creek, Lake Afton and the Delaware Canal are involved with the natural storm water system in the Borough. The intensity of any contemplated development in the borough must recognize the limitations of the natural drainage system. The objective is to protect the water quality of the water bodies that are involved. The impact study should take into account the recommendations of any governmental stormwater management studies.

- Secondary considerations that must be analyzed in the impact analysis include:

    - Compatibility with adjacent land uses.
    - Availability of water supply.
    - Availability of wastewater facilities.

The objective of a site analysis and impact study would be to determine the appropriate intensity and type of development for the subject site and to maximize the protection of environmental features and to permanently protect open spaces.

MUNICIPAL BOARDS AND COMMISSIONS

In addition to Borough Council and its 5 existing or former Committees: Community and Economic Development, Community Outreach, General Government, Public Safety, and Public Works and 4 existing or former Ad-Hoc Committees: Buttonwood Park, Tot-Lot, Old Stable in Buttonwood Park, and the Yardley Downtown Initiative Committee – the following municipal Boards and Commissions exist in the Borough. Appointments are made January 1st, or as vacancies on boards and commissions occur throughout the year. The Borough Council is responsible for all appointments.

1. The Sewer Authority members serve 5 years and there is a residency requirement. The Sewer Authority has 5 members. Meets on the 2nd Wednesday of each month at 7:00 pm. Work sessions are scheduled on an as needed basis.

2. The Planning Commission members serve 4 years and there is a residency requirement. The Planning Commission has 7 members. Meets on the 2nd Monday of each month at 7:30 pm. The Commission serves as an advisory body to the Borough Council, and in performing their duties as set forth in the Pennsylvania Municipalities Planning Code, refers their conclusions, recommendations and opinions to the Council.

3. The Zoning Hearing Board members serve 5 years and there is a residency requirement. The Zoning Hearing Board has 5 members. Meets on the 4th Monday of each month at 7:00 pm. The Board hears appeals for variation from the Zoning Ordinance and occasionally reviews applications for development.

4. The Historical Architectural Review Board members serve 4 years and there is a residency requirement for 4 of the 6 members. The Historical Architectural Review Board has 6 members. Meets on the 1st and 3rd Monday of each month at 7:30 pm. The Board reviews projects located within the historic district that can be seen from a public way or street and includes, among other things, signs, building facades, fences, dumpster enclosures, and sheds.

5. The Environmental Advisory Commission members serve 3 years and there is a residency requirement for 3 of the 5 members. The Environmental Advisory Commission has 5 members. Meets on the 1st Wednesday of each month at 7:30 pm. The Commission has the authority to identify environmental problems, promote a community environmental program, and undertake such tasks as requested by the Borough Council.

6. The Shade Tree Commission members serve 5 years and there is a residency requirement. The Shade Tree Commission has 3 members. Meets on an as needed basis. The Commission exercises all of the powers and duties as outlined in Section 2721 through Section 2730 of the Borough Code.

7. The Recreation Board members serve 3 years and there is a residency requirement. The Recreation Board has 8 members. Meets on the 1st

Wednesday of each month at 8:00 pm in the Recreation Room. The Board recommends policy relating to recreation programs for Borough residents.

8. The Civil Service Commission members serve 6 years and there is a residency requirement. The Civil Service Commission has 3 members. Meets on an as needed basis.

9. The Vacancy Board members serve 1 year terms and there is a residency requirement. The Vacancy Board has 1 member. Meets on an as needed basis.

10. The Telecommunications Advisory Board members serve 3 years and there is a residency requirement for 2 of the 3 members. The Telecommunications Advisory Board has 3 members. Meets on an as needed basis.

In 2014 the Borough Council established the Yardley Business Enhancement Team (BET) under its Community and Economic Development Committee. The Yardley BET is a public-private partnership that exists to improve the quality of commerce within and economic value of the business district in the Borough. Yardley BET is all about business retention, branding and marketing within and for the benefits of the Heart of Yardley downtown area.

SERVICE ORGANIZATIONS

The following non-profit service organizations and local special interest clubs are available to join and get involved with to make a positive and rewarding difference in the life of the Borough:

1. American Legion. The American Legion is dedicated to preserving the rights we have earned for veterans since the Legion's beginning in 1919, and to protect and fight for rights of our current servicemen and women.

2. Delaware River Keeper. Grounded in the power of the River and the community, this organization champions the Delaware River, ensuring its unfettered ability to protect and provide for all the human and nonhuman communities.

3. Friends of Lake Afton. Woks to preserve and conserve the natural resources and the scenic beauty of Lake Afton.

4. Friends of the Delaware Canal. The Friends of the Canal is an independent, not for profit organization working to restore, preserve and improve the Delaware Canal and its surrounding.

5. Hope for the Animals. This organization is a no kill animal rescue operation whose mission is to find forever homes for the area's many unwanted dogs and cats.

6. Knights of Columbus. This organization is dedicated to living out the principles to aid the poor, sick, and elderly, to provide a support system for one another and their families, and to support our Armed Forces and our Veterans.

7. Yardley Historical Association. This Association maintains a collection of materials, including maps, photographs, newspapers, letters, deeds, and ephemera, related to the Yardley area and sponsors a variety of educational programs.

8. Artists of Yardley. Established in 2004 as an arts organization in the Yardley area. The group is dedicated to nurturing the creative spirit of the community by education and encouraging individuals to experience, appreciate, and share in the arts.

9. Martha Washington Garden Club. The mission is to encourage interest in all aspects of gardening to include horticulture, flower arranging, conservation and civic beautification.

10. Yardley Business Association. The purpose of this organization is to provide information and support to members of the local business community and to actively promote and develop an economic environment in which its members can prosper, expand and diversify. It will address the needs of its members and interact with other individuals and organizations for the overall benefit of the business and residential community of Yardley.

CHAPTER 6: NATURAL FEATURES

This chapter identifies the environmental and ecological factors which are likely to influence existing and proposed development patterns and dramatically affect the development capacity of the Borough. The factors identified and discussed below are wetlands, floodplains, riparian buffers, wooded areas, and topography (steep slopes). In addition to identifying these existing natural features within the Borough and discussing the importance of each feature, this chapter also promotes and supports any related actions that would address the conservation of scarce natural resources and the promotion of environment friendly policies and actions. These policies and actions may involve street tree planting, reforestation, and encouraging the use of native plants in land development applications and other instances.

All existing natural features are shown on Figure 2: “Natural Features” that is located at the end of this chapter. Figure 2 shows the location of woodland areas, the 100 year and 500 year floodplain, water bodies, and steep slopes. In 2008, the Borough adopted amendments to the Zoning Code to incorporate Low Impact Development principles. These ordinance changes strengthened natural resource protection standards for wetlands, floodplains, woodlands, and steep slopes.

OVERVIEW

The center of the Borough is located at latitude 40.24 N and 78.84 W. The Borough has a humid continental temperate climate that is strongly influenced by its proximity to the Atlantic Ocean. Precipitation averages 45.8 inches annually, and it’s fairly evenly distributed throughout the year. Temperatures rarely are below zero or above 100 degrees F. The wettest year, recorded at nearby Trenton, New Jersey, was in 2011 when 60.7 inches of precipitation fell. The previous record was set in 1996 when 59.98 inches fell. The driest year was 1957, when only 28.8 inches of rain was recorded. Average snowfall is 25 inches.

Elevation of land in Yardley ranges from less than 20 feet near the Delaware River’s water edge, to 100 feet in the southwestern section of the Borough. Geologically, the borough is classified as the Gettysburg-Newark lowland section of the Piedmont. It was formed in the Jurassic and Triassic ages. Topography is characterized as mainly rolling low hills and valleys developed on red sedimentary rock. Much of the underlying sedimentary rock is oriented to the north or northwest. The soil is usually red and consists mainly of red sandstone, shale and conglomerates and is generally well-drained.

When the European settlers started to explore this region some 350 years ago, the Piedmont was covered by extensive stands of virgin forest. The original canopy of the Piedmont mainly consisted of these species: White Oak, Northern Red Oak, Scarlet Oak, American Chestnut, Tulip Poplar, and other temperate tree species.

The settlers and succeeding generations logged or farmed this land; by 1900, 80 percent of the Piedmont in Pennsylvania was active farmland. In the 20th Century, housing and manufacturing increasingly took priority and very little of the original forest remains anywhere in the region.

WETLANDS

Wetlands are now seen as a vital element in protecting the environment. These areas are home to many species of birds and fish who utilize wetlands for breeding and feeding during migration periods. Wetlands provide a means to protect water quality. Wetlands filter out pollutants and silt-laden water before it enters streams, lakes and rivers. In addition, flooding is also controlled by wetlands which act as storage basins for water. Wetlands offer recreation and visual amenities such as fishing and bird watching.

STEEP SLOPES

Another natural feature that should be recognized and protected is steep slopes.

Generally, slopes less than 8% are suitable for most types of development. They present few to no restrictions for development to occur. However, development should be conducted in a manner that is sensitive to the topography and minimizes disturbance. While all sloping land will produce greater erosion and run-off than level land, grades of over 8% deserve particular vigilance. Because both soil erosion and storm run-off increase markedly with slope, care should be taken when buildings on grades above 8%. Careful design and construction should take place on slopes between 8% and 15%.

According to the Natural Resources Protection Standards of the Yardley Zoning Code no more than 30% of slopes of 15% to 25% shall be altered, re-graded, cleared or built upon. No more than 15% of slopes of 25% or steeper shall be altered, re-graded, cleared or built upon.

Steeply sloping lands within the Borough are primarily associated and located along stream corridors or floodplains.

FLOODPLAINS

Floodplains are another environmental resource worthy of protection from development. They account for 162.4 acres in the Borough or 26.9 percent of the total land area. Floodplains can be defined as a relatively level area adjoining the channel of a stream or river over which floodwater may flow. Floodplains provide many ecological, aesthetic and recreational benefits to a community. The primary purpose of floodplains is to capture any floodwater from the adjacent streams or rivers. Another function of some floodplains is to serve as a source of aquifer recharge. Floodplains also serve some of the same roles as wetland areas, such as slowing the velocity of water flow which limits siltation and erosion of stream and river banks caused by flooding, providing valuable

and pristine wildlife habitats, supporting productive plant life which helps to maintain natural ecosystems and providing an important open space, recreational, educational and aesthetic resource.

FEMA has issued updated preliminary Flood Insurance Rate Maps (FIRMs) and a Flood Insurance Study (FIS) for review in Bucks County. These maps and studies propose changes to the current flood zones, which determine if a property owner must buy flood insurance. This mapping update may change the flood risk status of individual properties. To improve accuracy, the redrawn maps use a new digital base map and incorporate the new Delaware River floodplain study. New surveyed river cross-sections, LiDAR information and updated hydrology have been incorporated into updated hydraulic modeling that has been used to prepare the new floodplain mapping. A Digital Flood Insurance Rate Map compatible with GIS is being produced and FEMA plans to make the maps available to the public electronically for the first time. More accurate, digitally available maps will make it easier for local officials to plan for and protect people and properly from flooding. FEMA anticipates issuing a Letter of Final Determination sometime in 2014, with the requirement that the new flood maps be adopted within 6 months afterward.

The following chart shows a breakdown of residential and business properties in Yardley Borough that are either in the flood fringe or the floodway of the Delaware River:

NORTH FLOOD WAY

Single Family	Condominium/Apartments	Commercial
34	12	1

NORTH FLOOD FRINGE

Single Family	Condominium/Apartments	Commercial
76	0	2

SOUTH FLOOD WAY

Single Family	Condominium/Apartments	Commercial
9	83	12

SOUTH FLOOD FRINGE

Single Family	Condominium/Apartments	Commercial
162	72	3

The following table notes the number of properties in the flood fringe west of the Delaware Canal. These properties are in the vicinity of the Delaware Canal and the Buck Creek.

Single Family	Condominium/Apartments	Commercial
94	54	6

The Borough has amended Zoning Ordinance provisions regarding Floodplain Regulation by removing the existing floodplain regulations and adding a new chapter concerning these new more up to date regulations. The floodplain is referred to as the "Floodplain Conservation District" and consists of the Floodway and Special Flood Hazard Areas in Zone AE and other flood areas like the 500-year floodplain located in Zone X. Within any floodway areas, no encroachments, including fill, new construction, substantial improvements, or other development shall be permitted unless it has been demonstrated that the proposed encroachment would not result in any increase in flood levels within the community during the occurrence of the base flood discharge. The regulations go on to list permitted and prohibited uses in the Floodplain Conservation District. In addition, the ordinance includes regulations with regard to nonconforming structures and uses, improvements to existing structures, and sections on variances and technical standards.

RIPARIAN BUFFERS

Riparian buffers protect floodplains, soils, and woodlands along stream 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 Yardley Borough a minimum width corridor from the edge of a stream should be established. Landowners should be encouraged to let streamside vegetation grow or to plant additional vegetation within these buffers.

The following vegetative features are addressed and discussed below: woodlands, street trees, and bamboo. The Borough intends to preserve and protect existing woodlands and to implement a street tree planting program. The Borough has also adopted an ordinance to provide for the regulation of planting, controlling, and the control and removal of bamboo.

WOODLANDS

Trees are closely associated with wetland and floodplain areas. Trees serve a valuable function by helping to keep the earth's ecology in balance. By transforming carbon dioxide into the vital oxygen we breathe, trees help to support the human and animal habitat around them. A forty foot tall tree takes in 50 gallons of dissolved nutrients from the soil every day. It raises this mineral brew to its topmost leaves, converts it into 10 pounds of carbohydrate food and releases 60 cubic feet of pure oxygen into the air. Trees also filter dust and reduce airborne lead contamination and radioactivity. The removal of trees makes man more susceptible to the effects of pollution caused by manmade devices such as automobile emissions. The removal of trees inexorably

disturbs and alters the plant and animal life and disrupts the balance of nature in a given area.

There is also an aesthetic, scenic, educational and recreation value in preserving woodlands. Wooded areas are among the most scenic and serve to break up the view pattern. Woodlands may be mature forests, reforested woodlands, groves or wooded lots, which serve as excellent buffers between land uses and provide unique educational opportunities for residents. From a recreational viewpoint, woodlands may serve as attractive locations for active or passive trails or informal play areas for residents, workers, and visitors. Woodlands also support and reinforce scenic drives and historic sites and areas.

The Borough seeks to protect wetlands, floodplains, and woodlands through enforcing provisions found in the Land Development Ordinance and in the Yardley Zoning Code. By way of example, the Zoning Code contains natural resource protection standards, environmental protection standards for areas adjoining the Delaware Canal, and floodplain performance standards. The Borough also requires the planting of new trees within buffers areas.

STREET TREES

In addition to protecting and preserving trees associated with environmentally sensitive areas and located within buffers the Borough has also initiated an aggressive street tree planting program and conducted a Street Tree Inventory Report.

The report noted that the inventoried tree population in Yardley is comprised of 431 trees and large shrubs distributed among 34 genus and 54 species. Yardley has a relatively diverse tree population, favoring slightly to Norway maple (13.5%), Green ash (8.4%), and Red maple (7.2%). Norway maple as an invasive species might not have been planted intentionally but gains dominance through self-propagation. Maple is more than 20% of the total tree population. Maple trees are subjected to the threat of diseases and pests such as maple anthracnose and forest tent caterpillar in Pennsylvania. Diversity of new plantings should be encouraged. A well-mixed species distribution can decrease the impact of species-specific pests and diseases and save the borough valuable resources to control these problems. A complete list of recommended trees is found in the Street Tree Inventory Report. The Report does recommend that tree species that are known to break curbs and roads with their shallow roots should not be planted near sidewalks like Sweetgum, White mulberry, Ash trees, and Elm trees.

The street tree inventory report also recommends that trees be removed if they pose a risk to people and properties, that street trees be pruned on a regular basis, that a program be established to replace and remove trees and to plant new trees in areas identified as suitable for street tree planting, and that the Borough Tree Ordinance be expanded to follow the guidelines of the International Arboriculture Society. The Borough has published street tree planting guidelines and makes available a "Homeowner's Tree Planting Guide" brochure. The Borough also administers an

associated Street Tree Planting Program Application form for use by an applicant and the Shade Tree Commission.

Guidelines to follow when planting street trees are as follows:

1. A tree planting permit must be obtained from the Shade Tree Commission.

2. Only those trees on the approved street tree list are eligible for reimbursement unless otherwise authorized by the Shade Tree Commission.

3. All street trees shall be so situated to form as nearly as possible a straight and uniform line with the other street trees growing along the same street.

4. Trees shall be planted or set 30 or 40 feet apart where practical and shall be sound, straight, and symmetrical.

5. Street trees should not be planted in between the sidewalk and curbing, or in the sidewalk.

6. No tree shall be planted nearer than 25 feet to an intersection or alley.

7. Every tree should be planted in a pit no smaller than 3 feet square filled with good top soil; the open space outside the trunk permits the entrance of water and air to the roots.

8. No trees should be watered weekly, especially during hot, dry weather to prevent the trees from dying.

9. Trees should not be less than 2 ½ inches in caliper (diameter).

10. Plant small trees under utility wires.

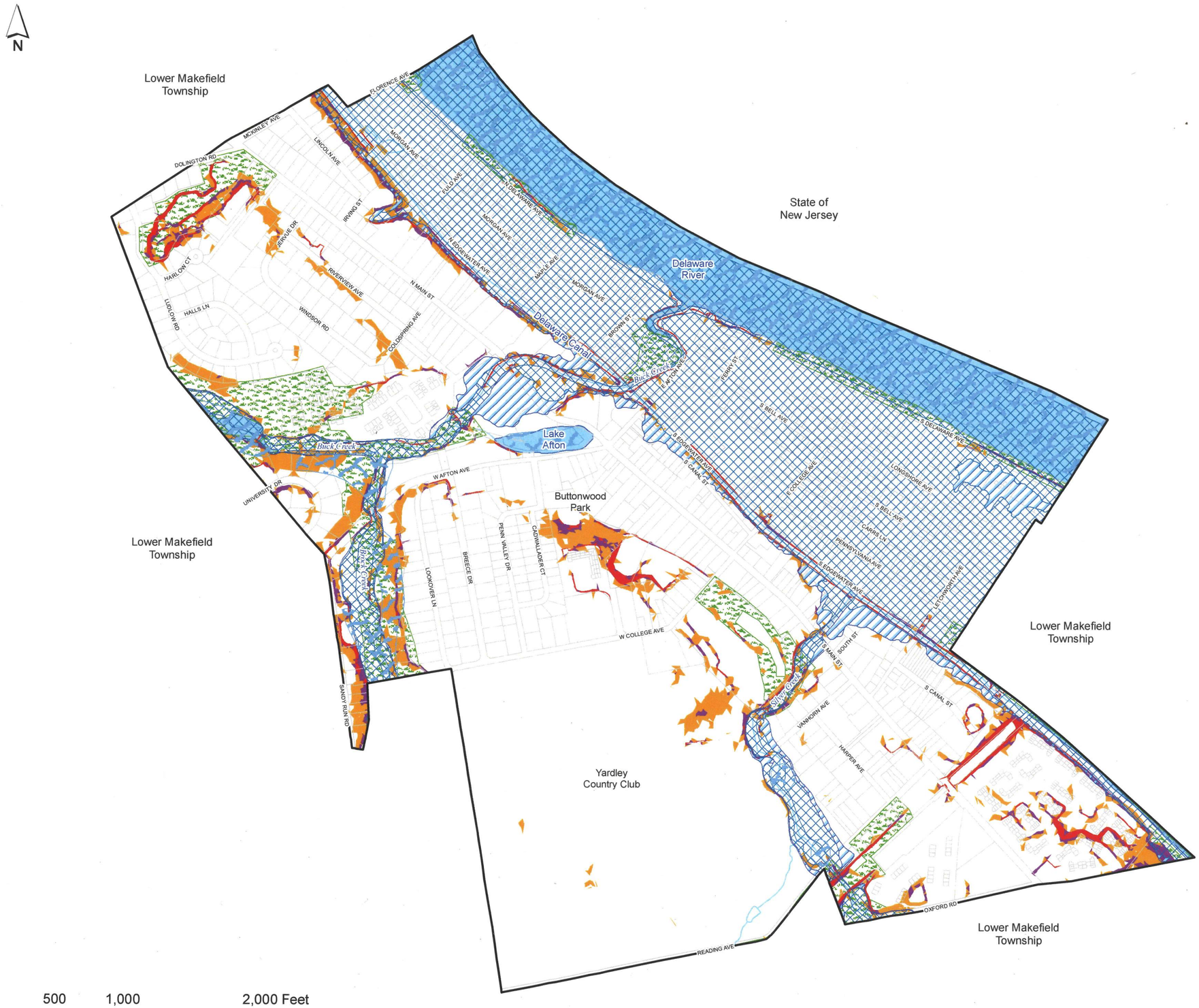
11. Keep street trees at least 10 feet from utility poles, and at least 6 feet from water, sewer, and gas services.

BAMBOO

The Borough has adopted regulations to add protections necessary to preserve and protect private and public property from the damaging effects of uncultivated gardens, tall grasses, unabated weeds, and the spread of certain invasive, non-native plantings such as bamboo; to protect indigenous plant materials from the invasive spread of non-native plantings such as bamboo; and to maintain the general welfare of Borough residents. Regulations prohibit the planting or growing of bamboo in the Borough subject to certain factors; spelling out property owner or occupant responsibilities to remove, trim or cut grass, weeds, bamboo, or other vegetation growing or remaining on the premises; addressing pre-existing bamboo situations, and prohibiting the re-planting of bamboo.

Natural Features
Yardley Borough
Bucks County, Pennsylvania

Figure 2



Woodland Area

Area of 100 Year Flood

Area of 500 Year Flood

Water body

Steep Slopes

8 to 15 Percent

16 to 25 Percent

Greater than 25 Percent

Prepared by: Bucks County Planning Commission, 2014

CHAPTER 7: RECREATION & OPEN SPACE

EXISTING INVENTORY

Leisure time is very important for the mental and physical wellbeing of people of all ages. Activities pursued for recreation range from young children using their imagination on playground equipment to a little league baseball game to a senior citizen taking his or her daily walk. Residents of a community participate in leisure time activities in their own backyards, at a municipal park and in a county or state park. Since a backyard is limited in the type of activities that a family can participate in, local municipalities commonly provide parks for organized activities and facilities that are not practical on residential properties.

An inventory was compiled of the land in Yardley Borough that is dedicated to some form of park, recreation or open space, as follows:

- Buttonwood Park with associated public parking
- Lake Afton
- Delaware Canal State Park
- Lock Number Five
- Fitzgerald-Sommer property
- PECO Electric Substation (along the Canal)
- Rights-of-Way of the following streets between Delaware Avenue and the river
    - Letchworth Avenue
    - College Avenue
    - Ferry Street
    - Afton Avenue
    - Brown Street
    - Maple Avenue
    - Fuld Avenue
    - Florence Avenue
- Pocket Parks in Rivermawr
- Yardley Walk
- Yardley Country Club

Buttonwood Park

The Borough acquired a 1.7-acre property in the center of town with frontage on South Main Street. The property is very irregular in shape, which added to the difficulty of developing the site. The Borough hired a consultant to prepare a Master Plan for the site so that it would provide the maximum benefit to the Borough.

The construction of Buttonwood Park was completed providing additional parking spaces to serve the businesses in the area and a vehicular connection with the Yardley Town Center Shopping Center. Benches are provided along with a gazebo. The entire

park was landscaped and a different paving material was used for pedestrian areas. No active recreation facilities are available in the park. The park provides passive recreation opportunities, a gathering place for socializing and is used for community events including movies in the park, Harvest Day, jazz and arts in the park, car shows and other community activities throughout the year. A peace pole was recently added to the park. An additional feature to Buttonwood Park is the Tot Lot for young children, which was dedicated in 2003.

Future planning for this park should consider the introduction of additional complementary uses and activities like:

- Concerts
- Night Market food vendors with entertainment
- Quoits
- Chess and Backgammon tables
- Game tables like cards, scrabble, dominoes, etc.
- Putting green
- Ping Pong tables

These and other new activities and facilities and programs could promote greater park usage while bringing the citizens of Yardley closer together.

Lake Afton

Lake Afton is located along West Afton Avenue in the center of the Borough. It is a lake that was created in the eighteenth century on the Brock Creek to provide water to run mills downstream. Today, it is a scenic landmark that is surrounded by large trees. The peaceful setting is a popular place for a quiet time, fishing in the summer and ice-skating in the winter. The parking lot for St. Andrews Episcopal Church also serves visitors to Lake Afton. Pedestrian access is provided to the center of town via a recently upgraded path located between the lake and West Afton Avenue. The path winds its way between the trees and the lake and is separated from the street by landscaping and a curb line. There is no space available on the site for expanding the recreational facilities. The property is maintained through an agreement with the property owners by the Friends of Lake Afton, but privately-owned as is the lake.

Delaware Canal State Park

The Delaware Canal State Park is part of the Commonwealth's park system that is administered by the Department of Conservation and Natural Resources (DCNR). It is a linear park that is 60 miles long and on average, approximately 60 feet wide. The State Park preserves the entire length of the Delaware River portion of a canal system that was completed in 1832 by the Commonwealth of Pennsylvania. The Canal is the only remaining continuously intact canal in the country that remains from the canal era of the early to mid-nineteenth century. Because of the significance of the park, it has been designated a National Historic Landmark and the towpath is a National Heritage Hiking Trail. The towpath provides recreational opportunities in the form of walking,

jogging, bicycling, canoeing and fishing which are all enjoyable experiences with the canal.

Lock Number Five

Lock Number Five of the canal system is located at the end of South Canal Street south of Letchworth Avenue. At the present time it provides no recreational value beyond open space along the canal.

Fitzgerald-Sommer

The Fitzgerald-Sommer open space areas were subdivided off from the funeral home site which is located along South Delaware Avenue. The largest of the open space parcels is known as Tmp. 54-5-107-1 and contains 1.57 acres. This parcel is within the floodplain and also has frontage along South Bell Avenue. The other portion of open space preservation is located between South Delaware Avenue and the river. This narrow area of the river bank is 0.50 acres in size and is known as Tmp. 54-5-117 and Tmp. 54-5-118.

PECO Electric Substation

The Philadelphia Electric Company (PECO) has a substation on a property at the intersection of Edgewater Avenue, Fuld Avenue and Morgan Avenue. In addition to the utility use of the property it also provides an area of open space in the northern portion of the Borough. The area of the property along Fuld Avenue is maintained as a lawn.

Street Rights-of-Way

The area within the rights-of-way of Letchworth Avenue, College Avenue, Ferry Street, Afton Avenue, Brown Street, Maple Avenue, Fuld Avenue and Florence Avenue between River Road and the Delaware River, are included in the list of open space lands. They are included because of the potential opportunity for one or more of them to provide access to the river. A portion of the Afton Avenue right-of-way contains a memorial to the residents of the Borough who served in the armed forces. Each street right-of-way must be examined to determine the feasibility of providing pedestrian access to the river in the setting of a mini-park. The pump station and the Borough's property at the intersection of Afton Avenue and Delaware Avenue have some potential to provide access points to the river in addition to the parcels located across the street and directly in front of the limousine business at this location.

Pocket Parks in Rivermawr

The Borough acquired two residential lots on Morgan Avenue as part of a federal program to purchase flood prone areas. The existing structures on the properties were removed and grass and minimal landscaping was installed. Currently, the Borough has utilized one of these properties for a community garden that provides space for

residents to plant vegetables. The Borough is responsible for the ongoing maintenance of these properties.

Yardley Walk

Yardley Walk is a 63 townhouse housing development that is currently under construction on the south side of North Main Street just above the "Heart of Yardley" downtown area. Open space within this project will be private and totals 14.44 acres.

Yardley Country Club

The Yardley Country Club is a private regulation 18 hole golf course with frontage along Reading Avenue and West College Avenue and is adjacent to the Borough/Lower Makefield Township municipal boundary line. The course is 118.04 acres in size. Driveway access to the course and club house is off of Reading Avenue.

DELAWARE RIVER

Two water bodies play a significant role in the history and life of Yardley Borough. The Delaware River begins in upstate New York and flows in a southerly direction for approximately 330 miles to the Atlantic Ocean. It has a watershed of 12,757 square miles, flows through four states and is the only major free-flowing river in the eastern part of the United States. Based on the U.S. Census the river is within a one-day drive of 40 percent of the population of the country and is the domestic water supply for 10 percent of the population of the nation.

The other water body, the Delaware Canal, is a man-made channel that is parallel to the Delaware River. It was constructed to transport freight from the City of Easton to Bristol Borough. The canal was completed in 1832 and was in continuous operation until 1931. After the canal was no longer used to transport goods and people, the land was given to the Commonwealth of Pennsylvania. Since that time it has become a state park and it has been designated a Registered National Historic Landmark and the towpath is a National Heritage Hiking Trail.

Delaware River

Two sections of the river, the upper and middle were designated wild and scenic under the National Wild and Scenic Rivers Act of 1968. The intent of the Act and subsequent designation is to provide a protection mechanism for free flowing rivers with outstanding natural, cultural and recreational features. There is no intent within the Act of the government to acquire land or to open private land to public use or access. In 1992 congress authorized a study to determine if the Lower Delaware River is suitable for designation as a Wild and Scenic River. While the section of the river that is eligible for designation ends at Washington Crossing State Park in Upper Makefield Township, the study that was conducted by the National Park Service includes the stretch of the river from Washington Crossing to the Poquessing Creek. Thus, Yardley Borough is within

the study area of the *Lower Delaware River Management Plan* that was published in 1997 by the Lower Delaware River Wild and Scenic River Study Task Force.

Lower Delaware River Management Plan

The Lower Delaware River Management Plan contains six goals that form the framework of the plan. By adopting the Yardley Borough Delaware River South Watershed Act 167 Stormwater Management Ordinance the Borough is trying to achieve these goals.

Subjects of the goals include water quality, natural resources, historic resources, recreation, economic development and open space preservation. All of the goals present implementation strategies for various organizations and governmental agencies. In addition, strategies are directed to municipalities in recognition of the role they play in land use planning and regulation particularly in the Commonwealth of Pennsylvania. Several examples of the implementation strategies recommended for municipalities along it's corridor help provide a sense of the focus of the Management Plan.

Corridor municipalities should provide protection against non-point source pollution and provide for stormwater management (water quality). Corridor municipalities should provide stream corridor protection through preserving buffers, steep slopes, wetlands, floodplains and woodlands that are a vital part of the ecosystem of the river corridor (natural resources). Corridor municipalities should conduct inventories in order to identify the structures, districts or sites that are eligible for inclusion on the state or federal registers of historic places (historic resources).

State, county, municipal and private entities should provide additional access sites to the river, particularly low-impact recreational activities that are environmentally suited to protecting the river and habitats. Suggestions include fishing, birding and wildlife observation, hiking and canoe camping. All proposals for new recreational activities should be evaluated to determine impacts upon the important resources of the study area. Suitable sites should be secured while opportunities still remain (recreation).

Appropriate types of development should be identified that are sensitive to the important natural, historic, scenic and recreational resources (economic development).

Corridor municipalities should identify and protect lands in the river corridor with significant resource value through direct acquisition, establishment of agricultural security areas, conversation easements, TDR's (Transfer of Development Rights) and educational programs for landowners (open space preservation).

From a historic standpoint, the Delaware River played a significant role in the establishment of Yardley as a town. It obviously continues to be an important feature in the Borough as a scenic amenity, an opportunity for passive and active recreation and a tourist attraction. While the River presents many opportunities for the Borough, it also raises issues. Issues and concerns that include use and access to the river may conflict

with the rights and privacy of the owners of river front properties. Tourism that is generated by the river and the canal is good for the local economy; however, it also increases the traffic on streets in the Borough.

Lower Delaware River Conservation Plan

In September 1999 the Heritage Conservancy completed the *Lower Delaware River Conservation Plan.* Eight municipalities in the southern part of Bucks County: the Townships of Bensalem, Bristol, Falls, and Lower Makefield and the Boroughs of Bristol, Morrisville, Tullytown and Yardley all formed the study area for the Plan. Five management options are presented in the Plan for the river and its tributaries. The following is a summary of the management options for Yardley Borough:

- Stormwater and Riparian Area Management – hire a consultant to prepare a plan for Brock and Silver Creeks to assess replacement of the riprap and retaining walls where the Brock Creek enters the Delaware River with natural alternatives. Also, evaluate the impact of stormwater on the Silver Creek and restore the riparian buffer along the creek.
- Future Development – Continue to implement the Master Plan for Buttonwood Park and install improvements to improve the access to the towpath of the Delaware Canal.
- Planning and Zoning – Prepare a riparian area and storm water management study for the streams in the Borough. Continue to review and update the Borough's Comprehensive Plan, Zoning Code and Subdivision and Land Development Ordinance.
- Best Management Practices and Education – Prepare a landscape management Best Management Practices program for the watersheds of Brock Creek, Buck Creek and Silver Creek. An educational program should be developed on water quality management issues.
- Land Acquisition and Preservation Strategies – Acquire land that has the highest propriety in the Borough's Recreation and Open Space Plan. In addition, provide additional access points to the Delaware River, support the Borough's Historical Architectural Review Board, expand the size of Buttonwood Park if land becomes available and study the feasibility of dredging Lake Afton.

River Access

Access to the river is very limited in the Borough. A boat launching facility is provided by the Pennsylvania Fish and Boat Commission a short distance north of Yardley in Lower Makefield Township. The Yardley access consists of a boat launching pad and parking lot. Although the majority of the property along the river is privately owned, the Borough owns the area within the rights-of-way of the streets that intersect with Delaware Avenue. The tax maps prepared by the County's Board of Assessment show the rights-of-way extending across Delaware Avenue to the river. Even though the size of these areas is rather small they do present the opportunity to provide pedestrian access at one or more locations. The right-of-way of Afton Avenue on the east side of

Delaware Avenue is the site of a war memorial. A study of each area is necessary to determine the feasibility of other activities or facilities.

There are two other properties that the Borough owns that are adjacent to the river. One is located at the intersection of East Afton Avenue and Delaware Avenue. The Borough leases this property. The other property is the pump station that is located along Delaware Avenue just north of the intersection of College Avenue. Improvement of the Delaware Avenue property should be pursued.

THE DELAWARE CANAL

The Delaware Canal is part of the Commonwealth's park system that is administered by the Department of Conservation and Natural Resources. It is a linear park that is 60 miles long and on average, approximately 60 feet wide. The park preserves the entire length of the canal system that was completed in 1832 by the Commonwealth of Pennsylvania. The Delaware Canal begins in the City of Easton and parallels the Delaware River to Bristol Borough in southern Bucks County. In Easton, the Delaware Canal joins the Lehigh Canal, which is the northern portion of the canal system that originates in the town of Ashley, located south of Wilkes-Barre. The Lehigh and Delaware Canal system was used to transport coal from the mines to the industrial centers in and around Philadelphia.

In 1940, after the canal ceased operation, the Lehigh Coal and Navigation Company transferred the property that encompasses the Delaware Canal to the Commonwealth. The 60 miles of the canal is the only remaining continuously intact canal in the country that remains from the canal era of the early to mid-nineteenth century. Because of the significance of the park it has been designated as a Registered National Historic Landmark and the towpath is a National Heritage Hiking Trail.

In 1987 the Friends of the Delaware Canal prepared the *Delaware Canal Master Plan – A Plan and Program to Preserve and Improve the Delaware Canal and Roosevelt Park*. The plan contains twelve goals aimed at preserving and enhancing the canal. Of the twelve goals, the following have relevance to this Comprehensive Plan:

- Preserve historic sites and structures along the canal.
- Encourage compatible land uses along the canal.
- Recognize and promote the special recreation opportunities offered by the canal.
- Recognize the canal as an asset for suitable economic development.
- Protect the natural features that give the canal its unique environment.

In 1988 Congress designated the canal system from Wilkes-Barre to Bristol, the Delaware and Lehigh Navigational Heritage Corridor. A commission was appointed to oversee the planning and implementation of programs designed to protect the heritage of the area. A Management Action Plan was prepared for the Heritage Corridor and State Heritage Park in 1993. The corridor encompasses the 150-miles of the Lehigh and Delaware Canals from the City of Wilkes-Barre to Bristol Borough. One of the policies of the plan is to complete a trail system in the corridor that follows the route of

the historic transportation system. The trail is known as the Delaware and Lehigh Trail. Also, the plan recommends linkage to places with the opportunity to expand the trail system to greenways and attractions beyond the corridor. Because of its historical significance and the fact that the Delaware Canal is in public ownership, the primary challenges are to: 1) encourage rehabilitation of the canal; and 2) improve access to and public enjoyment of the canal.

As part of the Commonwealth's park system, the Department of Conservation and Natural Resources (DCNR) manages the Delaware Canal State Park. Until the mid-1990's the focus of the management of the park was on repairing the canal to restore it to a fully watered condition. In 1995, the DCNR prepared a comprehensive strategy for the park. The plan proposes to water "the maximum area feasible of the canal while enhancing its recreational opportunities and restoring and maintaining the aesthetic quality along the remainder until future watering is possible." A five-year implementation plan was prepared to implement the goal. For purposes of this Comprehensive Plan, only the improvements that involve the length of the canal in Yardley Borough and Lower Makefield Township have been presented:

Phase One

Remove utility poles from towpath	Yardley to Morrisville
New picnic areas	
Stabilize lock	Yardley Borough
Canal rehabilitation and dredging continues	Entire canal

Phase Two

Aqueduct repair or replacement	Yardley Borough
Canal rehabilitation and dredging continues	Entire canal

Phase Three

Rebuild lock	Yardley Borough
Canal rehabilitation and dredging continues	Entire canal

Phase Four

Canal rehabilitation and dredging continues	Entire canal

PARK AND RECREATION NEEDS

This Comprehensive Plan allows for only a cursory analysis of the park and recreation facility needs for the Borough. The National Recreation and Park Association (NRPA) have general guidelines for municipalities to use to get a general indication of the amount of parkland and the facilities needed for the residents. Parkland is divided into three categories: Mini Park, Neighborhood Park and Community Park.

A mini park provides recreational facilities on a limited or isolated basis, or for special needs. They are located in neighborhoods and range in size from 2,500 square feet to one acre. Neighborhood parks provide a range of active and passive recreation activities and a variety of age and user groups. Facilities include field games, playground equipment and picnic areas. A neighborhood park is between five and ten acres in size.

A community park serves a broader purpose and population base than the other two. The focus on this category of park is on the community as a whole in that it provides for group activities, active and passive recreational opportunities. In land area a community park is the largest of the parks.

Estimated Parkland Needs

1998 Population	Mini-Park 0.25 to .5 ac/1000	Neighborhood Park 1.0 to 2.0 ac/1000	Community Park 3.0 to 8.0 ac/1000	Total Acres
2,443	0.6-1.25	2.5 – 5.0	7.5 – 20.0	10.6-26.25

The National Recreational and Park Association also have general guidelines for evaluating the need for various recreational facilities. They are only general guidelines for purposes of general analysis and comparison. The following are the NRPA guidelines for six recreational activities based on the number of units per thousand population of the community.

Baseball	1 field per 3,000
Softball	1 field per 5,000
Soccer	1 field per 5,000
Basketball	1 court per 5,000
Tennis	1 court per 2,000
Volleyball	1 court per 5,000

A comparison of the existing park and recreation facilities in the Borough with the NRPA standards suggests there is a deficiency. However, it must be remembered that the NRPA standards are only general guidelines that are very broad in scope. They provide a point of reference and nothing more. The real test for a municipality is to determine if in fact the recreational needs of the residents are provided for in some way. The actual park and recreation needs of the residents of Yardley Borough can be determined through a separate study that includes a survey of all of the households in the Borough and public meetings. Local sports associations should also be contacted for data on the residency of the participants in their programs.

Lower Makefield Township

The parks in Lower Makefield Township serve most of the active recreational needs of the residents of Yardley Borough. The parks in Lower Makefield provide the fields for the youth sports leagues, playground and other active recreational facilities. The Yardley-Makefield Soccer Association (YMS) provides year-round leagues for boys and

girls between the ages of 5 and 19. In addition, the association sponsors adult leagues for men and women. Residents of Yardley, Lower Makefield Township, Falls Township and Morrisville Borough participate in the association's programs.

The Pennsbury Athletic Association sponsors baseball and softball leagues for boys and girls between the ages of 6 and 18. The association serves the same municipalities, as does the soccer organization.

The following is a summary of the parks in Lower Makefield Township with a list of the facilities that are available:

- Macclesfield Park is the major community park on 91.9 acres in Lower Makefield Township that is located on River Road just south of the Yardley Borough line.

  Facilities:

  - 8 multi-purpose fields, used for regulation soccer, lacrosse, football and baseball
  - 3 baseball lighted fields
  - 3 mid-sized soccer fields
  - 5 mini-size soccer fields
  - 4 sand volleyball courts
  - Tot lot play area
  - Bike path and exercise trail
  - Picnic area & restrooms
  - Pavilion and concession stand
  - Access to canal towpath covered pavilion

- Fred Allan Softball Complex is located on Oxford Valley Road at the intersection with Roelofs Road. It is 22 acres in size.

  Facilities:

  - 3 Softball fields
  - Children's play area
  - Boccie courts
  - Concession building with restrooms and storage

- Community Pool Park is located on a 32.7-acre tract on Edgewood Road near the Township Building. Use of the pool is limited to resident members from Lower Makefield Township, Yardley Borough and other sponsored members.

  Facilities:

  - Olympic size pool with diving area
  - A lap pool

- Middle and baby pools
- Snack bar
- Tennis courts
- Basketball court
- Softball field

- Kids Kingdom and Picnic Grove is located on Edgewood Road near the Community Pool Complex.

  Facilities:

  - Kids Kingdom playground
  - Picnic area with restrooms
  - Nature trail

- Stoddart Park is located on Edgewood Road across from the Township Building.

  Facilities:

  - 3 baseball fields
  - Sand volleyball court

- Samost Tract is located on Oxford Valley Road between Stoddard Fields and the Fred Allen Softball Complex. It is 22 acres in size.

  Facilities:

  - 2 baseball fields
  - Home of future community center

Bucks County Parks

The Bucks County Department of Parks and Recreation has several parks in the vicinity of Yardley Borough. The County parks provide a variety of recreational opportunities that include playgrounds, picnicking, hiking, ball fields, multi-purpose fields, boating, fishing, trails and nature areas:

Core Creek Park	Middletown Township
Oxford Valley Park	Falls Township
Queen Anne Park	Falls Township
Frosty Hollow Park	Middletown Township
Falls of the Delaware Park	Lower Makefield Township (undeveloped)
Tyler Park	Five Mile Woods
Seven Mile Park	

Regional Recreation, Historic Sites, and Memorials

Just north of the Borough and located in New Jersey is the Scudders Falls Recreation Area. It is located just off of Route 29 about ½ mile north of Interstate Route 95. The park is the location of the great wave train hole/waves due to a broken down wing dam depending on water level. The falls are caused by an old stone and wood beam diversion dam originally built sometime in the middle 1800s for a mill located on the Jersey side.

Located just to the north of the Borough in Pennsylvania is the Washington Crossing Historic Park and the Washington Crossing National Cemetery.

The Washington Crossing Historic Park is where General George Washington and his men crossed the Delaware River on Christmas night 1776 and marched to Trenton, New Jersey. The park contains many historic building, tours are conducted and there is a gift shop. The most famous activity associated with the park is the Annual Christmas Crossing Reenactment.

The Washington Crossing National Cemetery is located on a new 205-acre site that will serve veterans' needs for the next 50 years. The cemetery is located in Bucks County, north of the Borough, about 3 miles northwest of Interstate Route 95, and less than 3 miles from Washington Crossing Historic Park. It is open daily from sunrise to sunset. In 2008, the Department of Veterans Affairs purchased the property and the cemetery was formally dedicated in 2009 and opened for burials the following year.

Lower Makefield Township is where the "The Garden of Reflection 9-11 Memorial" is located. According to the web-site for this special Memorial it was created to remember and honor our loved ones and all 2,973 killed on September 11, 2001. It is situated in a 64 acre Memorial Park amid the natural beauty of historical Bucks County farmland. It is located at 1950 Woodside Road. The park is surrounded by groves of trees, meadows, meandering gravel paths, playing fields and other recreational amenities.

OPEN SPACE AND PRESERVATION PLAN

An overall municipal land use planning program for a community includes plans that address specific topics. It is generally accepted that the municipal comprehensive plan is the centerpiece of the program. As its name implies, a municipal comprehensive plan covers all aspects of the municipality and establishes the overall land use planning policies and goals for the future of the community. The Comprehensive Plan is by necessity broad in its scope since it serves as the framework to guide decision making on issues related to land use. Based on the policies of the Comprehensive Plan, the municipal officials expand and bolster the planning program by preparing functional plans that address specific topics. A municipal open space and preservation plan is a functional plan.

An open space and preservation plan is focused primarily on the preservation of land in its natural condition whether it is farmland; land with natural resources or because of its

historical or cultural significance. Open space land also includes parks with passive and active recreation facilities. Upon acceptance by the County, a municipal open space and preservation plan becomes eligible for its share of bond issues funding for open space preservation.

The Yardley Borough "Open Space/Preservation Plan" is shown on Figure 3 that is located at the end of this chapter. The plan identifies water bodies, open space opportunities, recommended areas for preservation, and protected areas.

Yardley Borough has several natural open space features that defines its beauty and identity but has limited opportunities and resources to acquire and protect these features. This Plan will be utilized by the Borough to identify, prioritize and obtain the properties that will help achieve the protection of key open spaces for future generations to enjoy.

Due to the Borough's geographic location and its rich history as an early settlement and its development into a center of local commerce, a majority of the Borough's open space features are derived from water, both manmade and natural. These water features include Lake Afton, the Delaware Canal, the Delaware River, and the Brock Creek. Therefore, the primary goals and objectives of this Plan are to preserve Yardley's identity by maintaining existing scenic vistas, providing access to these features and to connections to adjacent open space linkages.

Presently there are a few lands that have been protected in the Borough. A large percentage of this protected land is the Delaware Canal State Park, which runs north to south providing a continuous public pathway with interconnections to existing public sidewalk systems. Smaller portions of land have been protected as part of older and more recent land developments (Homeowner Association Open Space) and the recent development of Buttonwood Park as a passive recreational area and an outdoor gathering place in the center of town.

There are several lands that are not presently protected. These include historic and cultural resources, scenic resources, and natural features. The properties with natural features are the most suitable lands for open space protection as they are the most vulnerable to future development. Most of these undeveloped properties provide scenic vistas and passive recreation opportunities to the Borough. There are also a few opportunities for open space linkages with adjacent municipalities. The Afton Avenue Streetscape project provides for a possible connection with Lower Makefield Township.

Most of the recommendations for open space opportunities in Yardley Borough are directly related to maintaining and securing scenic and passive recreational resources. A top priority for the Borough was to pursue the acquisition of the Fitzgerald-Sommer vacant lot on Delaware Avenue. The purchase of this property has taken place. It allows greater passive and scenic views of the Delaware River along the riverbank and prevents future development of the property.

Open Space Goals

Three goals and objectives are established by the Plan to guide the Borough's open space program that is directed towards maintaining a high quality of life for the residents:

- ***Provide access to Yardley's open space and recreational facilities including the Delaware Canal***.

  Objective: Purchase strips of land or secure easements to the canal from public streets to connect facilities.

- ***Protect Yardley's scenic views including Lake Afton, the Delaware Canal, the Delaware River and the Delaware River valley slopes***.

  Objective: Enhance Yardley's zoning ordinances to protect these resources and secure land conservation easements where appropriate.

- ***Preserve Lake Afton, the Brock Creek greenway, and the Delaware River bank as accessible areas for passive recreation.***

  Objective: Preserve and provide access to these areas for passive recreation through public and/or private conservation easements or land purchases.

Existing Protected Lands

1. Delaware Canal State Park. An area of 23.45 acres, 60' wide running north to south paralleling Main Street along the 100-year flood plain. The Canal offers a 6-foot deep by 40-foot wide waterway with an 8-foot berm and a 12-foot towpath. The Pennsylvania Department of Conservation and Natural Resources (DCNR) has installed a 4-foot wide argillite path along the towpath. Public access to the Canal occurs at Afton Avenue, Edgewater Avenue, Fuld Avenue, South Canal Street and the Mary Yardley Footbridge from North Main Street. Official public access from College Avenue and Letchworth Avenue has not been determined as of yet.

2. Buttonwood Park. An area of .88 acres. Located in the middle of the downtown bordering the Yardley Town Center Shopping Center. The park has been developed as passive recreational area and an outdoor gathering place for the Borough with a gazebo. The park has a winding drive with diagonal parking with a connection to the shopping center to provide additional shared parking.

3. Homeowner Association Open Space. Orchard Hill, Yardley Point and Yardley Station are recent housing developments that have open space and detention ponds. Yardley Commons, an older townhouse development, has open space, a

community center and pool. The Yardley Walk development includes open spaces that will be maintained by a homeowners association.

Potentially Vulnerable Resources

1. Historic and Cultural Resources

- Historic District
- Lanrick Manor (original ferry house on Delaware Avenue)
- Lock Five of the Delaware Canal
- Canal Aqueduct

2. Scenic Resources

- Lake Afton (owned by five property owners)
- Delaware River Bank (privately owned) between Delaware Avenue and the River
- Delaware River Valley Slopes (privately owned steep slopes and underdeveloped woodlands) located between Afton Avenue and College Avenue including property owned by Yardley Point, the Ziamatic Corporation, and ML7.

3. Natural Features

- Brock Creek Greenway encompassing the stream, wetlands and steep slopes along Brock Creek
- Delaware River
- Lake Afton
- Silver Creek
- Yardley Walk which is currently under construction

Open Space Linkages

1. Delaware Canal

- J. C. Heating – right-of-way access to Lock Five from the end of Canal Street.
- Letchworth Avenue Bridge – 8-feet wide along bridge abutment on south side of bridge (optional north side).
- College Avenue Bridge – 8-feet wide along bridge abutment on south side of bridge following existing path.
- Edward Garlits/Florence Avenue 8-foot wide connection to the Canal.
- Sommer's camelback bridge from Lincoln Avenue (Lower Makefield Township).
- Mary Yardley Footbridge – 10-foot wide connection from Fuld Avenue via the Mary Yardley footbridge to North Main Street.

2. Brock Creek Greenway

- Whitman and Casadonti Properties – the steep sloped woodlands and floodplain connect Afton Avenue with Lower Makefield Township near Sandy Run Road.
- Cold Spring Investment Group (CSIG) – underdeveloped portions reaching back to Lower Makefield Township and the connection to Afton Avenue (approved preliminary and final plans have proposed connections).
- Lake Afton – connecting the CSIG site along the south side of St. Andrew's Church past the Library to Main Street (included in Afton Avenue Streetscape).
- Yardley's Historic District from Lake Afton and the homes along the Lake through the downtown to the Canal.
- The Delaware Canal.
- East Afton Avenue from the Canal to the Delaware River (all within the existing 100 year floodplain). The floodplain lines are presently being updated by FEMA and may have a different mapping impact.
- Delaware River and the bank between Delaware Avenue and the Delaware River.

3. Bicycle and Pedestrian Pathway Linkages

- Afton Avenue connecting to the Lower Makefield Township bikeway. This is a project currently being developed jointly by the Township and the Borough.
- North Main Street has a need for a sidewalk/bike path to protect riders and pedestrians from heavy traffic on this road. This would connect to Dolington Road.
- Delaware Avenue/River Road is heavily traveled by bikers and should be considered for a bike trail along the riverbank. The alternative is to use the Canal towpath.

Unprotected Resources

Yardley's unprotected open space resources define the Borough:

- Lake Afton and the Delaware River bank are privately owned. Although regulations would limit their use, the public has no legal access to these properties. Borough owns small pieces of the riverbank (Municipal Annex building, ends of public streets and pumping station).
- The Brock Creek Greenway is also privately owned and the western portion of the site, which is currently inaccessible. To the public, has potential as a diverse naturalized area.
- The Delaware River Valley Steep sloped area is difficult to define because of the development over the years, but the steep slopes have prevented full-scale development. The river valley is defined by the now cleared land at the base of Yardley Point, the undeveloped slopes of Ziamatic Corporation

between its drive and stores below and above from its buildings to Yardley Point and by the mowed tree covered grounds below the ML7 parking lot.

Prioritized Areas with unprotected resources:

- Securing the existing scenic and passive recreational resources in Yardley should be the Borough's top priority.
- Access to existing public open space.
- Expanding Yardley's resources to include naturalized areas and river frontage.
- Linkage of Yardley's open space resources.
- Securing open lands adjacent to the Delaware River and Delaware River Valley slopes.

Properties or resources that should be acquired or permanently protected in order of preference:

Lake Afton

Assist the Friends of Lake Afton in obtaining conservation easement for the watered areas and the land adjoining Afton Avenue and Main Street including the dam and intake structure, and the outflow structure and pipe to Brock Creek. Five property owners currently own the Lake. As a nonprofit organization, the Friends have the ability, which the Borough and the property owners do not, to raise funds and receive grants for maintenance. Lake Afton is a vital part of Yardley's heritage providing open space and passive recreation. Obtain conservation easements for the Friends of Lake Afton and provide technical support. The Borough would retain approved interest in the property.

Brock Creek Greenway/CSIG, now called Yardley Walk

Obtain a conservation easement from the owners. The 26-acre Yardley Walk site is under development and several walkways and linkages are proposed. This land contains sedimentation dam and pond, wetland, steep slopes and woodlands. The developer has preserved open spaces at the western end of the property and will construct nature trails throughout the woods to provide access to Buck Creek.

Mature trees stand at the western end of the property that links with open space in Lower Makefield Township. The developer has expressed interest in maintaining the Brock Creek greenway. The developer is proposing a footbridge across Brock Creek that would connect the greenway to Lake Afton and to the Heart of Yardley downtown area.

The Borough has developed a trail connecting the Brock Creek properties to the Delaware River. This trail includes improvements to Lake Afton (a retaining wall along the lake and an improved trail), sidewalks along East Afton Avenue and the Veterans Memorial located at the intersection of Delaware Avenue and East Afton Avenue at the Delaware River

Delaware Canal Linkages

The Borough, DCNR and/or the County should obtain easements permitting public access and improvements including fencing and improved walkways. In order of priority:

- J.C. Heating Right-of-Way to Lock Five from Canal Street: The DCNR previously considered negotiating an easement or purchase of a right-of-way to Lock 5. This is critical for the Park in order to maintain the lock and canal in this area. The Borough needs to promote this linkage.
- College Avenue Bridge Abutment: There is currently a 6-foot wide walkway along the bridge abutment on the south side of bridge. If the County does not own the easement, the Borough or the County should obtain the right-of-way.
- Letchworth Avenue Bridge Abutment: Eight-foot wide easement along the bridge abutment on south side of bridge (optional north side). There is currently a foot trail along both sides of the bridge. The southern side appears to afford the existing homeowner more privacy. A fence walkway and footbridge will be required to access the canal. The County could obtain this easement for access to the bridge for repairs while providing access to the Canal.
- Mary Yardley Footbridge: 10-foot wide easement following the existing path that leads from the Mary Yardley Footbridge (at Fuld Avenue) to North Main Street. This path is a vital connection to get out of the floodplain and was created after the 1955 flood.
- Skip Garlits/Florence Avenue: Eight-foot wide easement to the canal. The land is under consideration by the owner for a large home. This is the northern Borough boundary and would provide access to the Canal for residents along Florence Avenue and North Delaware Avenue.
- Sommer's Camelback Bridge from Lincoln Avenue (Lower Makefield): This is not in the Borough, but an existing foot trail extends from Lincoln Avenue in the Borough to the camelback bridge over the Canal. This would be a good joint effort between Yardley and Lower Makefield Township and would provide access for the residents in the northern end of the Borough including Orchard Hill.

Delaware Riverbank

The Borough should purchase or obtain the easements to riverbank and riparian rights between Afton Avenue and College Avenue. This land would be developed as a passive park and to protect the scenic view. If an easement were selected, the owners would retain the maintenance and use of the top of the bank with restrictions on improvements. Pedestrians would gain access to the river from the Borough owned properties. The Borough currently owns portions at the end of College Avenue, Afton Avenue, the Municipal Annex and the Sewer Authority pumping station. Two restaurants, a limousine service, two offices, a funeral home and one residence are on the opposite side of South Delaware Avenue. The ultimate goal would be to provide a pedestrian walk along the water's edge. The river walk would be the terminus of the

Brock Creek corridor connecting the historic and open space resources in the Borough. Grant from the Delaware River Joint Toll Bridge Commission (DRJTBC) could be pursued for this river walk.

Critical Open Spaces

Fitzgerald-Sommer Property. Bucks County Open Space grants and other funds were used to purchase the Fitzgerald-Sommer Funeral Home vacant open lot located between the funeral home, Riverview Plaza, South Bell Avenue and South Delaware Avenue in addition to lots along the riverbank. The largest parcel is known as Tmp. 54-5-107-1 (the subject of a Borough minor subdivision application in 2014) and consists of 1.57 acres. The open space area located between the Delaware River and South Delaware Avenue was also preserved as part of this minor subdivision application known as Tmp. 54-5-117 and Tmp. 54-5-118 and totals 0.50 acres. The 1.57 acre site consists of an open mowed side yard in the floodplain. Due to the activities of the funeral home, active recreation will not be permitted. In the future, consideration may be given to planting shade trees on the lot and providing anchored picnic tables. The purchase of these properties now allows for greater passive and scenic views of the river along the riverbank, along with providing a location for temporary festivals and community events.

The recently purchased open space area will be known as “Fitzgerald Park” by way of a new freestanding sign. In addition to the permitted uses listed above other permitted uses and activities may include swing sets, water fountains, anchored park benches, anchored trash and recycling receptacles, multi-purpose trails, a gazebo, flag poles and utility access onto the site. The Borough can improve the site with native and non-invasive landscaping and introduce wildlife habitat enhancement devices like bird houses and bat houses or boxes.

Yardley Country Club Golf Course. The site of a golf course that contains 118.04 acres and is located along Reading Avenue and West College Avenue and adjacent to Lower Makefield Township. The current zoning is residential recreational. The district permits one dwelling unit per acre on 35,000 square foot lots with 7.5% open space or 1.25 dwelling units per acre clustered 20,000 square foot residential lots with a minimum 23% open space. The district also permits 2 dwelling units per acre clustered on 15,000 square foot residential lots with a minimum 50% open space. The course is a highly desirable parcel for open space acquisition. The Borough should obtain the right of first refusal in order to permanently preserve this site.

ML7. The site is located adjacent to and south of the golf course on approximately 10.4 acres of developed and naturally vegetated areas. Buildings, paving and parking account for most of the western side of the site. The remainder of the site consists of sloping ground, grass and trees, with some natural brush along the south and eastern border. The site contains 46,530 square feet of buildings and a total of 292 parking spaces. Obtain a conservation easement to the wooded lot below its parking lot. The owner uses this 2.6 acre area for picnics and has allowed the Borough to use the area

for its events. ML7 would maintain the lot but would permit public use with restrictions on the open space area.

Protecting Open Space

Yardley Borough currently has environmental protection standards, which protect floodplains, steep slopes, woodlands, watercourses or streams, wetlands and environmentally sensitive areas. The Borough will re-evaluate its standards with the Bucks County standards and, in particular, riparian regulations.

Organization and Financing

Yardley Borough has sufficient staffing and financial resources available to provide proper maintenance and stewardship of open space lands. The Borough Manger and staff along with the Borough Recreation Board presently administer the use and maintenance of borough properties. In the past, several individuals and group volunteers have also provided much assistance, when needed, such as during the building of the gazebo, and the annual borough wide cleanup day. Presently the borough provides ongoing maintenance for the limited public spaces that it owns. Since the size of the properties is reasonable, normal maintenance activities are accomplished with the existing public works crew. The recently developed Buttonwood Park and Tot Lot requires regular lawn maintenance, landscaping, and repairs. This is paid for out of the Recreation Board's annual budget. The Fitzgerald-Sommer property or any other property that is to be acquired for open space preservation will be addressed in the same manner. Costs to pay for maintenance can also be offset in the future by revenue generated with the rental of these properties for festivals and passive recreation activities.

Implementation

Methods through which the plan recommendations will be implemented:

Land Acquisition Options. When preserving or protecting land through land acquisition, there are four primary options: fee-simple purchase, donation, leaseback/resale and easements. The following provides a brief discussion of these various methods as land acquisition techniques.

Fee Simple Purchase. The purchase of land for open space is the easiest but potentially most costly means of acquiring open space. It involves acquiring fee simple title to a property for all development rights. While expensive, this option allows a community to use the land as it sees fit. Typically, local governments have various local funding sources to choose from, including general revenue finds, user fees, bond issues, and special fundraisers. However, there are also other county and state funding sources available for open space and recreational purposes, including Bucks County Open Space Program, and its ancillary Natural Areas Program; Keystone Recreation, Park, and Conservation Fund – Keystone Grant Program and Pennsylvania Rails-to-Trails

Program; Pennsylvania Recreational Trails Program; and Pennsylvania Transportation Enhancement Program.

Donations. Donation of land can be gift or a parcel in fee simple or the gift or rights of development or access. Land may be donated to local or county governments or to nonprofit organizations (e.g., Heritage Conservancy, Natural Lands Trust). Land donation makes the donor eligible for income tax deductions. These tax benefits serve as an incentive for this type of acquisition. Landowners can be nurtured so that the land is transferred to a community for no compensation. However, due to the sporadic nature of donations from property owners, township officials will need to take advantage of other methods and options in order to satisfy the overall municipal open space needs.

Leaseback or Resale. In certain situations, it may be appropriate for a municipality to purchase land in fee simple, then place restrictions on the need to prohibit certain uses (e.g., residential development) before leasing it back to an interested party. Leaseback allows a municipality to buy land for future use, before the price becomes prohibitive, while recouping some or the entire purchase price of the land. Resale involves buying the land and selling it with deed restrictions places upon it. Consequently, the municipality would maintain open space on the property while eliminating the expense of tax assessment and maintenance obligations.

Easements. Easements are specific property rights that are sold or donated by a property owner for the benefit of another party. In exchange, the property owner agrees that the land will remain forever as open space. Typically, easements are classified as agricultural, conservation, access, façade or scenic. The rights involved with easements include access rights, development rights and air rights. In Transfer of Development Rights, the development rights are sold and an easement is placed on the property prohibiting development. The use of the land is defined as an easement agreement and the municipality benefits since it satisfies part of its open space objectives without having to own land or development rights.

Natural Resource Protection Measures. Articles XXIX and XXXI of the Yardley Borough Zoning Code describes the Borough's local regulations designed to protect sensitive natural resources such as wetlands, steep slopes and floodplain areas.

Delaware Canal Enhancement Area. In addition to Yardley's natural resource protection measures, Yardley has also adopted a Canal Enhancement Area zoning overlay district to preserve the historic and natural value of the Delaware Canal State Park as well as encourage compatible uses along the canal. Found in Article XXIXA of the Yardley Borough Zoning Code, the standards in the Canal Enhancement Area based loosely on the recommendations in the Delaware Canal Master Plan (1987). For properties adjacent to the canal, these standards guide building setbacks, environmental protection standards, signage and prohibited uses.

Private Land Ownership with Public Access. Private landowners can formally allow public access through their property to open space land. Because Yardley Borough is small, one square mile, funds and staff resources allocated to open space preservation

are minimal. Therefore, it is the desire of Borough Council to promote land preservation tools that allow the private landowner to maintain most open space areas, while allowing for public access. The tools include donations, donated easements for public access and Transfer of Development Rights.

Maintenance. Maintenance of recommended open spaces would be nominal. The Friends of Lake Afton and its owners maintain Lake Afton. Linkages would be narrow previous paths with minimal grass areas. The Brock Creek Greenway Open space would be naturalized with a narrow nature trail probably maintained by a non-profit group. The ML7 tract would continue to be maintained by the owner. The Riverbank Park would require minimal maintenance by the Borough.

Time Phasing. Upon approval, obtaining agreements, legal descriptions and finalizing the easements and land purchases would occur in the future. Development of improvements would require several years. Revisions to the Yardley Borough Zoning Code would commence immediately.

SUMMARY

This chapter contains a series of recommendations for acquiring and/or permanently protecting properties and resources in the Borough. One of the properties included on the list is the Yardley Country Club golf course, for which the plan recommends that the Borough obtain the right of first refusal. However, it is also recommended that the "zoning should be reviewed in light of current cluster development planning to maximize the open space." In fact, when Yardley Borough revised some of its ordinances in October 2008, whereby the Borough incorporated Low Impact Development principles to strengthen natural resource protection standards and provide for more development options for open space protection.

Coordination of this chapter with the entire Comprehensive Plan provides a mechanism to implement a number of the objectives of this plan. The plan presents a variety of mechanisms that can be used to acquire land or protective easements. These mechanisms will provide the Environmental Advisory Commission, the Borough Planning Commission and Borough Council with the information necessary to establish an active open space preservation program. The objectives to help achieve include:

- Protect stream corridors, including riparian buffers.
- Preserve sites with natural resources.
- Provide opportunities for recreation facilities.
- Provide opportunities for pedestrian paths throughout the Borough and beyond.
- Provide opportunity to implement the Delaware River Preservation Area and/or provide access to the river.

- Provide opportunity to implement the Delaware Canal Enhancement Area and/or provide additional access to the canal.

Successful implementation of these objectives will occur only if the Environmental Advisory Commission, the Borough Planning Commission and Borough Council maintain an open line of communication. The organizational structure of the Borough government has the Environmental Advisory Commission and the Borough Planning Commission as specialized advisory boards must consult with one another on relevant matters and coordinate their recommendations to Borough Council.

Table 11: OPEN SPACE OPPORTUNITIES (SEE FIGURE 3)

	Site	Existing Use	Conservation Value	Owner	TMP#	Acreage
1	Fitzgerald/ Summers	Vacant Lot	Open Space	Fitzgerald Funeral Home	54-5-108	0.25
2	Lake Afton	Recreation	Cultural, scenic recreational resources and Brock Creek greenway linkage	Cam Troilo Barry Sharer Yardley Friends Meeting St. Andrews Church YFM	54-3-136 54-3-137 54-3-138 54-3-139 54-3-140 54-3-145	0.48 0.89 1.93 80x30 0.78 5.58
3	Morgan Ave. & Florence Ave.	Vacant Lot	Mini-park, greenway linkage, and canal enhancement	Edward Garlits	54-4-9	1.44
4	PA American Water	Utility Service Vacant Lot	Open space (wells prohibit development)	PA American Water	54-3-128 54-3-99-1 54-3-127	1.44 0.31 0.62
5	East College Ave. & Delaware Ave.	Residential	Mini-park, canal enhancement	Steven Lowe	54-3-66-1	0.78
6	ML7	Office use with open space	Neighborhood park, relief from built-up environment	ML7	54-7-2	10.60
7	Bell Ave.	Vacant Lot	Mini-park	Tom Green	54-5-27	0.07
8	Golf Course	Private Recreation	Open Space	Yardley Country Club	54-7-1	118.04
9	Morgan Ave. & Fuld Ave.	Utility service	Natural resources, canal enhancement, greenway linkage and parking for canal access	PECO	54-4-8	1.26
10	Sitko site	Commercial	Brock Creek greenway linkage (flood plain area/utility easement)	Daniel Neuman	54-5-56	1.3
11	J.C. Heating	Commercial	Canal access	J.C. Heating	54-7-106	1.06
12	Sandy Run Road	Vacant and single-family	Brock Creek and greenway linkage	John Witman Joe Casadenti John Witman Robert Nolan	54-3-7 54-3-6 54-3-7-1 54-3-8 54-3-9	4.18 4.44 1.68 1.50 1.52
13	Letchworth Ave. & Delaware Canal	Residential	Canal access	Stella Davidson	54-7-115	114X267
14	East College Ave. & Delaware Canal	Residential	Canal access	Valydia Bell	54-3-194	152X128
15	N. Main St & Delaware Canal	Residential	Main St. & Canal access	Joseph Moors	54-1-105-1	2.06
16	S. Main St. and Delaware Ave.	Commercial	Buffer	John McDonald	54-7-118	1.33
17	S. Delaware Ave.	Vacant lots	Preservation	Arthur Weisman Louis Castelli Public Utility Paul Sonberg	54-4-116 54-4-115 54-4-114 54-4-113	54X150 60x50 60X128 60X120
18	S. Delaware Ave. and Ferry St.	Vacant	Open Space, scenic	Tony Plescha	54-4-118	45x50

Open Space/Preservation Plan
Yardley Borough
Bucks County, Pennsylvania

Figure 3



0 500 1,000 2,000 Feet

Water Body

Open Space Opportunities

Protected Areas

Prepared by: Bucks County Planning Commission, 2014

CHAPTER 8: HISTORIC PRESERVATION

GLIMPSE OF YARDLEY'S PAST

Yardley was settled by William Yeardley (as the name was spelled), a Quaker minister seeking religious freedom who emigrated to America from England with his wife, three sons and a servant in July 1682. Before leaving England, he made an agreement with William Penn to purchase a 519-acre tract for ten pounds sterling. He settled on Dolington Road and built a log cabin and later a stone house called "Prospect Farm". The Yardley family occupied the land for more than 150 years.

William Yeardley and his family died of smallpox in 1702 and the original house burned down. In 1704, a nephew, Thomas Yeardley, came to America to settle the estate. He never returned to England and by 1710 has established Yardley's first ferry at the foot of what is now Letchworth Avenue (the lower boundary of the early village). It developed into a major river crossing and this area became known as Yardley's Ferry.

When a town plan was prepared in 1807 and several lots were laid out, Yardley was beginning to grow. Following the completion of the Bristol-New Hope section of the Delaware Canal in 1831, new commerce and trade poured into the town, then called "Yardleyville". Early industries included a spoke and handle factory, sawmill, a factory, plate and plaster mill and two flour mills. The U.S. Post Office was established in 1828. In 1835, Yardley's first covered bridge was built across the Delaware River at the foot of what is now Afton Avenue.

In 1876, the railroad opened their New York branch through Yardley and erected a station just south of the established village. To avoid confusion with Yardville, NJ, the railroad campaigned to shorten the name Yardeyville and in 1883 the U.S. Post Office adopted the name "Yardley". By 1880 the town had a population of 820, and in 1895 it was incorporated into a Borough.

During the Civil War, Yardley may have been a station for the Underground Railway, an escape route for slaves. According to local legend, slaves hid under the eaves of the Continental Hotel and in warehouse bins along the Delaware Canal. At Lakeside, the home built by Thomas Yeardley in 1728, a brick-walled cellar room is said to have been a hiding place.

The history of Yardley gives the Yardley Historic District its distinct sense of time and place.

THE HISTORIC DISTRICT

Designated in 1985, the Yardley Historic District is comprised of approximately 200 buildings in the heart of Yardley Borough. Its buildings reflect more than 300 years of

settlement, growth, and change. A property lies within the historic district if it within the boundary outlined on the Land Use Plan Map (See Figure 5).

The majority of the structures within the historic district are frame, two-and-a-half story single-family residences fronting narrow streets and situated on deep, thin lots with little open space between dwellings. The buildings are for the most part of vernacular design often with high style elements. Chronologically, most of the structures date from the mid or late nineteenth century; a period which encompasses the time between the opening of the Delaware Division of the Pennsylvania Canal and Yardley's incorporation as a borough. The total number of historic structures is supplemented by the various features of the canal including the canal itself, bridges, and aqueducts, and Lake Afton, a manmade pond located at the core of the town.

Properties within the Historic District are as follows:

East Afton Avenue: All numbers except #'s: 65, 73, 79, and 81.

West Afton Avenue: #1 thru and including #57 (Yardleyville Square is not in the Historic Distirct).

East College Avenue: #9 only.

West College Avenue: #8 only.

Canal Street (behind the Borough Hall and off of Letchworth Avenue): #19 thru and including #89; #168 thru and including #198.

South Edgewater Avenue: #'s 6, 8, and 12.

Letchworth Avenue: #6 thru and including #18.

North Main Street: #1 thru and including #31.

South Street: in its entirety.

South Main Street: #1 thru and including #171.

Exclusions: #11 South Main Street (Buttonwood Park – front section of the park to the stable is in the district; tot lot and rear portion is out; #21 South Main Street (property is in the rear, outside of the district); #25 South Main Street (Yardley Town Center Shopping Center – sign in front is in the district while the stores are outside of the district), and #15 South Main Street (Bike Shop building and old stable are both in the district while the rear property is outside of the district.

An appreciation for historic buildings within the Heart of Yardley downtown area can easily be obtained by taking part in a walking tour within this area. The Yardley Historical Association has published "A Self-Guided Walking Tour" brochure that lists

and discusses in great detail 39 historic buildings which are identified on a walking tour map. The historic significance of each building is presented in the brochure which was published in 2002. The tour begins at Lake Afton with one of Yardley's oldest houses, Lakeside. The walk then proceeds through the Grist Mill/Cramer's Bakery area down East Afton Avenue to the canal bridge. The tour backtracks to Canal Street, the site of some very lovely and unique houses. The tour continues to College Avenue, and turns right to Main Street. Then turn right on Main Street and walk toward the center of town and then turn left at Afton Avenue and then proceed toward the Old Library by Lake Afton which is the last building on the tour.

BOUNDARY JUSTIFICATION

The boundaries of the Yardley Historic District have been delineated as to include the greatest concentration of historic structures within the borough and to create a district deemed practical by local authorities and certifiable by state representatives. The district reflects the historical development of the town. Its main focus is the intersection of Main Street and Afton Avenue. From the core, the district extends southerly and northerly along Main Street, and easterly and westerly along Afton Avenue.

PURPOSE OF THE HISTORIC DISTRICT

The historic district was created to:

- Protect Yardley's distinctive historic buildings which recall the rich architectural and historical heritage of the Borough, of Bucks County and of the Commonwealth of Pennsylvania.
- Promote the general welfare, education and culture of the Borough by encouraging an interest in its historical heritage.

BENEFITS OF CREATING AN HISTORIC DISTRICT

Having a historic district helps to retain existing historic buildings and features to:

- Stabilize and improve the value of property located in and near the district.
- Generate economic development through commercial ventures drawn to the charm of the district.
- Instill confidence in homeowners to invest more in their properties since they know they are locally protected.
- Stimulate pride in the community, which in turn is reflected in the care of property.
- Encourage compatible designs for newer buildings to blend with historic resources, thus creating a more pleasing street and landscape.
- Initiate investment since grant funds and federal tax credits are available for major rehabilitation and restoration costs.

CREATION OF THE HISTORIC DISTRICT

The Commonwealth of Pennsylvania passed Act 167 of 1961, as amended, which enables municipalities, such as Yardley Borough, to create historic districts and to appoint a Historical Architectural Review Board (more commonly known as “HARB”). Since 1961, fifteen historic districts have been created in Bucks County and forty-two historic districts have been created in southeastern Pennsylvania.

HARB APPLICATION REVIEW GUIDELINES

To evaluate an application, HARB uses the following U.S. Secretary of the Interior’s standards. Within the Yardley Historic District, they will be applied to building and sign projects in a reasonable manner, taking into consideration economic and technical feasibility.

- A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
- The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
- Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
- Changes to properties that have acquired historical significance in their own right will be retained and preserved.
- Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
- Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
- Chemical or physical treatments to exterior surfaces, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
- Archaeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
- New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

- New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

The HARB also reviews signs that are located within the historic district and makes recommendations regarding their appropriateness to the Borough Council. The HARB published a booklet entitled: “Historic Yardley Sign Design Guide”. The guide was written to assist residents and business owners with their design of signs, which must compliment and reflect the unique character and charm of the Borough. The guide deals with sign design basics (size, information, color, materials, and copy characteristics) and standards sign types (freestanding, wall, window, fascia, nameplate, directory, and development signs) in addition to providing advice on sign position, lettering style and text, colors, scale, and external light source.

CHAPTER 9: TRANSPORTATION & CIRCULATION

In accordance with the provisions of the Pennsylvania Municipalities Planning Code a comprehensive plan must address the movement of people and goods within the community. This comprehensive plan provides an overview of traffic on the streets in the Borough, commuter rail service and pedestrian circulation.

Transportation systems are shown on Figure 4: "Transportation Plan" that is located at the end of this chapter. The plan shows existing and proposed pedestrian/bicycle bridge or underpass locations, an existing traffic signal, existing and proposed sidewalks, pathways, and trails, state roadway routes and the train station location.

TRAFFIC

The Borough roadway system is somewhat defined by the State's Liquid Fuels Map which identifies that the Borough has a total of 10.50 miles of roadway which is comprised of 6.76 miles of the Borough Road System and 3.74 miles of the State Highway System. State roads include Main Street, Afton Avenue, Reading Avenue, Delaware Avenue, and Dolington Road.

The volume of vehicle traffic of Afton Avenue, Main Street and Delaware Avenue is heavy on a daily basis. Main Street and Delaware Avenue are state roads that pass through the Borough on a north-south axis. Afton Avenue is a state road that serves traffic in an east-west direction and connects with the other two roads. Thus, much of the traffic on these streets is pass-through traffic or people with an origin and destination that is not in Yardley Borough. There are no studies available to document the percentage of traffic on Borough streets that is pass-through. Even if such studies were available, they would only supply statistics that would be of little use. At this time there are no plans for highway improvements or new highways in the region that would reduce the volume of through traffic.

In light of the existing traffic conditions in the Borough and the lack of any plans on a regional level for any highway improvements that would alleviate some of the traffic volume in the Borough, the most realistic approach is to recognize that fact. Another fact is that due to the characteristics of the primary streets, solutions to abate traffic problems are very limited. The primary streets in the Borough are typical of streets in towns that were established many years ago. When Yardley was forming, the mode of travel was via horseback, horse drawn vehicles and walking. A narrow cartway was adequate with a sidewalk on both sides and the buildings were either located next to the sidewalk or set back to provide a shallow front yard. That cross section was adequate until the volume of motorized vehicles reached the level that was common for the past several decades. These conditions contributed to the fact that the distance between buildings on the opposite side of the street was not sufficient for turn lanes or other improvements to provide better traffic flow.

However, there are some measures that can be considered to address, to some degree, the traffic on the primary streets in the Borough. The measures or techniques are referred to as traffic calming. Traffic calming measures are directed towards slowing traffic and increasing safety for motorists and pedestrians. Measures that can be considered for various streets in the Borough include:

- Textured crosswalks and speed platforms
- Corner bump-outs
- Speed humps and tables
- Four-way stop intersections
- Textured intersection platforms
- Planting buckets and other landscaping
- Selective street cartway narrowing
- Speed limit reductions
- Traffic diverters
- Shade trees
- Streetscape improvements
- Gateway treatments

While it was not within the scope of this comprehensive plan to study and identify the streets in the borough where traffic calming techniques should be installed; there are several general questions that require considerations:

- The first recommendation is to undertake a study of the primary streets in the Borough to determine where traffic-calming techniques are needed.
- In particular, traffic calming should be given priority in the Heart of Yardley downtown area to make the area more pedestrian friendly.
- Emphasize or establish entry points to the Borough to increase the drivers' awareness of entering the Borough.
- On secondary streets, traffic calming can reduce speed and increase the drivers' awareness of sharing the street with pedestrians and bicyclists.
- In residential neighborhoods, the objective is to increase the drivers awareness of entering a residential area, cut-through traffic can be reduced and increase the awareness of entering a residential area, and cut-through traffic can be reduced and increase the awareness of sharing the street with pedestrians (including children) and bicyclists.

In April 2014 the Borough Engineer prepared a traffic analysis for the intersection of Main Street and Afton Avenue to determine if the operational characteristics exist to warrant a green lead phase for the eastbound Afton Avenue approach. Based upon conversations with PennDOT the traffic signal equipment would need to be upgraded to conform to current ADA standards including reconstruction of ADA compliant ramps and crosswalks, and installation of pedestrian indications and pedestrian push buttons. These improvements would also include the installation of new traffic signal standards and mast arms at each quadrant of this intersection in addition to new pedestrian push button standards. Additionally, the upgraded traffic

signal equipment would include pedestrian indications, video vehicle detection and a modern traffic signal controller. The estimated construction cost for these improvements was estimated at approximately $200,000 to $250.000.

In establishing a traffic-calming program, Borough officials should involve the residents of the neighborhood or the Heart of Yardley downtown area in the planning process. Traffic calming can be an important component in an effort to improve and enhance pedestrian circulation. The Borough has installed speed humps with associated signage along Canal Street to provide traffic calming.

The first level in the bureaucracy of having improvements made to roads on the PennDOT highway system is the Delaware Valley Regional Planning Commission Transportation Improvement Program (TIP). Periodically the Bucks County Planning Commission contacts all of the municipalities in the county for improvement projects involving the roads in their communities. Over the years, Yardley Borough has had the following projects in the TIP program:

- Relocation of the traffic signal at Route 332.
- Traffic signal study for the Reading Avenue and South Main Street intersection.
- Paint the bridge on East Afton Avenue.
- Improve the drainage along South Main Street between Route 332 and Reading Avenue.
- Completed drainage improvements along South Main Street in 2009/2010.

An objective of the Bucks County Comprehensive Plan is to: “Maintain and promote mobility, access and safety using the existing and future public transportation system and network”. The Yardley Train Station is an important link in the commuter rail network. At this time SEPTA and the CSX Corporation are looking to extend the CSX mainline track to include a retaining wall along a 700 foot section of track as well as drainage ditches where necessary. SEPTA is investigating station upgrades like a higher platform and new station buildings.

SEPTA and transportation planners in the region are studying the feasibility of a new commuter rail network. At this time, there are no plans for expansion or change to the commuter rail line that is known as the County Metro. The line would serve the corridor between Trenton and Glenlock in Chester County. There is no schedule for when the service may be available. Planning is also underway for a commuter rail station to be located in the Morrisville Rail Yard in Falls Township. The impacts, if any that these two tentative commuter facilities would have on Yardley Borough is uncertain. However, the planning for the two projects is an indication of the existing and potential demand for public transit service in the southeastern area of Bucks County. The prudent course of action for the Borough officials to follow is to monitor the progress of these two projects and maintain a liaison with SEPTA.

PEDESTRIAN CIRCULATION

Primary streets such as South Main Street and West Afton Avenue have sidewalks. However, North Main Street does not have sidewalks. For residential streets with low volumes of traffic, even though it is desirable, it is not as important to have sidewalks as long as the resident can comfortably and safely walk on the street along the curb for recreation, to visit a neighbor down the street, or access Main Street.

Crosswalks give pedestrians the opportunity to cross a street at a designated place safely. A crosswalk can be clearly delineated with painted lines on the cartway or a different pavement material can be used for the crosswalk and signs can alert motorists to a designated crosswalk. Designated crosswalks are located at the intersections of streets such as Main Street and Afton Avenue. They can also be located in mid-block in a business center of a community. In Yardley, mid-block crosswalks should be considered at these locations: the Buttonwood Park entrance and at Borough Hall. The following locations have crosswalks: Main Street and College Avenue and Penn Valley Drive and the Library. A crosswalk at Canal Street and East Afton Avenue is needed.

North Main Street presently does not have sidewalks and should to provide safe and convenient pedestrian circulation to these neighborhoods in the Borough.

Afton Avenue Streetscape Improvements

The Afton Avenue Streetscape Improvements program began in 2004 with the issuance of a Request for Proposal by the Borough. The result of this proposal effort was the selection of a consultant team that prepared a design for the improvements that are now located along West Afton and East Afton Avenues connecting the St. Andrews Episcopal Church property and “The Old Library at Lake Afton” to the existing Veterans’ Memorial that is located at the former bridge abutment at the intersection of Delaware Avenue/East Afton Avenue where river access is provided. The system runs along Lake Afton and connects up with the Delaware Canal State Park pathway.

The project primarily is composed of a walkway and sidewalk system, handicapped accessibility focusing on ADA ramps at various locations, crosswalks and landscaping improvements. Concrete curbing was installed in some instances, inlets were replaced, and driveway aprons were constructed. The walkway and sidewalk system was designed and constructed as a 5 foot wide stabilized stone walk and patio and a 5 foot wide concrete sidewalk. The walkway system is located along the north side of West Afton Avenue and the sidewalk is located along the southern side of East Afton Avenue. In addition to the walkway and sidewalk and other improvements noted above, the Boy Scouts recently installed a bench that overlooks the Delaware River next to the Veterans’ Memorial. Also, litter receptacles and benches are located along West Afton Avenue to service pedestrian use of the walkway.

This project provides for important linkages between residential neighborhoods, the Yardley Town Center and other businesses, and to the Delaware River. This project provides a connection with existing or proposed pedestrian and bicycle systems in

Lower Makefield Township connecting with parks, schools and neighborhoods in the neighboring community. The sidewalk along East Afton Avenue provides pedestrians access to the properties along the street and provides a route to the river and the War Memorial at the intersection of Delaware Avenue and East Afton Avenue.

North Main Street

A solution to installing a sidewalk along North Main Street is not as straightforward as installing a sidewalk along East Afton Avenue. The first problem area is the "S" curve at the end of Lake Afton. The terrain in the area is difficult due to the stream and its floodplain and the proximity of the lake to the street. The bridge over the stream is fairly tight two-lanes with a narrow sidewalk on the eastern side. In the areas with houses fronting on the street the impediments to installing a sidewalk include large trees, walls, landscaping and topography. The path worn along the eastern side of the street from the parking lot north to the bridge over the creek is evidence of the need for a sidewalk along North Main Street. The biggest obstacle for installing a sidewalk along the eastern side of the street is the location of the utility poles. Generally they are located in the path of a sidewalk. It appears that a sidewalk is feasible on both sides of North Main Street from the bridge north.

The Borough is proposing to construct a new sidewalk along North Main Street. The sidewalk will be constructed of concrete and be no more than 4 feet wide. The sidewalk will run along the east side of North Main Street from the intersection of North Main Street and Dolington Road/McKinley Avenue to the Grist Mill and into the downtown area. Crosswalks are proposed to assist pedestrians crossing at McKinley Avenue and crosswalks are proposed at the Jervue Avenue intersection with North Main Street and the Cold Spring Road intersection with North Main Street.

From a community perspective, North Main Street residents are far from connected with other parts of the Borough. Some neighbors who are two houses apart barely know each other. The proposed new sidewalk system will get residents out of their houses to interact with one another.

From a livability viewpoint, North Main Street is a very busy route – a favorite for large trucks and commuters taking shortcuts. Even though the speed limit was reduced to 25 mph, it is far from resembling a residential street. One way to discourage the trucks and speeding commuters is through traffic calming measures, which include sidewalks, crosswalks and the presence of pedestrians. Slowing the traffic will discourage many who use North Main Street as a shortcut. Many properties on North Main Street are walkable to the center of town and to others areas of the Borough. Owners of property along North Main Street will benefit from a community asset, already paid for, that will permanently enhance the value of their investment.

In addition to the proposed North Main Street sidewalk and crosswalks the Borough will be landscaping, installing signage, and making driveway apron improvements.

Other Pedestrian Improvements

Sidewalks are not the only means of providing for pedestrian and bicycle circulation. Paths and trails serve the same function but are usually not adjacent to a street. Yardley Borough is fortunate to have the towpath trail running the length of town that connects residents with points as distant as the City of Easton to the north and Bristol Borough to the south. There are access points to the towpath at East Afton Avenue, College Avenue, Brown Street, Maple Avenue and Fuld Avenue. Access is also available for the entire length of North Edgewater Avenue.

The access points to the towpath at College Avenue and the potential access at Letchworth Avenue need further study regarding potential improvement. At College Avenue, the access is on the south side of the street approach to the bridge over the Canal. A chain link fence separates the narrow path from the adjacent private property. It appears that the path is used. However, the ownership of the land should be determined and if it is owned by the Borough, improvements to the path and a sign would be in order. There is a narrow arched bridge with no handle rails over a small drainage swale that must be crossed to reach the towpath. Further study is needed to determine the feasibility of improving the pedestrian access at Letchworth Avenue.

Another access point to the towpath is at the end of South Canal Street. Further study is needed to determine the status of land ownership and possibility of improving the access to the towpath.

The towpath is an excellent resource for pedestrian circulation in the Borough, whether a resident is using it for recreation, relaxation or to get from one point to another. Efforts should be made to improve the existing access points and provide new ones.

Buttonwood Park provides an opportunity to provide pedestrian/bicycle circulation between the park and Lake Afton. A path through the park to Penn Valley Drive and a sidewalk along the street to West Afton Avenue will provide a link directly across from the Lake. The path will then make the parking in Buttonwood Park available to visitors to Lake Afton.

On a smaller scale, the pedestrian way next to the Vault Brewing Company is a good example of providing an attractive link between the parking lot and South Main Street. Block pavers were used for the path and the areas next to the path were landscaped to provide a pleasant space, albeit small. The walkway on the south side of Borough Hall is another example of providing an attractive functional space in the center of town. At Borough Hall the space is large enough for a bench, which provides another welcome piece of street furniture. The Yardley Business Association and Borough representatives will be looking for other opportunities to provide functional and attractive improvements to The Heart of Yardley downtown area.

The Borough has recently filed a joint application with Lower Makefield Township for transportation funds to construct a sidewalk along the south side of West Afton Avenue between Lookover Lane and Lehigh Drive. This project is a priority to connect the two

communities together and to provide increased and safe access into the Heart of Yardley downtown area.

The Bucks County Park Plan makes recommendations for link parks in various areas of the county. One of the recommended link parks is along Brock Creek that would connect Lake Afton with Core Creek Park in Middletown Township and points in between. The link would continue to Tyler State Park and from there it would extend north and west along the Little Neshaminy Creek, the Neshaminy Creek and the Mill Creek.

BICYCLE CIRCULATION

Informal bicycle circulation occurs in the Borough at this time. Bicycles are seen on streets and sidewalks and on the Canal tow path system which is argillite or a combination of stone and grass, and varies between 6 and 8 feet in width. There are some bicycle racks located at destinations like commercial buildings, at the train station, and in the Buttonwood Park.

A comprehensive bicycle system is proposed that would include bicycle routes that are defined by signage and located within the public roadway, bicycle lanes that are located adjacent to a paved roadway surface like a shoulder, and a bicycle pathway that is completely separate from a roadway and is located either on public or private property or both. A planned bicycle system is used for recreational and commercial purposes. Bicycle routes, lanes and pathways should be supported by associated benches, bicycle racks, trash receptacles, guide rail bollards, striping, signage, and maps located on kiosks.

The Landmark Towns published a “Bicycle Strategy and Marketing Initiative” study on April 2012. The study notes that a primary destination for cyclists in the Borough are businesses located within the historic district. The study goes on to mention that SETPA has a policy that allows 2 bicycles on each train. Standard non-folding bicycles are prohibited on their trains during weekday peak periods (weekday early mornings and late afternoons). The Landmark Town study recommends the continued use of the Canal path system supplemented by a designated on-road route along Main Street that would connect Morrisville Borough with Woodside Road in Lower Makefield Township. The study also recommends the placement of kiosks at the train station (one on each side), one kiosk at each access point on the towpath north and south of Afton Avenue, and one kiosk in front of Starbucks at the Main Street and Afton Avenue intersection.

The Bucks County Planning Commission published their countywide bicycle plan in November of 2012. This county plan recommends the implementation of a primary on-road connection along Afton Avenue between Lower Makefield Township and the Borough and the continued use of the Canal path system for cyclists.

The Lower Makefield Township Comprehensive Plan proposes a combined walkway and bicycle path along both South Main Street and Afton Avenue that starts and ends at

the Borough boundary line and a separate walkway and bicycle lane along Dolington Road.

The Borough seeks to improve facilities for cyclists of all ages to make it safe and convenient to travel within and outside of the Borough. The ideas and recommendations made in the Landmark Towns study, the Bucks County Planning Commission “Bicycle Plan”, and the Lower Makefield Township Comprehensive Plan will all be considered as improvements are made within the Borough to facilitate bicycle circulation.

YARDLEY TRAIN STATION

Yardley Station is the last stop in Pennsylvania along the West Trenton regional Rail Line. It is located at South Main Street and Reading Avenue in the Borough. The station contains 275 parking spaces and utilizes a pedestrian tunnel along South Main Street to allow passengers to choose to use the inbound or outbound tracks. Inbound riders can travel to Philadelphia, while outbound riders can travel to Ewing Township in New Jersey.

Transit Oriented Development

The train station and its immediate environs are considered a transit-oriented development area or a transit-village area for purposes of transportation and land use planning. The 2001 Yardley Comprehensive Plan map had previously identified the area bounded by Reading Avenue, South Main Street and the municipal boundary lines with Lower Makefield Township as a “Planned Transit Development Area”. On Figure 4: Transportation Plan it shows a ¼ mile radius area (a 5 minute walking distance) around the station that reflects a reasonable walking distance to and from the station. A transit-oriented development area is defined as having a mixed-use and moderate to high-density land use pattern (e.g. townhouses and apartments), is pedestrian-friendly, promotes and is supportive of transit ridership, and is multi-model (automobile, bus, pedestrian and bicycle access). The community benefits by formally establishing a transit oriented development area around the train station in part to promote tourism, create continuous activity near the station which provides less opportunity for crime, increase transit usage by providing higher density housing, and by improving the aesthetic environment of the area that supports intermodal transfer. Currently within this area there is a mix of land uses that helps to support ridership that makes use of the station. Efforts should continue to be made to attract daytime and evening uses and especially – salons, restaurants and other food services, coffee shop, dry cleaners, bookstores, newsstands, flower and gift shops, a café, a pharmacy and other retail and personal services. A bed and breakfast use may also be considered appropriate in this area.

Specifically, SEPTA is proposing to remove the existing platform and ramp system on the south side of the station and to remove the existing platform, shelter, stair and ramp system located on the north side of the train tracks. Planned improvements include the construction of a new high level platform on the north side that extends approximately 263 feet further south than the current platform, the construction of 2 new shelters and

the relocation of the existing historic shelter closer to South Main Street, a new ramp and stair system, the relocation of handicapped parking spaces, and the construction of a new drop off area with newspaper pen, a bench, and bicycle racks. Other desirable and related site improvements should be considered by SEPTA to include: additional parking spaces, sidewalks, signage, site lighting, landscaping, off-site crosswalks, and accessory uses like a slot box for parking and trash receptacles. The area directly in front of the newly relocated historic shelter may want to become a raised curbed island with sidewalks and landscaping. The Borough would like to explore with SEPTA and the local business community the use of this historic shelter as in informational kiosk for the benefit of both SEPTA and the Borough.

Improvement of the historic shelter could expand information available at the train station for those entering the Borough by rail, e.g. maps, brochures, signage and marketing materials would all help to enhance the experience and local knowledge of visitors.

In addition, the Borough, SEPTA, and the Yardley Business Association may want to study the possibility of establishing a station concierge service at the station (maybe within the historic shelter) where an attendant would take orders in the morning for services such as dry cleaning, food, flowers, shipping and mailing needs, etc. and then in the evening would pick up their completed requests. The concierge service could be set up for only local businesses.

Station Facilities and Profile

The station facilities are well-maintained and aesthetically pleasing. There has been considerable effort to beautify the pedestrian tunnel linking both sides of the station area through the use of murals, landscaping, lighting and some fencing. Overall, the station is appealing to riders. In addition, a private residential townhouse community has been developed on the southern side of the train station. Utilizing the name “Yardley Station”, this residential development obviously took its lead from its convenient location next to the SEPTA station. Good pedestrian connection between the development and the train station has been established. However, very little in the way of pedestrian facilities exist once riders depart SEPTA property on the northern portion of the site. There are no sidewalks along Reading Avenue. Sidewalks do currently exist along South Main Street north of Reading Avenue, but there is no crosswalk across Reading Avenue or to the northbound side of South Main Street.

The Yardley Train Station profile is presented below:

Address: 7 Reading Avenue
Parking: 275 Spaces, 87% filled to capacity
ADA Spaces: 10 spaces
AM Peak-hour time to Market East Station: 53 to 63 minutes
AM Peak-hour headway: 8 to 27 minutes
PM Peak-hour time from Market East Station: 59 to 70 minutes
PM Peak-hour headway: 10 to 34 minutes

Fare Zone: 5
Ticket Office: None
Connecting Service: None
Daily Boardings (2011) : 353
Daily Leavings (2011): 355

Source: Bucks County Planning Commission
Bucks County TMA

Unlike many of the boroughs in Bucks County which developed around their rail stations, Yardley Borough was well-established before the railroad arrived. This explains why the station is located so far from the center of the Borough (nearly 1 mile). The Borough contains many businesses that are attractive to transit users. However, the nearly one mile walk from the train station makes it inconvenient for most transit riders including the disabled and senior citizens.

Project and Activities

Ongoing projects and activities that involve the train station have been identified as follows:

- Sidewalks should be provided along Reading Avenue should redevelopment occur on the northern portion of the Station. In addition, paver crosswalks should be installed across Reading Avenue and South Main Street to provide safer access for pedestrians intending to utilize the station from the borough.
- Since most of the users of the station are doing so via automobiles, improved signage could help to attract new riders. Today, SEPTA is updating its signage that leads and directs people to railroad stations. Proposed enhancements to the signs mainly consist of updating the rail station logo and providing more information about the station itself.
- In addition to improving the existing signage at the station, there are several locations in and around the Borough that additional signage could be placed to improve visibility of the station. Travelers along Delaware Avenue may be completely unaware that there is a train station located at the southern end of the Borough because there is no signage along Delaware Avenue to let them know that the station is located on South Main Street.
- Upgrade the Reading Avenue streetscape by installing street trees and sidewalks.
- Introduce landscaping into the Reading Avenue parking lot. Better organize and control driveway access into and out of this parking lot to and from Reading Avenue. Investigate the introduction/replacement of parking lot lights and the installation of shrubs to help buffer this lot from the neighborhood.
- Possibly replace the existing SEPTA freestanding sign located along South Main Street.
- Upgrade the station with a higher platform and new station buildings.

Lastly, SEPTA and the CSX Corporation is performing utility coordination necessary for the extension of a CSX mainline track, and the installation of a SEPTA mainline track between the interlockings Wood and Yard located on the SEPTA West Trenton line which is located in the Borough, Lower Makefield Township, and Middletown Township in Bucks County. The tract being installed will include a retaining wall along a 700 foot section of track as well as drainage ditches where necessary.

AIR TRANSPORTATION

The Trenton-Mercer Airport, located across the river in Ewing, New Jersey is home to a commercial air carrier service connecting Mercer Count and environs to hundreds of destinations. The increased air traffic has generated concerns about noise and safety due to the location of the flight paths.

Transportation Plan
Yardley Borough
Bucks County, Pennsylvania

Figure 4



- Existing Pedestrian/Bicycle Bridge or Underpass
- Planned Pedestrian/Bicycle Bridge or Underpass
- Existing Traffic Signal
- Possible Traffic Signal
- Possible Traffic Signal or Roundabout

Existing Sidewalks, Pathways and Trails

- Existing Sidewalks
- Existing Pathways
- Existing Trails

Planned Sidewalks, Pathways and Trails

- Planned Sidewalks
- Planned Pathways
- Planned Trails

- State Routes
- SEPTA Train Station
- Transit Oriented Development Area

Prepared by: Bucks County Planning Commission, 2014

CHAPTER 10: LAND USE PLAN

The Pennsylvania Municipalities Planning Code requires, in the preparation of a municipal comprehensive plan, a land use plan that discusses and presents the character and timing of land use proposed for housing, industry, business, major traffic and transit facilities, utilities, community facilities, public grounds, parks and recreation, floodplains and other areas of special hazards and other similar uses.

The Yardley Borough "Land Use Plan" is shown on Figure 5 which is located at the end of this chapter. The plan shows the location of all land use categories in addition to the historic preservation area and the town center area.

In addition to the land use categories listed, identified, and discussed below, this chapter also contains a broad discussion of other important land use related factors and categories that are identified on Figure 5 as the historic district, the Heart of Yardley downtown area, the Delaware River Preservation Area and the Delaware Canal Enhancement Area, and a Planned Transit Development Area located around the SEPTA train station. The historic district is an overlay zone in the Zoning Code which largely impacts the nature of physical improvements within the C-1 and C-2 Commercial areas within the Borough of the Borough. The boundaries and makeup of the existing historic district are discussed in greater detail in Chapter 8. The Heart of Yardley downtown area is comprised of the C-1 and C-2 Commercial areas. This area is the central focal point within the Borough to support and foster local economic development on a continuing basis. For further detailed discussion see Chapter 11. Both the Delaware River Preservation Area and the Delaware Canal Enhancement Area are important aspects of the fabric of the community. In addition to appreciating and understanding the flooding impacts associated with the river it is also important to address permanent preservation of scenic views along this environmental edge of the Borough by protecting open spaces between the river and Delaware Avenue. The permanent preservation of the canal that makes its way through the Borough is of equal importance because it provides for flood protection, a scenic opens space corridor with view of the adjacent landscape and includes a pathway system that promotes walking, jogging, and biking. For further discussion see Chapter 7. Lastly, the Planned Transit Development Area, that is shown on Figure 5 is also discussed and shown in Chapter 9. Within this area the Borough seeks to implement land use and other related comprehensive planning policies that will both compliment and strengthen the immediate area around the station.

The Borough's Land Use Plan provides the basis for zoning classifications, permitted and prohibited land uses, land use intensity, and the development of bulk standards. The Land Use Plan divides the Borough into residential and business areas plus identifies the historic and environmental enhancement zone boundaries. The residential land use classifications are identified as R-R Residential/Recreational, R-1 Low-Density Residential District, R-1A Medium/Low-Density Residential, R-2 Medium-Density Residential, R-2A Medium/High-Density Residential, R-3 High-Density Residential, and R-3A Traditional Residential. The Business land use classifications are identified as C-1

Pedestrian-Oriented Commercial, C-2 Vehicular-Oriented Commercial, and I-1 Industrial. The boundaries and locations of the historic and floodplain areas are shown on the land use plan map. All areas are described and further defined below:

RESIDENTIAL/RECREATIONAL ZONE

The R-R Residential/Recreational Zone District corresponds to the Residential/Recreational land use classification and permits the following land uses:

1. Single-family detached dwellings.
2. Golf courses.
3. Institutional uses limited to public and private schools, public utilities and public building.

Single-family detached dwellings are permitted at a maximum gross density of 1 dwelling unit per acre with a minimum lot size of 35,000 square feet. The maximum impervious surface ratio is 20% and the required minimum amount of open space is set at 7.5% of total site area. The area also permits a single-family detached cluster development at a maximum gross density of 1.25 dwelling units per acre. A site minimum site area of 50 acres is required and houses are permitted in a minimum lot size of 20,000 square feet. The maximum impervious surface in a cluster development is 20% and the minimum percentage of open space is 23% of total site area. Golf courses are permitted on a minimum 30 acre site. Also, the area permits a single-family detached cluster-open space development at a maximum gross density of 2 dwelling units per acre. A minimum site area of 50 acres is required and houses are permitted on a minimum lot size of 15,000 square feet. The maximum impervious surface this cluster development option is 25% and the minimum percentage of open space is 50% of total site area. Maximum building height for residential structures is 35 feet.

The R-R area is located along the western edge of the Borough. It measures 121.8 acres in size and contains the Yardley Country Club and a private elementary school.

LOW-DENSITY RESIDENTIAL ZONE

The R-1 Low-Density Residential Zone District corresponds to the Low-Density Residential land use classification and permits the following land uses:

1. Single-family detached dwellings.
2. Institutional uses limited to places of worship, cemeteries, libraries, day-care centers/nursery schools, public utilities and public buildings.

A permitted conditional use is the conversion of a single-family detached dwelling into apartments.

Single-family detached dwellings are permitted at a maximum gross density of 2 dwelling units per acre with a minimum lot size of 17,500 square feet. The maximum

impervious surface ratio is 20% and the required minimum amount of open space is set at 7.5% of total site area. Maximum building height for residential structures is 35 feet.

The R-1 area is located along the Delaware River, along both sides of North Main Street between Afton Avenue and the municipal border, and between West Afton Avenue and West College Avenue just opposite the Yardley Country Club. It measures 137.8 acres in size and contains many single-family detached residential dwelling units.

MEDIUM/LOW DENSITY RESIDENTIAL ZONE

The R-1A Medium/Low Density Residential Zone District corresponds to the Medium/Low-Density Residential land use classification and permits the following land uses:

1. Single-family detached dwellings.
2. Twin house single-family semidetached dwellings.
3. Triplex single-family attached dwellings.
4. Townhouse single-family attached dwellings.
5. Institutional uses limited to places of worship, cemeteries, libraries, day-care centers/nursery schools, life-care facilities, public utilities and public buildings.

Single-family detached dwellings are permitted at a maximum gross density of 3 dwelling units per acre with a minimum lot size of 10,000 square feet. The maximum impervious surface ratio is 30% and the required minimum amount of open space is set at 7.5% of total site area. Maximum building height is 35 feet.

Twin houses are permitted at a maximum gross density of 3 dwelling units per acre with a minimum lot area per dwelling unit of 6,250 square feet. The maximum impervious surface ratio is 30% and the required minimum amount of open space is set at 30% of total site area. Maximum building height is 35 feet.

Triplex attached dwelling units are permitted at a maximum gross density of 3 dwelling units per acre with a minimum lot area per dwelling unit of 3,000 square feet. A minimum site area of 1.5 is required. The maximum impervious surface ratio is 60% and the required minimum amount of open space is set at 30% of total site area. Maximum building height is 35 feet.

Townhouses are permitted at a maximum gross density of 3 dwelling units per acres with a minimum lot are per dwelling unit of 3,000 square feet. A minimum site area of 1.5 acres is required. The maximum impervious surface ratio is 25% per site and 60% per lot and the required minimum amount of open space is set at 40% of total site area. Maximum building height is 35 feet.

The R-1A area is located in the northwestern portion of the Borough. It measures 29.9 acres in size and contains the Orchard Hill development.

MEDIUM-DENSITY RESIDENTIAL ZONE

The R-2 Medium-Density Residential Zone District corresponds to the Medium-Density Residential land use classification and permits the following land uses:

1. Single-family detached dwellings.
2. Twin house single-family semidetached dwellings.
3. Institutional uses limited to places of worship, cemeteries, libraries, day-care centers/nursery schools, life-care facilities, public utilities, public buildings, and emergency services.

A permitted conditional use is the conversion of a single-family detached dwelling into apartments.

Single-family detached dwellings are permitted at a maximum gross density of 5 dwelling units per acre with a minimum lot area per dwelling of 7,000 square feet. The maximum impervious surface ratio is 40% and the required minimum open space is set at 7.5% of total site area. Maximum building height is 35 feet.

Twin houses are permitted at a maximum density of 5 dwelling units per acre with a minimum lot area per dwelling unit of 5,500 square feet. The maximum impervious ratio is 40% and the required minimum amount of open space is set at 19% of total site area. Maximum building height is 35 feet.

The R-2 area is located between the Delaware Canal and the Delaware River, just east of the Yardley Country Club opposite the SEPTA train station, between West Afton Avenue and West College Avenue, and on both sides of South Main Street below College Avenue. It measures 188.7 acres in size and contains many single-family detached dwelling units and some non-conforming apartments and commercial uses.

MEDIUM/HIGH-DENSITY RESIDENTIAL ZONE

The R-2A Medium/High-Density Residential Zone District corresponds to the Medium/High-Density Residential land use classification and permits the following land uses:

1. Single-family detached dwellings.
2. Twin house single-family semidetached dwellings
3. Triplex single-family attached dwellings.
4. Townhouse single-family attached dwellings.
5. Institutional uses limited to places of worship, libraries, day-care centers/nursery schools, public utilities, and public buildings.

A permitted conditional use is the development of an adult housing community.

Single-family detached dwellings are permitted at a maximum gross density of 7 dwelling units per acre with a minimum lot area per dwelling of 7,000 square feet. The

maximum impervious ratio is 40% and the required minimum amount of open space is set at 7.5% of total site area. Maximum building height is 35 feet.

Twin houses are permitted at a maximum gross density of 7 dwelling units per acre with a minimum lot area of 5,500 square feet per dwelling unit. The maximum impervious surface ratio is 40% and the required minimum amount of open space is set at 19% of site area. Maximum building height is 35 feet.

Triplex attached dwelling units are permitted at a maximum gross density of 7 dwelling units per acre with a minimum lot area per dwelling unit of 3,000 square feet. A minimum site area of 1.5 acres is required. The maximum impervious ratio is 35% of the site or 60% of the lot and the required minimum amount of open space is 23% of the site area. Maximum building height is 35 feet.

Townhouses are permitted at a maximum gross density of 7 dwelling units per acre with a minimum lot area per dwelling unit of 3,000 square feet. A minimum site area of 1.5 acres is required. The maximum impervious ratio is 35% of the site or 60% of the lot and the required minimum amount of open space is 30% of the site area. Maximum building height is 35 feet.

An adult housing community is permitted at a maximum gross density of 7 dwelling units per acre. A minimum lot area of 5 acres is required. The maximum impervious ratio is 40% of the site and the minimum amount of open space is 30% of site area. Maximum building height is 35 feet.

The R-2A area is located along West College Avenue opposite the Yardley Country Club and between West Afton Avenue and West College Avenue. It measures 6.3 acres in size and contains an existing senior citizen (age-restricted) development.

HIGH-DENSITY RESIDENTIAL ZONE

The R-3 High-Density Residential Zone District corresponds to the High-Density Residential land use classification and permits the following land uses:

1. Single-family detached dwellings.
2. Twin house single-family semidetached dwellings.
3. Duplex semidetached dwellings.
4. Townhouse single-family attached dwellings.
5. Single-family detached lot line.
6. Patio house.
7. Atrium house.
8. Garden apartments.
9. Mobile home park.
10. Institutional uses limited to day-care centers/nursery schools and public utilities.

Single-family detached dwellings are permitted at a maximum gross density of 8 dwelling units per acre with a minimum lot area of 7,000 square feet. The maximum

impervious ratio is 40% and the required minimum amount of open space is 7.5% of the site area. Maximum building height is 35 feet.

Twin house duplexes are permitted at a maximum gross density of 8 dwelling units per acre with a minimum lot area of 5,000 square feet per dwelling unit. The maximum impervious surface ratio is 40% and the required minimum amount of open space is 7.5% of the site area. Maximum building height is 35 feet.

Triplex/townhouses are permitted at a maximum gross density of 8 dwelling units per acre with a minimum lot area of 3,000 square feet per dwelling unit. A minimum site area of 5 acres is required. The maximum impervious ratio is 40% of the site or 60% of the lot area and the required minimum amount of open space is 19% of the site area. Maximum building height is 35 feet.

Single-family detached lot line dwelling units are permitted at a maximum gross density of 8 dwelling units per acre with a minimum lot area of 7,000 square feet per dwelling unit. The maximum impervious ratio is 40% and the required minimum amount of open space is 7.5% of the site area. Maximum building height is 35 feet.

Patio houses are permitted at a maximum gross density of 8 dwelling units per acre with a minimum lot area of 4,500 square feet per dwelling unit. The maximum impervious surface ratio is 35% of the site and 60% of the lot area and the required minimum amount of open space is 7.5% of the site area. Maximum building height is 7.5%.

Atrium houses are permitted at a maximum gross density of 8 dwelling units per acre with a minimum lot area of 4,500 square feet per dwelling unit. The maximum impervious surface ratio is 35% of the site and 65% of the lot and the required minimum amount of open space is 7.5% of the site area. Maximum building height is 35 feet.

Garden apartments area permitted at a maximum gross density of 8 dwelling units per acre with a minimum site area of 5 acres. The maximum impervious surface ratio is 40% of the site and the required minimum amount of open space is 19% of the site area. Maximum building height is 35 feet.

Mobile home parks are permitted at a maximum gross density of 8 dwelling units per acre with a minimum site area of 5 acres. Minimum lot area sizes range from 4,800 to 7,000 square feet depending on the size of the mobile home. The maximum impervious surface ratio is 40% of the site and the required minimum amount of open space is 7.5% of the site area.

The R-3 area is located in the southeast corner of the Borough bounded by the SEPTA train station and railroad tracks to the north and the municipal border to the south. It measures 45.9 acres in size and contains the Yardley Station and Yardley Commons residential development. The area also includes a non-conforming bank and the American Legion building.

TRADITIONAL NEIGHBORHOOD DEVELOPMENT ZONE

The R-3A Traditional Neighborhood Development Zone District corresponds to the Traditional Neighborhood land use classification and only permits a traditional neighborhood development for attached single family dwelling units.

Attached dwelling units are permitted at a maximum gross density of 5 dwelling units per acre. A minimum site area of 10 acres is required. A minimum 35% of the total site area is required for open space and the maximum impervious surface ratio for the site is 30%. Maximum building height is 35 feet.

The R-3A area is located on the former Cold Springs site with vehicular access off of North Main Street. It measures 24.4 acres in size and is currently being developed for a traditional residential townhouse neighborhood known as “Yardley Walk”.

PEDESTRIAN-ORIENTED COMMERCIAL ZONE

The C-1 Pedestrian-Oriented Commercial Zone District corresponds to the Pedestrian-Oriented Commercial land use classification and permits the following land uses:

1. Retail stores.
2. Personal services.
3. Professional and private offices.
4. Medical offices and facilities.
5. Financial institutions.
6. Eating places for the sale and consumption of food and beverages without drive-in service, service at table or sit-down counter facilities only.
7. Residential housing, including and limited to single-family detached dwellings, twin house semidetached dwellings, duplex semidetached dwellings, townhouse attached dwellings, and apartment multifamily dwellings.
8. Entertainment within a building, including but not limited to theaters and bowling alleys.
9. Hotels, motels and boardinghouses.
10. Mixed commercial-residential uses.
11. Institutional uses, including but not limited to places of worship, libraries, day-care centers, public utilities, public and private schools, public buildings and nursing homes.
12. Public parking lots.

Permitted special exceptions include light manufacturing and uses not specifically listed as permitted but of the same general character and outdoor eating places. Facilities serving customers in vehicles are not permitted.

Cellular telecommunications facilities are permitted by conditional use.

Single-family detached dwellings are permitted on minimum 6,000 square foot lots. The maximum impervious surface ratio is 40% of the site. Maximum building height is 35 feet.

Single-family semidetached dwellings; twin and duplex dwellings are permitted on 5,500 square foot lots per dwelling unit. The maximum impervious surface ratio is 40% of the site. Maximum building height is 35 feet.

Triplex and townhouse dwellings are permitted on 3,000 square foot lots per dwelling unit. The maximum impervious surface ratio is 40% of the site. Maximum building height is 35 feet.

Multifamily dwellings; apartments are permitted at a minimum gross density of 8 dwelling units per acre with a site area of at least 25,000 square feet. The maximum impervious surface is 50% of the site and the required minimum amount of open space is 40% of the site. Maximum building height is 65 feet.

Commercial/office uses are permitted on a minimum lot area of at least 3,000 square feet. The maximum impervious surface ratio is 75% of the site. Maximum building height is 35 feet.

Mixed commercial/office and residential is permitted on a lot area of at least 5,500 square feet. The maximum impervious surface ratio is 70% of the site. Maximum building height is 35 feet.

The C-1 Commercial area is located along both sides of Main Street from the Afton Avenue/Main Street intersection to College Avenue. The area also extends toward the east along East Afton Avenue. A small isolated section of this area is located along West Afton Avenue. It measures 31.2 acres in size and contains many retail uses, personal services, offices, a shopping center, governmental uses (Borough hall and the Post Office), and residential uses.

VEHICULAR-ORIENTED COMMERCIAL ZONE

The C-2 Vehicular-Oriented Commercial Zone District corresponds to the Vehicular-Oriented Commercial land use classification and permits the following land uses:

1. Motor vehicle service stations.
2. Public garage or auto repair shop (excluding body work).
3. Eating places for the sale and consumption of food and beverages, including those establishments with drive-in or take-out food service.
4. Financial institution.
5. Retail stores.
6. Personal services.
7. Professional and private offices.
8. Emergency services.

All permitted uses are permitted on a lot area of at least 10,000 square feet. The maximum impervious surface ratio is 75%. Maximum building height is 35 feet.

The C-2 area is located along the south side of East Afton Avenue between the Delaware Canal and the Delaware Avenue. It measures 2.2 acres in size and contains residences, automobile oriented uses, offices, and a restaurant.

INDUSTRIAL ZONE

The I-1 Industrial Zoning District corresponds to the Industrial land use classification and permits the following land uses:

1. Manufacturing.
2. Research.
3. Wholesale/warehousing.
4. Ministorage.
5. Contracting.
6. Lumberyard.
7. Indoor athletic club.
8. Institutional uses shall be public utilities.

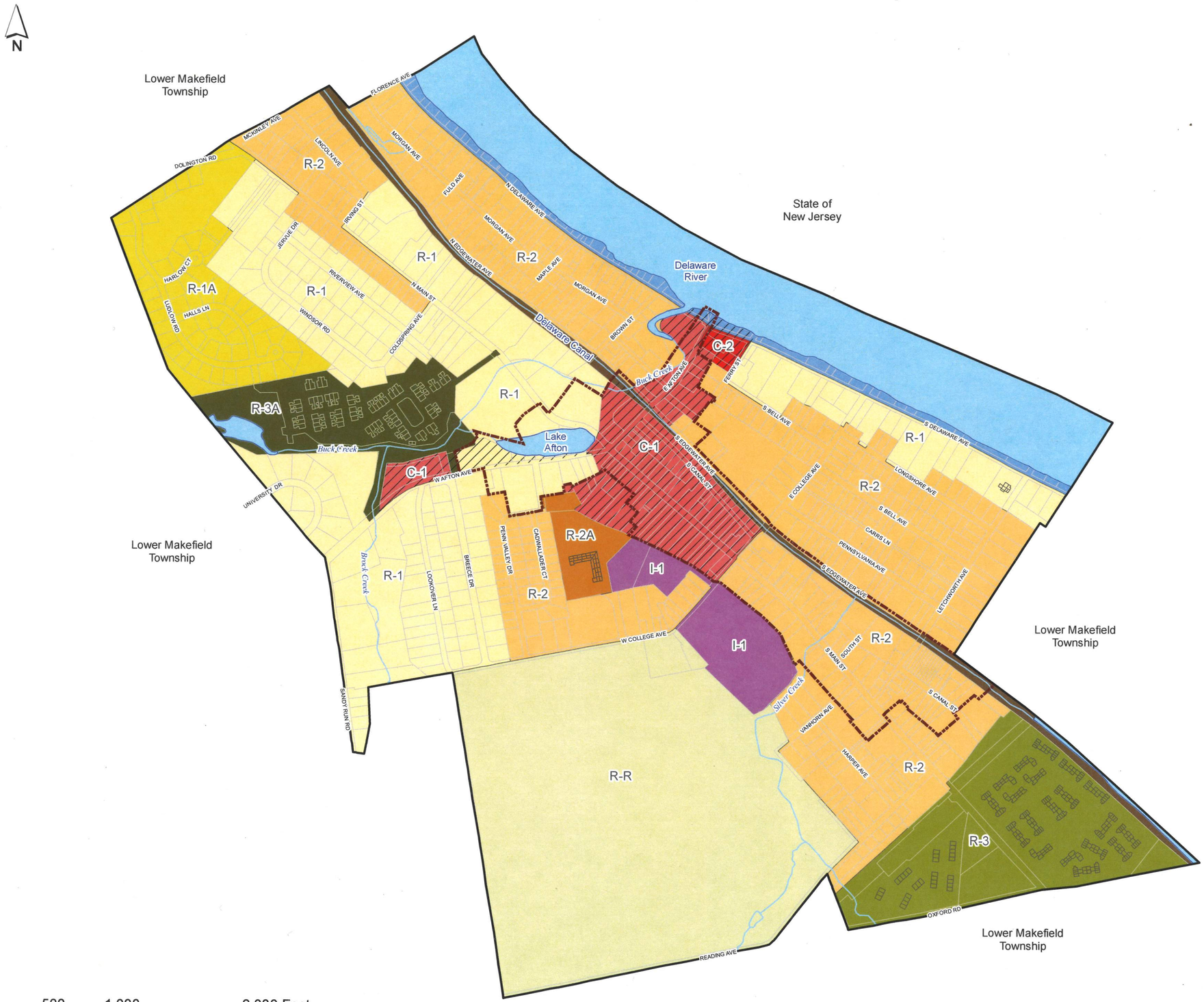
Cellular telecommunication facilities are permitted by conditional use.

All permitted uses are permitted on a lot area of at least 20,000 square feet. The maximum impervious surface ratio is 75%. Maximum building height is 35 feet and the maximum height of a tower and chimney is 65 feet.

The I-1 area is located along the north and south sides of West College Avenue. It measures 14.3 acres in size and contains an active industrial operation and a non-conforming office building complex.

Land Use Plan
Yardley Borough
Bucks County, Pennsylvania

Figure 5



Environmental Areas

- Historic Preservation Area
- Delaware River Preservation
- Delaware Canal Enhancement

Residential Areas

- R-R Residential/Recreational
- R-1 Low-Density Residential
- R-1A Medium/Low Density Residential
- R-2 Medium-Density Residential
- R-2A Medium/High Density Residential
- R-3 High-Density Residential
- R-3A Traditional Neighborhood

Business Areas

- C-1 Pedestrian-Oriented Commercial
- C-2 Vehicular-Oriented Commercial
- I-1 Industrial

- Heart of Yardley Downtown Area

Prepared by: Bucks County Planning Commission, 2014

CHAPTER 11: HEART OF YARDLEY

A VITAL COMMUNITY AND ECONOMIC RESOURCE

At one time the Heart of Yardley downtown area was not only the center of commerce for the Borough, it was also the business center for the people residing in the agricultural surrounding area. For the most part that surrounding area is Lower Makefield Township.

Since 1960, the population of Lower Makefield Township has increased from 8,604 to 32,559 in 2010. That is an increase of 23,955 persons or an increase of 278 percent. Along with the growth in population have come changes in retail sales. Shopping centers and malls that provide one stop shopping with large parking lots are located on major arterial roads. In many cases the store is part of a national chain rather than one that is owned and operated by a resident of the community.

The Heart of Yardley has experienced these shifts in commercial needs through the way that retail business is conducted. Service businesses and offices have replaced some of the traditional retail stores in this area. Even though the plan for this downtown area emphasizes the promotion of retail businesses, its scope is broad enough to provide flexibility that is needed as economic conditions change. The Heart of Yardley downtown area is made up of the C-1 and C-2 districts including the area of land along and just to the north of West Afton Avenue between the Main Street and Afton Avenue intersection and the Yardleyville Square Shopping Center. The area along West Afton Avenue includes a historic church and cemetery, a public library, and Lake Afton. This downtown area represents the commercial center of the Borough which also includes many housing units, some recreational facilities, and public uses like the Borough Hall, U.S. Post Office, and the Community Centre.

The Heart of Yardley has historically been the hub of commerce in this area and the center of commerce in the community. As the largest concentration of business activity in the Borough, the downtown area is a vital resource that provides conveniences, jobs, housing and substantial tax revenues. The downtown has potential for economic growth that could bring more investment and jobs, will enhance residential property values throughout the Borough and will help preserve and protect the style of traditional small town living for which Yardley Borough is known. A healthy Heart of Yardley and surroundings:

- Spur business development
- Create jobs
- Increase occupancy rates
- Draw investors
- Reflect the history of the community
- Reaffirm commitment and inspire involvement from local leaders
- Increase the local tax base
- Stimulate the housing market
- Fight sprawl
- Rehabilitate empty buildings
- Promote civic pride
- Increase community involvement
- Utilize existing infrastructure

The Borough's downtown is worth preserving, protecting and developing as a vital community and economic resource. Retail merchants, business people, professionals and property owners have demonstrated their past commitment to downtown improvements through efforts to improve the streetscape and maintain their properties in an attractive manner keeping with the small town tradition. This kind of enthusiasm and support will enable the downtown to realize its potential.

CHANGE WILL OCCUR WHETHER OR NOT IT'S WANTED

The Heart of Yardley has changed over the years. It is changing right now. And it will continue to change whether or not people want it to. The key to the future is to guide the changes so that traditional downtown characteristics, conveniences and services are preserved while encouraging additional businesses and investment opportunities.

Improving the Heart of Yardley requires public and private investment, but leaving the future to chance or having to invest later will cost the taxpayers and property owners much more in the end. The Heart of Yardley will change whether or not change is wanted. It is important to make sure that all changes are positive. The downtown still exhibits many of the same characteristics that helped make it successful – small town charm, quality merchandise, personal service and dedicated business people. These inherent assets are accomplished and serviced by a growing Yardley market area draw.

THE RIGHT TIME

The Yardley area is experiencing residential growth, principally in the middle-to-higher income segments of the housing market.

The retail base of Heart of Yardley is constantly threatened by existing and proposed suburban shopping centers. Although the downtown offers a different kind of shopping experience, many of the same types of shops that locate in malls and strip shopping centers also are desired in the downtown and would locate here. Each outside new shopping center and commercial strip further diminishes the Heart of Yardley's downtown prospects for maintaining and increasing shops and customers.

Traditional quality and service, a growing market, emerging competition to locate and invest in a distinctive area of Bucks County all signal this community that the time is right for the heart of Yardley to build upon its assets, protect and improve its competitive position and become a more positive economic force in the Yardley area.

THE CONCEPT - A DIVERSIFIED DOWNTOWN

The Heart of Yardley (the location is shown on Figure 5) will continue and strengthen its role as a multi-purpose, people-oriented downtown area. Retail stores, commercial services, business and professional offices, public activities and residences will combine to offer a unique, traditional small town center for today and the future. Retail sales and financial and business services will expand; professional offices and personal

services will help support retail and other businesses; and new housing will ensure an in town lifestyle and a vital customer base for shops and other businesses.

The Heart of Yardley will have an identity and image all of its own. It's small scale, traditional atmosphere, and emphasis on quality goods and personal service will make it a special place to shop, work and enjoy; a place where people come to spend more time enjoying a shopping, leisure and dining experience not available in typical modern shopping or strip centers.

This plan for the Heart of Yardley will accomplish the following:

1. Preserve and strengthen the retail core.
2. Offer a unique setting for offices and businesses
3. Ensure the residential integrity of the downtown area.
4. Increase parking spaces and make better use of existing spaces.
5. Provide safer and more convenient pedestrian circulation.
6. Create an attractive, people-oriented place.
7. Improve the use of existing space and attract private capital investment.
8. Serve the needs of residents.

ECONOMIC DEVELOPMENT

Economic development is the process of improving a community's well-being through job creation, business growth, and income growth, as well as through improvements to the community that enhance quality of life and strengthen the economy. Too often economic development efforts become simplified exercises in attracting new businesses with the hopes of good jobs, taxes, and local investment. Successful economic development requires a multi-pronged, nuanced approach that understands the local market and business environment, engages business owners and residents, and builds on a community's strengths.

Borough officials have a unique opportunity to support and advance the Heart of Yardley into a thriving destination for shopping, leisure and dining. The following provides a brief analysis of the downtown area from an economic development perspective:

Market Analysis

Maintaining and enhancing commercial business development is important to the vitality of any downtown area. Evaluating the local retail market is useful to identify potential economic opportunities in the retail sector. The assessment of local market conditions for the Heart of Yardley begins by gathering relevant population, household, and other demographic data. By drawing on available U.S. Census and analysis tools, the boundaries of the downtown market can be based on drive times and demographic trends summarized using the Year 2000, 2010, 2013, and 2018 time periods. Such tools are used to determine consumer expenditures within the market, understand which market segment these consumers occupy, and show areas of potential economic opportunity.

Market Boundaries

Using the ESRI Business Analyst tool the boundaries of the Heart of Yardley Market is divided into 0-5, 0-10, and 0-15 minute drive times from the center of this downtown.

Market Demographics

Market demographics were determined for the downtown area based on the three drive times. Trends include:

- Population in the three drive-time categories will increase through to the year 2018.
- Household size will drop to 2.61 persons in the 0-5 minute drive-time category by 2018. Household sizes continue to drop due to an aging population, a decline in the birth rate, and more singles living alone.
- Over 77 percent of households in the 0-5 minute drive-time market are family households, compared to 70.5 percent in the 0-10 minute drive-time market and 68.2 percent in the 0-15 minute drive-time market.
- Residents within a 5-minute drive time out-earn residents in the 0-10-minute and 0-15-minute markets.
- Household incomes within a 5-minute drive in the three income brackets over $100,000 will represent over 65 percent of the households by 2018.
- The highest median age as of 2013 are residents living within 5 minutes of the business district (44.7 years), followed by residents living within 10 minutes (43.7 years) and residents living within 15 minutes (39.6 years). The median age for the 5 minute market is projected to increase slightly by 2018.
- The percentage of white collar, services, and blue collar occupations is considerably different for the three market areas. White collar occupations make up the vast majority of the occupations (86.7 percent) in the 5 minute market, services and blue collar occupations comprise 5.8 and 7.5 percent, respectively.
- About 85 percent of residential units in 2010 were owner-occupied in the 0-5-minute drive time area. This percentage reached only 74 percent in the 10-minute and 64 percent in the 15-minute areas.

Retail Goods and Expenditures

A Spending Potential Index (SPI) was developed from the ESRI Business Analyst and represents the amount spent for a product or service relative to a national average of 100. Consumer spending data are derived from the 2010 and 2011 Consumer Expenditure Surveys from the Bureau of Labor Statistics.

The SPI shows a significant amount spent on consumer spending categories compared to the national average. The spending index is greater in the 0-5-minute area than the 0-10 minute and 0-15 minute drive market areas in every retail and service expenditure category. Areas of potential spending in the downtown include:

- Apparel and Services –Apparel Products and Services, SPI 224, $1.1 million dollars spent in the 0-5-minute market.
- Entertainment and Recreation – Fees and Admissions, SPI 289, $6.1 million dollars spent in the 0-5-minute market.
- Entertainment and Recreation – Pets, SPI 217, $5 million dollars spent in the 0-5-minute market.
- Food, SPI 178, $63.6 million dollars spent in the 0-5-minute market.
- Food – Food Away from Home, SPI 184, $25.3 million dollars spent in the 0-5-minute market.
- Financial – Investments, SPI 285, $25.6 million dollars spent in the 0-5-minute market.
- Home – Maintenance and Remodeling Services, SPI 229, $16 million dollars spent in the 0-5-minute market.
- Household Furnishings and Equipment – Furniture, SPI 188, $3.9 million dollars spent in the 0-5-minute market.

Retail Marketplace Profile

The retail marketplace profile is a snapshot of the supply and demand of retail sales in the 0-5 minute market surrounding the center of the Heart of Yardley. This analysis can assist in determining whether this downtown area is meeting local demand for products in specific industry groups. Demand estimates the expected amount spent by consumers at retail establishments. A positive value represents “leakage” of retail opportunity outside the trade area.

Total retail leakage for the market is over $17.5 million. Among industry groups that might fit well in a business district setting, leakages exist for Furniture and Home Furnishing Stores ($3.8 million), Electronics & Appliance Stores ($5.5 million), Grocery Stores ($18 million), Clothing Stores ($2.5 million), Shoe Stores ($1.7 million), Sporting Goods, Hobby, Book and Music Stores ($4.9 million), General Merchandise Stores ($31 million), Office Supplies, Stationery, & Gift Stores ($1.4 million), Full-Service Restaurants ($2.6 million), Limited-Service Eating Places ($5.7 million), Special Food Services ($935,000), and Drinking Places – Alcoholic Beverages.

PARKING SURVEY

Parking Survey Boundary

The area surveyed includes the downtown area of Yardley along both sides of Main Street. The area is bounded roughly by Afton Avenue to the north, College Avenue to the south, Canal Street to the east (both sides of this street to the Canal), and parcels along the western side of Main Street. Only parking associated with nonresidential uses within this area was included.

Field Survey Information

Information gathered includes: the number of on-street and off-street spaces; identifying what spaces are publicly/privately owned; identification of land uses associated with privately-owned spaces; and the number and locations of accessible spaces. Other information including parking lot lighting, directional signage, signage noting parking restrictions, and pedestrian connectivity was also noted.

Survey Findings

Total number of parking spaces within the study area: 738 spaces (includes on- and off-street spaces). There is no metered parking. All on-street and off-street parking areas are free.

On-street parking spaces: A total of 43 on-street parking spaces were counted within the survey area as follows:

- This consists of 34 on-street spaces along northbound Main Street and 9 on-street spaces along eastbound East Afton Avenue. *(NOTE: Friday, December 21, 2013 at 4 pm, it was noted that 25 out of the 34 on-street parking spaces along Main Street were occupied).*

    - On-street parking spaces are adequately striped and delineated.
    - No signs indicating parking restrictions were noted for the on-street spaces.
    - Street lights are located along Main Street and Afton Avenue and provide lighting for the parking spaces during evening hours.

Off-street parking spaces: Approximately 695 off-street parking spaces were counted within the survey area as follows:

- Off-street public spaces: A total of 60 off-street spaces are owned by the borough. Approximately 44 spaces (including 3 handicapped spaces) are located in the Borough-owned lot containing Buttonwood Park and 16 spaces are located behind the Borough Hall/Police Station building.

    - Off-street parking spaces in public lots are adequately striped and delineated.
    - Directional signage to these lots, in particular the Buttonwood Park lot, is minimal and hard for motorists to see. Improvements to signage would be beneficial.
    - There were not any parking restrictions noted within the Buttonwood Park lot. The Borough Hall/Police Station lot, which is intended to serve borough governmental and police department purposes, has signs restricting parking to a maximum of 2 hours.
    - Both lots are lit during evening hours.

- Connectivity of parking lot: The Borough-owned Buttonwood Park is centrally located and has good connectivity to surrounding uses.

- Off-street private parking spaces: Approximately 635 spaces are located in privately-owned parking lots throughout the survey area as follows:

    - Directional signage to most of these lots is minimal.
    - Many of the private lots contain signs restricting parking to patrons of the use(s) on the site. There are a few lots that have time limitations for parking (e.g., Wawa lot has 30 minute parking for customers only; Borough Hall/Police Department has 2 hour parking; Troilo lot accessing Canal Street behind uses along Afton Avenue and Main Street has for some spaces a 2-hour parking limit for visitors to downtown Yardley, and some spaces indicate that a parking permit is required). Signs indicating that vehicles will be towed at owner's expense are intimidating and unsightly and do not project a positive image for the Borough and specifically within the downtown area.
    - Most of the lots contain lighting of some type. Many of the lots are small and are lit by lighting standards attached to buildings. Some are spot lights that glare at night.
    - Connectivity of parking lots. While many of the private parking lots located behind commercial and office uses along Main and Canal streets are located on parcels adjacent to one another, in most cases, there is limited vehicular and pedestrian connectivity between these lots. In many cases, there is a lack of a sidewalk or delineated pedestrian pathway connecting the parking lot (located behind the building) to the street.
    - The Borough has entered into a lease agreement with Keller-Williams (the site immediately adjacent to the Borough Hall) to permit public parking between the hours of 5 pm to midnight for 20 parking spaces. It is the desire of the Borough to expand this program at to be selected locations within the downtown area.
    - The Borough encourages and supports shared parking. By way of example, the Vault Brewing Company has entered into a lease agreement with Makefield Holdings, LLC to utilize their parking spaces at 19 South Main Street.

Land uses associated with the surveyed parking areas are overwhelmingly commercial and office. While some businesses have apartment rentals on the upper floors, wherever there was an indication that parking was reserved for residential units, that parking was not included in the survey.

In lots where parking spaces are not striped or delineated, best efforts were given to approximate the number of parking spaces the lots can adequately accommodate.

The Borough contains some other parking areas associated with various nonresidential uses located outside of the delineated survey boundary. These parking areas, while outside of the survey boundary, may warrant consideration given their proximity to the

downtown area along Main Street and pedestrian improvements along Afton Avenue. In some cases, these lots may offer additional parking opportunities for visitors. While there are some scattered lots, some of the larger parking areas to evaluate include:

- Yardley Inn, along Delaware Avenue and Afton Avenue with 102 spaces.
- Lot at corner of West Afton and Penn Valley Road, adjacent to Buttonwood Park- approximately with 22 spaces.
- The gravel lot adjacent to the Buttonwood Park parking lot. This lot is an overflow parking lot for adjacent uses and there is no associated signage. The lot is not currently configured as a parking lot but may be able to accommodate 15 to 20 spaces depending on the layout. This lot is the location of the approved Yardley Lakeview Properties development.
- St. Andrew's Episcopal Church located along the northern side of West Afton Avenue. This lot contains 35 striped spaces. The lot does not appear to have lighting or signage.
- Yardleyville Square Shopping Center. Located further west along West Afton Avenue, this site contains 131 striped parking spaces; lot has lighting for evening hours and there are no signs restricting parking.

THE DOWNTOWN PLAN

The Downtown Plan contains and describes land use and development, parking and circulation, appearance and promotion recommendations. The following Heart of Yardley objectives provides the basis for Plan recommendations:

Land Use

1. Encourage higher density, smaller residential units in and immediately around the downtown area.
2. Encourage comparison and specialized item shopping within the downtown area.
3. Encourage more offices, business services and personal services.
4. Allow for multiple uses within one building.
5. Provide for administrative/office/government center uses in the downtown area.
6. Encourage large spaces users such as warehousing and industrial uses to locate at more appropriate locations outside of the downtown area.
7. Encourage "recycling" or "re-use" of land and buildings to ensure their best use in the Heart of Yardley downtown area.

Parking and Circulation

1. Provide additional off-street parking lots at appropriate areas within the downtown area.
2. Allow for shared parking arrangements and for off-site parking (up to 500 feet from the use served).
3. Upgrade existing parking areas to maximize existing parking (e.g., designate and mark spaces, signage, etc.).

4. Provide marked crosswalks and sidewalks to enhance pedestrian circulation and safety in the Heart of Yardley.

Appearance

1. Retain and enhance the Heart of Yardley's attractive and pleasant shopping environment by providing landscaping, street lighting and other amenities to attract and retain customers.
2. Provide the private sector incentives to revitalize existing structures and construct new ones.
3. Provide attractive and coordinated signs.
4. Take advantage of the Delaware Canal and Lake Afton (two scenic natural resources within the downtown area).
5. Encourage the use of A-frame signs to identify businesses.

Promotion

1. Develop promotional programs which emphasize the Heart of Yardley as a unique shopping and business environment.
2. Offer a unique and special shopping experience which cannot be duplicated by most small shopping centers (e.g., farmers market, unusual shops, and artisans).
3. Promote reasons for people to come to the downtown area other than for shopping (e.g., eating, entertainment and recreation).
4. Design and carry out a sign program to direct people to the Heart of Yardley, including signs for parking areas.

LAND USE AND DEVELOPMENT

The following recommendations should be followed to support and promote a successful Heart of Yardley downtown area:

A Downtown Overlay Zoning Area

A downtown overlay zoning area is needed for 5 major reasons:

1. To provide an identity for the area.
2. To encourage diversified land uses.
3. To encourage a developed central area.
4. To meet the parking needs in the area.
5. To enhance the appearance of the Heart of Yardley.

The new area’s emphasis on shopping and personal service uses will reinforce the center’s primary role as a retail center. Ground floor retail uses and multiple uses within one building will encourage greater utilization of the land. Large space uses (such as warehousing and industrial uses) and highway-oriented commercial uses (such as fast-food drive-in service establishments) are encouraged to locate at more appropriate locations outside the downtown.

Retail uses and commercial services are strongly encouraged in the Heart of Yardley to strengthen its retail function. Various housing types and public uses are also appropriate to bring people downtown. This recognizes the importance of retaining the administrative center for borough government in the downtown. By providing housing suitable for all Borough citizens in and immediately around the Heart of Yardley, these residents would tend to shop and use the services in the downtown area.

The downtown area should provide for prudently intensive development (e.g., higher density residential uses, greater commercial building coverage). This would stimulate new development, building rehabilitation, recycling underused land and expand the Borough's tax base. More development will mean more activity in the downtown, enhancing the image of the Borough as a place to be – whether for shopping, for personal services or for living.

Many uses in the Heart of Yardley downtown area will have difficulty providing enough (or any) off-street parking spaces on their lot. That is why the new Overlay Zoning Area should provide for shared parking arrangements and for off-site parking (e.g., up to 500 feet from the use).

Signs in the Overlay Area must be carefully controlled to improve the area's appearance. Not only should they identify the location of a place rather than advertise a product, but they should be subtle; signs must not dominate or clutter the appearance of the downtown area.

Discover and Promote New Development Concepts

The downtown area offers excellent business and housing opportunities. Business people, public officials and investors have sometimes overlooked these opportunities. This Downtown Plan points the way to improve and develop the Heart of Yardley. But the private and public sectors must cooperate and become more creative in exploring and implementing new types of development projects.

Actions must be taken to improve the downtown. Why? Because they will breed a positive investment attitude and positive results: rehabilitated buildings, the construction of new buildings, the expansion of existing businesses and the establishment of new ones will bring people to the Borough for reasons such as living, entertainment, shopping, and culture.

The downtown has sizable vacant and underused land that have virtually unlimited development potential. Downtown housing, parking, landscaped public open space areas and multiple use buildings are only a few of the development concepts that can be used in transforming vacant and underutilized properties.

Establish a Local Consortium of Development Investors

Many area residents and business people have the expertise and financial ability to invest in housing and commercial development in the downtown.

If individuals cannot be the developers, they should form development partnerships. For example, development consortiums can be formed by people and/or companies who have the expertise and financial resources to make a project feasible. These people and/or companies are commonly in the fields of urban development, the construction trades, architecture, accounting, law, real estate, and building products.

Development Related Organizations

Development-related organizations should be used to generate ideas for development projects, promote projects and help finance projects in the downtown area. For example, financial institutions, especially those located in the downtown, should be encouraged to provide financial assistance and to invest in future Heart of Yardley downtown projects and improvements.

A nonprofit development corporation or similar organization could be used to put together and promote development projects. This corporation can also develop its own projects.

A nonprofit corporation can consist of representatives of both the Borough government and the private sector, thus generating a spirit of public/private cooperation and a common purpose. This cooperation can serve as a link between property owners and developers, identify markets, provide investment counseling and act as a clearinghouse of development information about development opportunities in the borough. The corporation should be overseen by persons familiar with development packaging and financing.

Establish a Revolving Loan Fund

Businesses cannot always rely on banks and savings and loan establishments to finance building improvements or development projects because of interest rates and the unwillingness of these institutions to take risks. A nonprofit corporation should work with Borough officials and local banks to establish a revolving loan fund to provide businesses and developers with low-interest loans, loan guarantees or other financing arrangements which traditional lenders are unwilling or unable to use.

Because revolving loan fund loans are repaid, the repayments are revolved back into the fund for continuing use by other investors and/or developers. In a very tight money market the existence of a revolving loan fund can make the difference between a business continuing or failing and between a business locating in Yardley or elsewhere.

A loan committee made up of people who are familiar with real estate, finance, etc. would carefully evaluate each loan assistance request to help ensure that assistance is

offered to those that represent a sound investment. It must operate as a business; it is not a give-away program. The loan committee should set up criteria to guide them in selecting recipients of loans and guarantees, etc.

Assure Adequate Infrastructure

The Borough must ensure that the necessary water service, sewer service, roads and other infrastructure exist to accommodate downtown development and other development projects. These Borough services must be adequate to help ensure new development and expansion in the Heart of Yardley.

Seek Federal and State Assistance

The Borough must be well-informed of existing and imminent State and Federal funding programs related to community and economic development. Although funding will undoubtedly be more limited in the future, federal and state programs offer potential assistance for Yardley.

PARKING AND CIRCULATION

Provide More Off-Street Parking

An adequate amount of conveniently located parking is one of the keys to a successful shopping area and working environment. Parking must be convenient to stores and businesses and readily available for customer use. Additional off-street parking at appropriate places in the downtown area will help this area be competitive with other shopping areas. Attractive, well-located signs must be provided to direct people to public parking.

As recommended earlier, the Overlay Zoning Area should allow for shared arrangements and for off-street parking up to 500 feet from the use. This will provide more parking opportunities and promote the complete use of the downtown area.

In order to increase the supply of public parking the Borough leases 26 existing spaces in Buttonwood Park and has initiated a shared parking program to utilize existing private parking lots for public use between the hours of 5:00 p.m. and 12:00 p.m. midnight.

Establish Pedestrian Circulation

The Heart of Yardley is intended to be a people-oriented place. The Downtown Plan underscores the importance of placing greater emphasis on pedestrian circulation and safety by providing additional marked crosswalks, expanded pedestrian areas and walkways.

Encourage Alternative Modes of Transportation

The Downtown Plan recognizes the general public's reliance on the automobile and on the importance of providing adequate and convenient parking in the downtown area. But the Plan also encourages bicycle racks, bench resting areas and other ways to encourage and to accommodate other means of getting to and from the downtown area.

Control Employee Parking

Adequate parking will be paramount to a successful downtown area. This parking must not only be convenient to stores and other business but it must be available for customer use. Experience throughout the country shows that employee parking must not compete with customer parking. The most convenient parking spaces to stores and businesses must consistently be made available for customers. Merchants, businesses and other employers must work closely with their workers and the Borough to ensure that this guiding policy is consistently followed throughout the area.

APPEARANCE

Improve the Appearance of Buildings and Storefronts

Yardley's downtown area is attractive. Some property owners have taken the initiative to improve the appearance of their buildings. In many ways the Heart of Yardley is now a model place for other communities to follow. But other opportunities exist that will move Yardley toward the head of the class.

The Downtown Plan recommends the following design guidelines be used to give direction to building and storefront improvements:

1. Retain the original scale of the building and the original detail of the building's façade.

2. Use the entire building façade from top to bottom. Design the storefront on the first floor as part of the entire building façade.

Improve the Appearance of Signs

Many signs have been tastefully designed and sized in the Heart of Yardley. The following sign guidelines should be used to improve the appearance of the downtown area:

1. Locate signs to avoid covering building features such as cornices, trim or windows.

2. Limit the number and size of signs on storefront windows and doors. Lettering applied to the glass should be simple and easy to read.

3. Orient signs to pedestrians, not vehicles. Signs should be carefully detailed so they appeal to someone proceeding slowly at close range.

4. Avoid using multiple signs where one will do. One sign per business, located at the store itself, should be adequate. Too many signs are confusing and distracting. A single, well-designed sign identifies a store more effectively and inexpensively.

5. Use materials that reflect the period of the building and design of the storefront, such as cast iron, wood, tin, brass or glass. Avoid stock plastic signs; they are both expensive and unattractive.

6. Use proper lighting. Frequently, lighting is not needed for commercial signs. When used, however, it should shine only on the sign itself and not on the surrounding area. The light fixtures, if visible, should be compatible with the period of the building. Prohibit neon and spotlights.

7. Incorporate the signs into the design of the façade. Cornices, upper story windows, awning edges and panels are often ideal backgrounds for hand-painted lettering. The frame or trim of applied signs can be similar to moldings used elsewhere on the façade. Colors should complement the paint scheme of the storefront.

8. Keep letters to a minimum and keep the message brief and to the point. In many cases, logos or illustrations that readily communicate the nature of the business can be used as signs.

9. A window display is an important type of sign. Make sure they are consistently attractive and show your merchandise off to good advantage.

PROMOTION AND ORGANIZATION RECOMMENDATIONS

Promote the Heart of Yardley as a Unique Shopping Area

Specialty and high quality retail stores can be recruited to Yardley. A better selection of products, a wider variety of shops, a proper mix of stores and better promotion and merchandising will all help capture additional customers and make the Yardley downtown area a unique shopping experience. The downtown area can meet many of the needs of daily convenience and specialty shoppers.

The Yardley Business Association (an association of business people and property owners) has a great opportunity to develop programs that emphasize the downtown as a unique shopping area:

1. A Business Recruitment and Space Reservation program should be created to inventory and monitor available space, establish and update a target list of

business types and contacts, and create a system and a reserve fund for interim space rental until suitable users are obtained.

2. An aggressive Public Education and Promotion Program should be used to create a positive image of Yardley. This program will involve publishing and distributing a brochure about the Heart of Yardley and its retail and service businesses, forming a “sales team” to recruit other needed and desired businesses to Yardley, developing and operating a program to encourage property owners to make more customer, employee and monthly contract parking available, and using newspaper advertisements to indicate the downtown’s many assets such as its convenient location, historic character, unique shops and friendly merchants.

3. The Borough should design and carry out a complete signing program to direct people to Yardley and the downtown. When completed, this program will enhance the Yardley business potential. A successful program such as this is currently being used by the City of Bethlehem, Pennsylvania.

4. Public functions and special events should be held in the Heart of Yardley to reaffirm the downtown area as the central focal point for Borough activity.

Promote Cooperation between the Borough and Merchants

Borough Officials should periodically meet with merchants and businesses to discuss mutual problems and concerns and to develop joint promotional projects. A major economic development objective should be to retain and assist existing businesses of the Borough. To accomplish this objective the Borough needs to know what problems, if any, the businesses are experiencing. Sometimes communities take their existing businesses for granted until it is too late and they relocate to some other community. Closer cooperation will show the existing businesses that the Borough cares about their future.

Invest in the Heart of Yardley

The Borough should continue to make investments in the downtown area. This will not only give confidence and support to the existing merchants, but also help to improve the physical appearance of the central area. Additional investments might include more landscaping, additional off-street parking and expanded pedestrian areas.

Strengthen the Merchant’s Organization

The existing Yardley Business Association should be expanded and strengthened as the “voice” of business throughout Yardley, including the downtown area. Active members of the existing organization should organize and carry out an aggressive membership drive. In addition to retail merchants, bankers and other business people should be encouraged to join and actively participate in the activities of this organization. Key activities of the Association should include taking the lead role in the

promotion of the Heart of Yardley, providing input to the Borough Planning Commission and Borough Council, and discussing the business-related problems and opportunities of its members.

The merchants and businesses should promote the downtown area and advertise as a group. In addition, they should coordinate shopping hours and special events. Common shopping hours and special events (e.g., sidewalk sales, parades, etc.) will bring more customers to the downtown. The Yardley Business Association should coordinate these promotional activities. The Borough should work closely with the Association in the promotion of downtown as a unique shopping area.

Things to Remember about this Plan

The Downtown Plan for preservation and development is a vision, a hope, a guide, an inspiration, a thoughtful and coordinated approach to the future. It is sensitive and realistic, yet creative and prudently aggressive. Because there is much to do, people should not feel overwhelmed or get discouraged in carrying out the plan. Problems or misunderstandings with one or two projects should not get in the way of accomplishing many other worthwhile improvements. Here are a number of things to remember about the Plan. Perhaps they will help all of us understand its nature, appreciate its value, and cope with its challenges:

- The Plan is a guide for making public and private sector decisions over time – a basis for allocating scarce resources and for spending money in ways that will most likely benefit the Borough and its citizens.
- The Plan is a statement of confidence in our community and in our ability to deal positively with change and to take hold of Yardley's future.
- The Plan is not just a map or list of physical projects that can be seen along the street. It also contains programmatic recommendations for administration, organization, promotion, and financing.
- Everything can't be done at once. The Plan enables us to make thoughtful decisions as problems and opportunities arise and to make improvements a step at a time when resources become available.
- Some proposals can be accomplished immediately at little or no cost, others will be more costly and may take years to accomplish. Some proposals will even save money and make money.
- Adoption of the Plan is not a final commitment by Borough Council to spend money on specific projects or programs. It is a commitment to spend money wisely when money is spent and to direct public and private funds toward desired community objectives.

Next Steps

- The Borough would apply for and receive Federal and/or State funds to complete several of the capital projects in this Plan.

- An advertising firm would contribute services to the Yardley Business Association to create a promotional brochure or special graphics and advertising material for key downtown events.
- A construction or demolition firm would agree to schedule a certain day or weekend period to demolish deteriorating accessory buildings at the request of downtown property owners, at a very reasonable cost or free of charge.
- The Yardley Business Association or other organization would prepare a catalog of gifts that people and businesses may contribute (through designated financial contributions) to provide various items needed for streetscaping and equipment for special events in the Heart of Yardley. Many of the items purchased may contain a plaque with names of contributors.
- A group of banks would establish a loan pool that makes 15-year loans available at the prime interest rate with no origination fee. The pool would make loans to downtown businesses to acquire property, construct and rehabilitate buildings, purchase machinery and equipment and operate the businesses.

FINDINGS AND RECOMMENDATIONS

1. In order for the Heart of Yardley to continue to be a viable, growing business area, the elected officials and business owners must form a partnership. It is quite possible that both parties will have to make some concessions and compromises. Any problems or strained relationships from the past must be put aside. The Downtown Plan should be the framework for the partnership. The Partnership should develop a strategy that includes a capital program for implementing the recommendations of this Plan.

2. Landscaping in the parking lots will enhance their appearance. Trees will provide shade and visual relief to large areas of paving. Shrubbery, flowers and ornamental plants will provide a more attractive area.

3. Light fixtures in the parking lots and attached to buildings will make the area more attractive and safe at night. With some businesses open after dark and the apartments in the area lighting is an important feature. All lighting should be at a pedestrian scale. In the selection of the design of the lighting, consideration should be given to being compatible with the vintage streetlights. Lights next to residential properties should have shields.

4. The Borough's Historic and Architectural Review Board in conjunction with the Borough Planning Commission and the business association should take a proactive approach and develop design guidelines for the downtown area. Guidelines should include, but are not limited to signs, façade treatment, landscaping, fencing, lighting, and street furniture. Design guidelines should also be prepared for infill development and for additions to existing buildings.

5. The Borough's Shade Tree Commission should pursue a shade tree plan for the Borough. In the downtown area there are some street trees along South Main Street, but there are some areas that do not have them. The street tree program

should include a maintenance, pruning and fertilizer schedule, removal of dead, damaged and unsafe trees, replacement of trees and a schedule to plant trees where none exist. A list of approved trees and guidelines for locating street trees should also be part of the program. The Shade Tree Commission should pursue funding sources for street trees.

6. Develop a program for, and to promote cultural events and activities (e.g., the Canal Festival). Buttonwood Park should provide a venue for some events. Possibly install informational kiosks in the park and other prominent locations within the Borough like at the train station and within the downtown area to inform the public and tourists.

7. Gateways provide an attractive and inviting entry to a community. Gateways can include features such as landscaping, signs and lighting. While gateways do not physically restrain motorists, they tend to psychologically affect drivers to slow down.

8. Signage at the gateways should be part of a coordinated system throughout the Borough to direct visitors to various points of interest.

9. Even though the population of the Borough is too small to qualify for the Pennsylvania “Main Street Program” (the program is for towns with a population of between 5,000 and 20,000) - program guidelines and techniques should be researched for applicability in Yardley Borough.

10. Driveways along South Main Street are points of conflict for the motorist and the pedestrian on the sidewalk. Whenever any opportunity arises whether it is a change to a business and the associated parking lot, or the Borough undertakes a comprehensive parking lot improvement program, the number of driveways should be reduced or combined.

11. The Buttonwood Park, the real estate office property, the Yardley Town Center Shopping Center lot and the bicycle shop each have their own parking lot. At one time none of them were connected. However, with the implementation of the plans for Buttonwood Park some of these parking lots are now connected. Parking lots on adjacent properties that are not connected is typically found throughout the downtown area. A priority project for the overall improvement of the Heart of Yardley is the preparation of a master plan for the design of parking and circulation. The analysis for the plan should include a mapping of all buildings, driveways/access points and parking lots. The study should include both sides of South Main Street from Afton Avenue to College Avenue. The objectives of the plan should include to improve safety, make the street and parking areas more pedestrian friendly, improve vehicular circulation, connect parking lots, reduce the number of access points on South Main Street (when the parking lots are connected it will no longer be necessary for each property to have an access point and vehicles making a right turn out of the driveways in

most instances intrude into the on-coming lane that results in an unsafe condition), and include landscaping and street furniture in the plan.

12. Traffic calming techniques should be considered to improve traffic conditions in the downtown area and make the streets and sidewalks more pedestrian friendly.

13. It is a recommendation of this Downtown Plan that the Borough prepare guidelines and specifications for various types of paving materials for sidewalks.

14. Using alternative paving material for pedestrian crosswalks is more attractive and is safer. The alternative paving alerts motorists to the crosswalk and tends to slow traffic. Pedestrian crosswalks should be located at strategic points along South Main Street to provide several crossing points between Afton Avenue and College Avenue.

15. The shopping center adjacent to WAWA is the only business establishment with parking in front of the building in the downtown area. A landscape architect should be retained to study the area and prepare a landscape plan to soften the visual impact of the parking lot for these businesses and to design and locate a freestanding directory sign.

16. Bicycle racks should be installed at various places, such as parking lots and within plazas, at commercial sites and open space/park areas. A few existing bicycle racks can be seen in the downtown area.

17. Parking lots in the rear of businesses on the eastern side of South Main Street are also separated. To improve circulation for convenience and safety of patrons, parking lots should be connected. Improvements should be made to make the parking lots more pedestrian friendly.

18. Apartments above first floor businesses provide not only an additional source of revenue for the property owner but it also extends the presence of people in the downtown area into the evening hours after stores have closed.

19. Signs should be oriented to the pedestrian and have a maximum height of 8 feet. Wall signs should be mounted above the storefront and be in scale with the façade of the building.

20. The vintage streetlights are an important improvement to the downtown area. The program should be expanded to install vintage streetlights throughout the Heart of Yardley and beyond.

21. Street furniture is an amenity that can unify the street corridor. Benches, trash receptacles and planters should be placed at appropriate places throughout the downtown area. Painted metal and wood in traditional design should be the primary materials for these sites.

22. Service areas for the businesses should be located in the rear of the buildings. Trash dumpsters and receptacles and mechanical equipment should also be in the rear of the buildings and screened with a fence and/or plant material.

23. Since parking in the Heart of Yardley is an important issue in terms of the viability of the area, it would be advisable to review the parking standards in the Borough's Zoning Code. A review would determine if the standards are realistic without being excessive in the number of spaces required for the various types of businesses.

24. Investigate the possibility of extending decorative street lights along West Afton Avenue and along North Main Street.

25. Seek ways in which to utilize the Borough Stone Barn within the downtown area to the benefit of the entire community. The barn should primarily be oriented to Buttonwood Drive to support and reflect upon the re-orientation of the Khalsa Healing Arts & Yoga Center building to this same street frontage that ultimately will pass by the approved Foster development and out onto Penn Valley Drive. The Borough recognizes the importance of this through street and the orientation of uses along this street. The name "Buttonwood Drive" is important for purposes of commercial and residential land use identification, emergency access, postal services, and UPS, etc.

26. Continue to encourage outdoor dining and outdoor sitting areas within the Heart of Yardley downtown area and in other appropriate locations.

When the Borough's Comprehensive Plan was updated in 1989 consideration was given to the most appropriate zoning classification for the properties that front on Canal Street between East College Avenue and East Afton Avenue. The properties are zoned C-1 Commercial, the zoning classification of most of the properties in the downtown area. Properties with frontage only on Canal Street are the lots under consideration. The question of the zoning of the Canal Street properties was evaluated during the review of the 1989 Comprehensive Plan.

During the evaluation, consideration was given to the characteristics of the properties involved and the condition of Canal Street. The zoning of Canal Street was also a topic of discussion at the Town Meeting the Planning Commission held to receive input and comments on the Comprehensive Plan at that time. The evaluation resulted in a recommendation to change the zoning of the properties fronting on Canal Street from commercial to residential.

One of the primary reasons for the recommendation included the fact that an existing commercial use may continue as a non-conforming use. In addition, the residential properties have virtually no potential for accommodating a commercial establishment. The structures and the properties are small and providing on-lot parking for patrons and employees would be difficult at best.

It is still recommended that the properties with frontage only on Canal Street between East College Avenue and East Afton Avenue be changed from commercial to residential.

CHAPTER 12: PLAN INTERRELATIONSHIPS

COMPATIBILITY WITH SURROUNDING MUNICIPALITIES

The Pennsylvania Municipalities Planning Code (MCP) requires that comprehensive plans take into account planning in surrounding municipalities as well as the region. The purpose of this chapter is to ensure that policies developed for Yardley are not in conflict with adjoining lands but encourage a regional approach to address planning problems and issues. In compliance with MCP requirements, the following provides an analysis of the relationship between existing land uses, zoning, and future land use planning in the neighboring community and region.

Yardley Borough is bordered by the Delaware River to the east and surrounded by Lower Makefield Township to the north, west, and south. While there are some differences in permitted densities at the municipal border, the existing zoning and land uses along the municipal boundary are generally consistent. Most of the adjacent land uses in the township are existing residential neighborhoods, a few of which extend across the municipal boundary into the borough. The areas abutting Yardley are zoned for residential uses at a variety of densities ranging from 0.33 to 3.08 dwelling units per acre. Adjacent areas in the Borough allow various types of residential dwellings and zoning densities ranging from 1 to 8 dwelling units per acre.

The majority of adjacent land in Lower Makefield is zoned R-2 Residential Medium Density which permits single-family detached dwellings at densities between 1.20 and 2.70 dwelling units per acre. The longest common boundary with the township's R-2 district is along the Yardley Country Club property which is zoned R-R Residential/Recreational, the Borough's lowest density district.

A subdivision proposal for 16 single-family lots in an R-2 district off of Yardley-Langhorne Road located west of the Borough was given preliminary plan approval. This development may include bike paths along Yardley-Langhorne Road. While the development is not adjacent to the Borough, opportunities may exist to coordinate future pedestrian/bike path connections along Yardley/Langhorne Road with the pedestrian path planned along Afton Avenue in the Borough (Afton Avenue Streetscape Project).

The Lower Makefield R-4 Residential Multiple Family High Density district contains an existing condominium complex and borders multi-family and single-family uses in the R-1 and R-2 districts in the southeast corner of the Borough.

The township's R-RP Residential-Resource Protection district abuts Yardley to the north, between Taylorsville Road and the river, and to the south, along a portion of the canal. These neighboring areas contain residential uses and the township-owned Macclesfield Park which borders the canal.

The *Lower Makefield Township Comprehensive Master Plan Update 2003* calls for the continuation of existing land uses that abut the Borough. Consistent with zoning and existing land uses, the Township's Future Land Use Map designates areas around Yardley as medium density residential, residential/resource protection, and multifamily residential. These designations are compatible with adjoining land uses in Yardley Borough. Lower Makefield Township is currently in the process of updating their Comprehensive Plan, but it should not have a significant impact on the Borough.

In addition, Ewing Township in Mercer County, New Jersey lies to the east of the Borough, across the Delaware River. The Ewing riverfront across from Yardley is primarily a vegetated strip between the river and Route 29. Given the width of the river and absence of bridge connections between the two communities, there are no significant impacts from land use activities that may occur along the river between the communities.

From the standpoint of land use planning and zoning, the future land use plan and zoning maps of Lower Makefield Township are compatible with the conditions in Yardley Borough.

COMPATIBILITY WITH OTHER REGIONAL PLANNING EFFORTS

Bucks County Comprehensive Plan

In 1993, the Bucks County Comprehensive Plan advocated a growth management approach to land use planning. The stated goal is to "foster land use planning and controls which allow for orderly growth." Recommended programs and actions for a well-conceived land use program are directed to the municipalities in the county. Factors, which are favorable for growth in population, are and have been present in Bucks County for decades. For evidence of growth in population, Yardley Borough needs to look no further than its neighboring municipal Lower Makefield Township.

Yardley Borough has not, nor will it experience that type of population growth. The population of the Borough has had only minor changes over the years. Therefore, Yardley is not faced with the growth pressures that Lower Makefield Township is faced with. The County Comprehensive Plan recognized the differences in the characteristics and growth potential of municipalities and made recommendations accordingly. In the chapter on Growth Management, the four primary land use patterns were defined and discussed. They are urban areas, development areas, rural areas and resource protection areas.

The characteristics of an urban area aptly define Yardley Borough. An urban area is "generally built-out or have very few vacant parcels remaining. They consist of a variety of different land uses including residential, commercial, industrial, institutional or recreational. Urban areas are for the most part, served by public sewer and water facilities." The plan emphasizes that boroughs "at a more mature stage of development" must continue to engage in land use planning, which is exactly what the borough is doing with its comprehensive plan.

A set of five planning strategies is presented in the County's Comprehensive Plan for urban areas. The plan acknowledges that not all five strategies are applicable to all boroughs in the county. The five strategies are:

- Infill development
- Redevelopment
- Downtown revitalization
- Neighborhood improvement
- Adaptive reuse

Infill development and adaptive reuse are the two strategies that are most applicable to Yardley Borough at this time. Infill development involves the appropriate development of the vacant parcel in a residential neighborhood or nonresidential area. It is the parcel that was not developed when the other tracts in the area were developed. A key issue with infill development is the zoning regulations that are in place for the vacant tract. If the zoning regulations are not consistent with the existing pattern of development, new buildings will be very conspicuous and out of place. The following is a list of the aspects of zoning that are directly related to promoting compatible and appropriate infill development.

- Use regulations – the uses permitted should be the same as and compatible with the exiting uses in the area.
- Lot area – the minimum lot area requirement should be the same as the prevailing lot area in the area. It must be recognized that vacant lots may be smaller than the typical and the lot may be irregular in shape.
- Setbacks – the zoning regulations for the district may contain minimum setback that are not compatible with the prevailing setbacks of the existing buildings.
- Height of building – the regulations should establish a maximum height for buildings that is consistent with the existing buildings.
- Parking – contemporary parking requirements may not be appropriate for some infill lots. Thus, the ordinance should provide flexibility while recognizing the need for parking.
- Impervious coverage – the maximum impervious surface standard should permit the intensity of land coverage that is typical for the area.
- Design guidelines – while not a function of zoning, the design of the building and the landscaping of the lot are very important considerations if the infill development is to be compatible with the blend in with the buildings in the area.

Adaptive reuse is another land use technique that is appropriate for Yardley Borough. The County Plan stated that, "the underlying concept is to preserve or recycle underutilized and often historic properties in an attempt to tap their full potential value." Older buildings may outlive their purpose, but the structure is still sound and is a good example of the historic fabric of the community. This technique is a good tool to use to preserve historic buildings. The building is retained and the historic features preserved, but the use of the building is changed. For example, a historic house is converted to

offices or a nineteenth century industrial building is converted to residential units. In Yardley Borough an old grist mill from the nineteenth century has been converted into a mixed-use commercial building.

The Bucks County Comprehensive Plan included as a land use strategy for a Borough (urban area) a downtown revitalization plan. The Heart of Yardley downtown area of Yardley Borough does not need a revitalization plan. When the Comprehensive Plan was prepared in 2001 the Borough officials recognized that the downtown area was an important asset. “A Plan for Yardley Center” was prepared as a companion document for the Comprehensive Plan that outlined a strategy for maintaining the vitality of the business district. The Borough’s Comprehensive Plan at this time includes a review and update of the plan for the downtown area of the community.

The *Bucks County Comprehensive Plan* (2011) seeks to coordinate and assist the county’s municipalities, agencies, and general public in the planning, development, and management of its natural and built environment. The Plan places a strong emphasis on sustainability and smart growth development strategies.

The Plan designates Yardley Borough as a Secondary Town Center. Secondary Town Centers have unique history, character and a sense of place and typically include higher-density land uses and mixed-use building types. The residential areas are traditional neighborhoods and the primary commercial areas are typical of small town main streets. Such areas are walkable and distinctive communities which offer a range of housing opportunities. Secondary Town Centers are vital areas for compact and efficient development and redevelopment and are expected to continue to function as focal points for revitalization.

The county plan identifies various planning strategies and actions for Secondary Town Centers, some of which include: using parking management strategies to make efficient use of parking supply; providing for a mix of uses; planning for walkable communities that include pedestrian amenities such as street trees, crosswalks, signage, and bike racks; protecting and preserving the historic town character; and implementing recommendations of revitalization efforts such as the Landmark Towns of Bucks County.

Many of the suggested strategies and actions have been put into action by Borough officials. Likewise, this Plan, through its goals, objectives, and recommendations is consistent with many of the recommended strategies and actions of the county’s comprehensive plan.

Bucks County Natural Resources Plan

The heart of the land use-planning program advocated by the Bucks County Comprehensive Plan over the decades has been the protection of natural resources. As early as 1972, the County Planning Commission published the first plan advocating the protection of natural resources in the Commonwealth. Since that time the County Planning Commission has made the protection of natural resources the primary factor in

the preparation of municipal comprehensive plans and in determining the development potential of land. Natural resources include floodplains, wetlands, steep slopes (15 percent and greater) and woodlands.

Protecting natural resources is an important consideration for the Comprehensive Plan and Zoning Code for Yardley Borough. The natural resources on land in the borough that has not been developed at all or has been only partially developed should be protected. Protecting natural resources is not only directly related to the protection of the health, safety and welfare of the residents of Yardley Borough, they also contribute to quality of life.

Bucks County Park and Recreation Plan

The County's Park and Recreation Plan makes recommendations for link or linear parks in various areas of the county. In Chapter 5 the plan states that "linear parks along streams, valleys and other natural corridors are appropriate settings for most trail based recreational activities such as hiking, jogging, bicycling and horseback riding." Linear parks are an excellent way to connect towns and villages with other population centers as well as parks, schools and other points of interest. An excellent example of a link park is the towpath in the Delaware Canal State Park. Yardley is fortunate to have this historic link park within its boundaries. The towpath connects points within the borough and it provides a connection with the many points of interest along its 60-mile corridor including Macclesfield Park in Lower Makefield Township.

The County's Park and Recreation Plan also contain recommendations for new link parks. One of those link parks connects Yardley Borough with Core Creek Park in Middletown Township to the west. For most of its length, the link park follows the Brock Creek. From Core Creek Park, the link park system continues to the west to Churchville Park and to the northwest to Peace Valley Park in New Britain Township. The Brock Creek link park is a second priority facility. When the county's link park system is implemented, it provides a wonderful recreational resource for the residents of Yardley Borough.

DVRPC Connections 2040: Plan for Greater Philadelphia

In 2013, the Delaware Valley Regional Planning Commission (DVRPC) developed *Connections 2040: Plan for Greater Philadelphia* (adopted July 2013) as an update to *Connections 2035: The Regional Plan for a Sustainable Future*. *Connections* is a long-range plan that outlines a vision for the future growth and development of the Greater Philadelphia region. Four core principles are established in the plan:

1. Manage Growth and Protect Resources
2. Develop Livable Communities
3. Build an Energy Efficient Economy
4. Establish a Modern, Multimodal Transportation System

The plan designates Yardley Borough as a “Developed Community” where new growth will be concentrated primarily as infill and redevelopment. The long-range planning policies established for Developed Communities include rehabilitation and maintenance of infrastructure systems and the housing stock, revitalizing communities through local economic and community development efforts, and improving the pedestrian environment. Yardley Borough’s comprehensive plan is consistent with the land use element of *Connections 2040: Plan for Greater Philadelphia*.

In addition, *Connections 2040: Plan for Greater Philadelphia* promotes the development of greenspace networks as a form of public infrastructure that benefits the health, function and sustainability of communities. The 2040 Greenspace Network shown in Connections identifies the eastern edge of the Borough as part of the Delaware River Greenspace Corridor which is part of the overall regional greenspace network. This Corridor is shown with minor connecting greenspace corridors that extend through the borough into adjacent Lower Makefield Township. Also, the 2040 Conservation Focus Areas map identifies this same area as the Delaware River Conservation Focus Area. DVRPC’s recommendations regarding conservation lands and the regional greenspace network are consistent with stated objectives in this Plan to protect important natural resources and provide linear and connecting open space areas for present and future residents to enjoy**.**

CHAPTER 13: IMPLEMENTATION & ACTION PLAN

The Comprehensive Plan is a policy document that provides a framework to use in the decision making process related to land use matters. Many different and separate documents make up the Comprehensive Plan including the Summary Document, the Comprehensive Plan and the Addendum to “A Plan for Yardley Center”. Implementation strategies and recommendations provide the principal actions necessary to carry out the goals and objectives of this Plan as follows:

RESIDENTIAL

- Review the residential districts of the Yardley Borough Zoning Code to determine if they will permit in-fill development that is compatible with the neighborhoods in the Borough.

- Review the zoning provisions that apply to the Yardley Country Club golf course property to ensure that they adequately protect natural resources, require that sufficient open space be provided and encourage the use of contemporary housing cluster or traditional neighborhood residential development design techniques. This has to some extent already been addressed through the Light Impact Development Ordinance which incorporated a 50% open space cluster option.

- Prepare design guidelines for the preservation of historic structures and where appropriate, encourage adaptive reuse.

- Evaluate mechanisms that will continue to provide housing opportunities for a wide range of income categories.

- Permit and encourage business owners to have apartments on the second floor of their commercial establishments.

- The Borough desires to sell the Borough owned Reading Avenue property for housing development.

ENVIRONMENTAL AND CULTURAL FEATURES

- Review and ensure implementation of environmental protection standards in the Yardley Borough Zoning Code to ensure that they are compatible with the current county, state or federal guidelines to protect sensitive features.

- Continue to take steps to implement recommendations of the management plans that have been prepared for the Delaware River and the Delaware Canal, such as Act 167.

- Implement the recommendations of the Borough's Recreation and Open Space Plan.

- A high priority is the protection of the greenways in the Borough, such as the Brock Creek, the Buck Creek, and the Silver Creek to enhance water quality.

- Draft and adopt riparian buffer regulations.

- Take appropriate action and support the preservation of Lake Afton as an important Borough natural resource and a Bucks County landmark.

- Install bird houses and bat houses or boxes on appropriate sites in the Borough.

- The Borough will strive to improve water quality management in existing and future facilities.

- Draft and adopt ordinance language that provides for the regulation and removal of bamboo.

COMMUNITY FACILITIES AND SERVICES

- Recognize and identify any National Pollutant Discharge Elimination System (NPDES) potential issues in years six, seven, eight and nine. NPDES permits regulate household and industrial wastes that are collected in sewers and treated at municipal wastewater treatment plants. Permits also regulate industrial point sources and concentrated animal feeding operations that discharge into other wastewater collection systems, or that discharge directly into receiving waters.

- Prepare capital improvement programs for the maintenance and upgrading of water supply lines and wastewater collection lines.

- Periodically evaluate the level of service that is provided by the police department, the fire company, and emergency services.

- Continue to upgrade the Borough face book page and web site with useful information and citizen alerts.

- Re-use of the Borough owned historic barn.

PARKS AND RECREATION

- Seek opportunities to appropriately develop public spaces in the Borough.

- Preserve sites that contain natural features like wetlands, floodplains, woodlands, steep slopes, and riparian buffers including scenic views and vistas.

- Provide additional public access points to the towpath of the Canal.

- Make improvements to the new Fitzgerald-Sommer park site, e.g. fencing, landscaping, and a sign.

- Enhance access to the Delaware River.

HEART OF YARDLEY

- Establish a committee that is charged with prioritizing and implementing the recommendations of the Downtown Plan.

- Identify redevelopment opportunities within the downtown area.

- Sidewalk and bicycle facilities and improvements should be planned and then implemented.

- Evaluate the possible re-zoning of properties located along Canal Street from commercial to residential.

- Prepare land use provisions for "bed and breakfast" use to be locatde along major roadways like Afton Avenue, Main Street, and Delaware Avenue.

TRANSPORTATION AND CIRCULATION

- Prepare guidelines and specifications for sidewalks in the downtown area and for other parts of the Borough and actively enforce the maintenance of safe sidewalks.

- Conduct a study of the streets in the Borough with the purpose of developing a traffic calming program. Priority should be given to the streets in the downtown area.

- Construct a sidewalk along the south side of West Afton Avenue to the Lower Makefield Township boundary line and beyond.

- Expand pedestrian and bicycle opportunities throughout the Borough.

- Make transportation related improvements to the intersection of Main Street and Afton Avenue.

- Encourage the upgrading of the SEPTA parking lot along Reading Avenue, e.g. sidewalks, lighting, landscaping, and signage.

- Continue to seek ways to connect sidewalks in the Borough with sidewalks and bikeways in Lower Makefield Township. For the long-term, formulate a plan to develop trails in the greenways that are located within the two communities.

- Prepare a plan for the installation of gateway improvements at the majority entry points to the Borough in addition to the entry signs and plantings on North and South Main Streets.

- Support joint use of existing business parking lots for after public parking.

- Design, fabricate, and install of wayfinding signs and public parking lot signs.

- Monitor the condition of the streets in the Borough and continue to participate in the DVRPC TIP program.

- The use of an imprinted decorative paving surface is recommended for crosswalks located at the following locations: Main Street/Afton Avenue, Breece Drive/West Afton Avenue, Reading Avenue/South Main Street, College Avenue/South Main Street, and East Afton Avenue/Delaware Avenue.

- Investigate the use of solar powered pedestrian crossing signs.

- Conduct a thorough review of all existing Borough parking and circulation standards. Possibly reduce required minimum parking standards for certain uses like the recent reduction of spaces for real estate businesses from 1 space per 150 square feet of gross floor area to 1 space per 300 square feet of gross floor area.

- Investigate the Dolington Road/North Main Street intersection for a possible traffic signal or a roundabout.

- Complete the North Main Street sidewalk installation project that is now under-construction from the McKinley Avenue/North Main Street intersection to the downtown area.

DELAWARE RIVER AND DELAWARE CANAL

- Review the regulations for the zoning districts that are along the river and the canal to determine if they are appropriate and make necessary amendments.

- Conduct the necessary research and prepare plans to improve the access to the towpath at College Avenue, Letchworth Avenue, and Lock Number Five.

- Actively pursue providing pedestrian access to the Delaware River within the rights-of-way of the paper streets between Delaware Avenue and the river.

- Maintain a liaison with the manager of the Delaware Canal State Park and pursue measures to implement the recommendations of the Lower Delaware River Master Plan and the Lower Delaware River Conservation Plan.

- Evaluate and address the impacts on those living within the flood prone areas of the Borough such as increases in flood insurance, the necessity to clean up after a flood event, and the cost of elevating a structure.

APPENDIX A: GLOSSARY OF TERMS

BAMBOO: Any monopodial (running) tropical or semi-tropical grasses from the genera Phyllostachys or Pseudosasa, including, but no limited to, Phyllostachys aureosulcata – Yellow Groove Bamboo. In addition, this definition includes Common Bamboo, Golden Bamboo and Arrow Bamboo

BICYCLE AND PEDESTRIAN PATHWAY: A pathway physically separated from motorized vehicular traffic generally by an open space or barrier and either within the roadway right-of-way or within an independent right-of-way or easement.

BICYCLE FACILITIES: A general term denoting improvements and provisions made by public or private agencies to accommodate or encourage bicycling, including parking facilities, maps, all bikeways, and shared roadways not specifically designated for bicycle use.

BICYCLE LANE: A portion of a roadway which has been designated by striping, signage and/or pavement markings for the preferential or exclusive use of bicyclists.

BICYCLE ROUTE: A segment of a system of bikeways designated by the jurisdiction having authority with appropriate directional and informational markers, with or without a specific bicycle route number.

BIKEWAY: Any road, path, or way which in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes, including pedestrians.

BIO SWALE: A landscape element designed to remove silt and pollution from surface runoff water. It consists of a drainage swale course with gently sloped sides and filled with vegetation, compost and/or riprap. The water's flow path, along with the wide and shallow ditch are designed to maximize the time water spends in the swale, which aids in the trapping of pollutants and silt.

BOLLARDS: Decorative bollards serve two purposes. They can be implemented along the edge of the sidewalk adjacent to the curb to provide a sense of security for the pedestrian from traffic. They can also be used at the entrance of pathways to prevent vehicles from entering and to warn bicyclists of roadway crossings.

CISTERN: A reservoir or tank for storing rainwater and greywater for the purpose of using it for irrigation or other interior or exterior greywater uses.

CIVIC ART: The vertical infrastructure comprised of features such as pavilions, pergolas, benches, sculpture gardens, fountains, monuments, and the like.

COMMON FACILITIES: All of the real property and improvements set aside for the common use and enjoyment of the residents, including, but not limited to, buildings, open land, private roads, parking areas, walkways, recreation areas, landscaped areas, drainage easements, and any utilities that service more than one unit, such as sewer and water facilities.

COMMON OPEN SPACE: A parcel or parcels of land within a development site designed and intended for the use and enjoyment of the borough residents or occupants of the development of community or for the protection of natural or historic resources, not including streets, off-street parking areas, and areas set aside for public facilities. Common open space shall not be part of individual residential lots, and shall be substantially free of structures but may contain recreational facilities for park users or historic buildings as are shown in the approved development plan.

COMMUNITY GARDEN: A parcel of land used for the growing of vegetables, flowers, etc. used for human consumption but not for commercial sales. The garden area may include but be not limited to a greenhouse, an accessory storage building, benches, fencing, parking spaces, and a watering system.

COMPREHENSIVE PLAN: The Comprehensive Plan and amendments thereto, including maps, charts, and/or descriptive matter officially adopted by the borough, indicating recommendations for the continuing development of the municipality and including all elements required in Article III of the Pennsylvania Municipalities Planning Code.

CROSSWALKS: A marked area for pedestrian crossing. At a minimum crosswalks should be clearly marked with paint. They are most effective when at a signalized intersection. Other traffic calming techniques can be implemented such as rumble strips or humps, textured paving, and pedestrian crosswalk signage or lights.

DECORATIVE PAVING: Paving that is made up of solid, precise, modular units, stamped concrete or asphalt, seeded concrete, colored concrete or any combination of the above.

DELAWARE CANAL ENHANCEMENT AREA: The towpath and intended waterway of the Delaware Division of the Pennsylvania Canal and including all adjacent lands, aqueducts and drainage channels owned by the Commonwealth of Pennsylvania as part of the Delaware Canal State Park.

DELAWARE RIVER PROTECTION AREA: The water area of the river and including views from Delaware Avenue to the river and including the riverbank lands between the water area and Delaware Avenue.

FLOODPLAIN: A relatively flat or low land area which is subject to partial or complete inundation from an adjoining or nearby stream, river or accumulation of surface waters from any source.

FLOODWAY: The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than 1 foot.

GATEWAY: A point at which a motorist or pedestrian gains a sense of arrival in a particular district, neighborhood, place or part of a municipality. This impression can be imparted through such things as signs, monuments, landscaping, change in development character, and/or a natural feature.

GOLF COURSE: The use of land for the purpose of construction and creation of a course for the use in playing the game of golf, with tees and greens no fewer than 18 of each in number, such use may include accessory structures and uses such as club house with dining, tennis courts and swimming facilities and other accessory structures and uses within the usual, normal and ordinary scope of golf course and golf club operations.

GREEN: A plaza, square, courtyard, pocket park, tot lot, playground, walkway, promenade, lawn area, or other outdoor space or common area in which features such as benches, gazebos, pergolas, trellises, planters, plantings, lighting, sculpture, and the like, are installed and maintained, and in which public seating, outdoor dining, and the like, takes place.

GREEN ROOF: An engineered, multi-layered roofing system sustaining the growth of plants on a roof while protecting the integrity of the underlying structure. The components of a green roof consist of a waterproofing membrane, root barrier, drainage layer, retention layer, filter fabric, growing medium and plants.

HARDSCAPE: Inanimate elements of landscaping. Examples include walls, patios, pavers, paths, boulders, stones, decks, and fountains.

INTERMODEL TRANSFER: The ability to move from one mode of transportation to another (e.g. bus to train) during a transit journey.

KIOSK: A structure which may be constructed somewhere other than the lot on which it is placed or which is comprised of parts which are constructed elsewhere and assembled on a lot, and which is designed and intended to be used primarily for retail sale, display and accessory advertising of food and merchandise.

ONE-HUNDRED YEAR FLOOD: The flood having a 1% chance of being equaled or exceeded in any given year. Also referred to as the “1% frequency flood”, or the “Base Flood”, as defined by FEMA in the Flood Insurance Study for Bucks County.

PAPER STREET: A street that has never been built and that is shown on an approved plan, subdivision plat, tax map, and/or official map.

RAIN GARDEN: A planted depression that is designed to take as much as possible of the excess rainwater run-off from a house or from other buildings and their associated

landscape. The plants – a selection of wetland edged vegetation, such as sedges, rushes, ferns, shrubs and trees – absorb the excess water and then, through the process of transpiration, return water vapor into the atmosphere.

RIPARIAN BUFFER: Areas surrounding municipally designated surface waters, including creeks, lakes, intermittent watercourses, and wetlands that intercept surface water runoff, wastewater, subsurface flow, and/or deep groundwater flows from upland sources and function to remove or buffer the effects of associated nutrients, sediment. Organic matter, pesticides, or other pollutants prior to entry into surface waters. This area may also provide wildlife habitat, control water temperature, attenuate flood flow, and provide opportunities for passive recreation. This corridor area may or may not contain trees and other native vegetation at the time of ordinance enactment.

ROUNDABOUT: A roundabout is a type of circular intersection or jurisdiction in which road traffic flows almost continuously in one direction around a central island.

SIDEWALK: A walkway network for pedestrians of suitable width and texture that connects all the components of a livable community.

SHARED PARKING: Joint utilization of a parking area for more than one use, either on-site or between nearby properties through a dedicated arrangement, in order to fulfill their individual parking requirements because their prime operational hours do not overlap.

STORMWATER MANAGEMENT: The control and management of stormwater to minimize the detrimental effects of surface water runoff to quantity and quality.

STREETSCAPE: The design element that establishes the major part of the public realm. The streetscape is composed of streets (travel lanes for vehicles and bicycles, parking lanes for cars, and sidewalks or paths for pedestrians) as well as the visible private frontages (building facades and elevations, porches, yards, fences, awnings, etc.), and the amenities of the frontages (street trees and plantings, benches, streetlights, etc.).

STREET FURNITURE: Functional elements of the streetscape, including but not limited to benches, trash receptacles, planters, kiosks, signs and sign posts, street lights, and bollards.

SUSTAINABLE: Having the ability to accommodate and maintain population growth and economic expansion through intelligent design.

SUSTAINABLE DEVELOPMENT; Development with the goal of preserving environmental; quality, natural resources and livability for present and future generations. Sustainable initiatives work to ensure efficient use and conservation of resources.

TRADITIONAL NEIGHBORHOOD DEVELOPMENT: A form of land development consistent with TND as per Article VII-A of the Pennsylvania Municipalities Planning Code (MCP), 53 P.S. Section 10701-A. *et seq*.

TRANSIT ORIENTED DEVELOPMENT: Moderate and higher-density housing and commercial land uses concentrated in mixed-use developments or next to each other and located along transit routes and within walking distance of a transit stop and adjacent or nearby commercial areas. The location, design, and mix of uses in a transit development area shall emphasize pedestrian oriented design and encourage the use of public transportation.

APPENDIX B: TOURS

On Monday, August 21, 2000, five members of the Borough Planning Commission, one member of Borough Council and the consultant went on a walking tour of Yardley. The purpose of the tour was to visit and discuss land use issues and for the consultant to become more familiar with the borough. The following is a summary of the site that were visited and issues that were discussed.

- Many of the parking lots in the Yardley Town Center serve individual businesses or properties that contain more than one establishment. On the western side of South Main Street the parking lots are not connected to the parking lot on the adjacent lot.

  Recommendations:

  - When feasible, the parking lots should be joined to allow circulation between businesses without using Main Street.
  - Redesign parking spaces in the lots to accommodate the connecting driveway.
  - Redesign the lots to be more efficient and safe and possibly gain more spaces.
  - When the lots are redesigned it may be possible to eliminate some access points on Main Street and Canal Street.
  - Landscaping should be included in the new design.
  - Lighting should be incorporated at a pedestrian scale.

- Bank of America recently installed a pedestrian walkway between its building and the one next to it. Paving stones were used for the walkway and landscaping was added to both sides of the walk, i.e., low shrubs and flowers. The walk provides access between the sidewalk along Main Street and the parking lot for the bank to the rear of the building. This is an excellent example for other similar situations in the Town Center to improve pedestrian circulation.

- Buttonwood Park

  The members of the Borough Planning Commission and Borough Council are interested in restoring the small barn that is on the site and putting it to some adaptive reuse to be determined at a later date. According to the Master Plan for the site, the barn is 22 feet by 26 feet and “the building is still salvageable, but it will require extensive repairs to become useable.” A proposal to rehabilitate this property is under development.

  At the point where the property jogs to the north, a path from Yardley Point (an age-restricted housing community) intersects with the drive that runs through Buttonwood Park. This path is an important link for the residents of Yardley Point

with the Town Center. Buttonwood Park can become a central point in the pedestrian system that includes the Town Center, the canal, Lake Afton and a trail system along the Buck Creek.

- The parking lots to the rear of the New Continental Tavern on the northeastern corner of Afton Avenue and Main Street are part of the property on which the group of retail stores (CVS drug store) and the old mill are located. The parking lot has access to both streets and is a lot that serves several businesses. Although the design of these parking lots were not examined in detail, these lots should be studied if design studies are pursued for the Yardley Town Center. The study would examine the efficiency of these lots, internal circulation, number and location of access points and overall safety of the lots.

- A major concern with pedestrian circulation is the lack of sidewalks on either side of North Main Street. It appears that it is possible to install a sidewalk along North Main Street. The "S" curve around Lake Afton and the narrow bridge over the creek are two areas in particular that will be the most difficult to overcome. Other concerns include features in the front yards such as large trees, landscaping, walls and topography. Based on a cursory examination, it appears that the eastern side of the street would be the preferable route. The utility poles along the street present an obstacle that will influence the location of the sidewalk. The bridge over the creek has a walkway on that side and residents have worn a path from the western side of the bridge. The first step in the design process would be to survey the owners of properties fronting on North Main Street to determine their interest in having a sidewalk. If a consensus is obtained, the Borough could then proceed with a site analysis to design the location of the sidewalk.

- Currently, there is access to the towpath of the canal at Afton Avenue, College Avenue and Letchworth Avenue. Improvements are needed to make them more useable. The first step in the planning process for improvements is to establish the width of the right-of-way for the street to determine if they are wide enough for a path.

- A possibility exists for access to the Delaware River at the ends of all streets that terminate at the river. The rights-of-way for the streets extend to the river. For example, there is a veteran's memorial on the property that at one time was the approach to the bridge over the river at Afton Avenue. It appears that pedestrian access to the river is possible in the area south of the memorial with some grading and removal of vegetation. The location cannot accommodate vehicular access that is required for a boat launching area due to the relatively steep grade and small size of the property.

- A sidewalk is planned along East Afton Avenue east of the bridge over the canal to Delaware Avenue as part of the Afton Avenue Streetscape.

- Parks and Recreation

- Children living in the borough participate in leagues in Lower Makefield Township, e.g., little league baseball and soccer.
- Macclesfield Park is located just south of Yardley on River Road. It is the largest community park within the Lower Makefield Township park system.
- Only 13 percent of the population of the borough in 1990 was in the age group for youth sports (e.g. 5-19).

- U S Magnet Site. The following observations were made about the 27 acre former industrial site in the borough:

  - Poor vehicular access, with a single access on North Main Street.
  - Extensive natural resources on the site: lake, stream, floodplain, woodland.
  - Pits remain from the industrial operations.

- Town Center

  - Lost retail business over the past ten years is being somewhat reversed.
  - Retail space now occupied by professional offices and service businesses.
  - Yardley Business Association, there is a liaison between council and association that strong or active.
  - Historically, the relationship has had room for improvement.
  - Cooperation has been improving in recent years.
  - Most businesses on Main Street have apartments on the second floor.

- Train Station

  - Potential for commuter rail service through to New York on rail line in New Jersey. Thus, there is the potential for more parking at Yardley station, if commuters get the train to connect with the through service.
  - New lot at station filled to capacity.
  - Check SEPTA's plans.
  - Park and ride in Lower Makefield Township north of the Borough.

- Storm Water Management in Lower Makefield has been a concern in Yardley because the streams flow through the borough to the river or canal. It is the understanding of borough officials that the township has done studies. Brock Creek is short in length but it experiences high flows during storms and floods with the impact occurring in the Borough.

- Cooperate with Lower Makefield Township on regional storm water management initiatives.

APPENDIX C: TOWN MEETINGS

During the review of the 1989 Comprehensive Plan, the question of the most appropriate zoning for the properties that front on Canal Street came to the attention of the Planning Commission. The properties are currently zoned C-1, the same commercial zoning classification as the properties along South Main Street in the Town Center. Should the properties have a residential zoning classification was the question the Planning Commission was seeking input on from the residents. The following summarizes the comments expressed at the meeting:

- Consider a zoning district that permits professional office uses and not retail commercial.
- A change of zoning would infringe on property values; the properties were purchased based on commercial zoning and with a change, they would be sold under residential.
- A resident had a strong feeling the properties should be zoned residential. Doesn't want houses demolished for parking.
- Several residents mentioned the volume of traffic and trucks as a major concern. The street is too narrow for opposing vehicles to pass. It was pointed out that traffic issues were not related to zoning and could be addressed by municipal ordinance.
- One-way traffic was suggested as a partial solution.
- In the past ten years, there have been no new commercial establishments on the street.
- The conversion of one property to commercial could change the character of the street.
- The comprehensive plan should prevent commercial uses from intruding into residential neighborhoods.
- Canal Street is in the Historic District, give the HARB the strength it needs to protect and preserve the historic buildings.
- Most properties on Canal Street are not suitable for commercial use.
- Approximately 12 residents of the borough were in favor of changing the zoning classification in an informal survey of those in attendance.
- Attention must be paid to parking in the Town Center. Need adequate parking for retail businesses.
- People are using side streets during rush hour to avoid the congestion on Main Street and Afton Avenue. The result is higher volumes of traffic on the secondary streets and motorist's travel too fast for conditions.
- A relatively new businessperson made the observation that it appears the borough officials are not sure what they want the borough to be.
- The borough should institute a use permit procedure that would apply when a commercial property changes from one use to another to check for compliance with borough regulations such as parking.

- The suggestion was made to give pedestrians in crosswalks the right-of-way, if permitted by the laws in Pennsylvania.

On the evening of November 6, 2000 the Borough Planning Commission hosted a Town Meeting in the Community center to gather information for the update of the Borough's Comprehensive Plan. Approximately 65 borough residents attended the meeting and provided a wealth of helpful information and insight for the new comprehensive plan. In addition to receiving comments on any issues the residents felt were important to the update, the Commission was seeking input on the appropriate zoning classification for three areas of the borough.

On January 23, 2002 the Yardley Downtown Initiative (YDI) hosted a town meeting to introduce itself as an organization, recruit volunteers and solicit comments regarding the community's common vision for the downtown. Approximately 60 people attended the meeting, including citizens, business owners, elected officials and representatives from local non-profit organizations.

Meeting participants were asked to tell YDI Committee what they thought about the wish list created at the April 2001 Planning Commission Town Meeting. Each participant was given 14 green dots and 14 red dots. Green meant: "I love this idea and really want to see it in the downtown". The red dot meant: "I really hate this idea and I really don't want to see it in the downtown". Here is what meeting participants had to say:

Positive Responses		**Negative Responses**	
Outdoor Dining	17	Skate Board Park	16
Promote Pedestrian lifestyle	17	Gap/Kid's Gap	13
Book Store	15	Fabric Store (Selection like Walmart)	14
Coffee Shop	15	Vendors for Buttonwood Park	13
Use of 2nd Floor	15	Pool	11
Sidewalks on E. Afton	11		
Gourmet food store	10		
Café by Lake Afton	10		
Venue for music	10		
Sidewalks on N. Main			

On August 21, 2012, the Borough Council held a Town Hall meeting to gather input on issues of importance to community members. Meeting attendees included members from both the residential and business communities of the Borough. Staff from Bucks County Planning Commission attended the meeting to help initiate and facilitate discussion.

The meeting began with staff of BCPC giving a brief presentation highlighting some of the qualities that make Yardley a special place in which to live, work, and visit. That was followed by brainstorming and open discussion to get input on key issues. To help determine how community members feel about certain issues and town characteristics, those in attendance were asked what they felt are Yardley strengths, weaknesses,

opportunities and challenges. The final topic for discussion was how community members would like Yardley to be in the future.

During the open discussion and brainstorming session a number of strengths, opportunities, weaknesses and challenges were identified by members of the community. Also, members described how they would like the borough to be in twenty years. The following is a summary of input from community members:

Identified Strengths and Opportunities

A number of strengths and opportunities for Yardley Borough were identified. These include the quaintness of the town, the diversity of businesses, the feeling of safety and the canal towpath. Also, it was mentioned that housing prices are more affordable compared to the surrounding township and the borough has strong organizations, such as historical groups and business association, as well as a proactive government that is business friendly. Participants identified a number of opportunities ranging from expanding and promoting the borough's business base and community events, coordination among borough organizations to promote the borough and resolve parking issues, and to create more connections and access to the riverfront.

Identified Weaknesses and Challenges

Parking surfaced as the most common issues when participants were asked to identify weakness and challenges in Yardley. The Borough has a number of different parking lots; however, most of them are privately owned and there is no shared parking amongst many of the businesses. Also mentioned was limited connectivity and walkability in some areas, specifically among North Main Street and limited access to the canal and river. Community members also felt that speeding and large truck traffic through town is a problem and that better signage is needed to the parking areas and to Buttonwood Park. A need to increase the use of historic resources and promote the arts community as well as a commitment to maintain improvements were also mentioned.

Vision of Yardley in 2032

When asked to describe how thy envision Yardley in the year 2032 (twenty years from the time of the meeting) participants indicated a number of improvements and characteristics they would like to see. The main theme of what community members would like Yardley Borough to be like in the year 2032 can be summarized as a walkable and sustainable community with a vibrant riverfront and good river access. A destination with recognizable gateways, a community with a variety of business and multi-uses that meet the needs of residents and visitors, and a community where flooding issues have been mitigated**.**

APPENDIX D: COMMUNITY MEMBER RESPONSES

The following are comments received during the public community outreach session held at Borough Hall which involved the preparation of the Bucks County Economic Development Initiative by the Bucks County Planning Commission dated October 2013. Yardley Borough residents and other interested parties provided the following input:

Strengths/Opportunities (as identified by community members):

1. Defined, cohesive neighborhoods
2. Safety of town
3. Quaintness of town
4. Towpath – canal path
5. Diversity of eateries
6. Good diverse business base
7. Events – Beerfest, Recycle Day
8. Streetscape
9. Responsive government – 3 signs coming as mentioned by the Borough Engineer
10. Housing is low cost compared to surrounding townships
11. Active historic association that tries to reach out to the community
12. Borough has town amenities – period street lights, etc.
13. Pro-business, pro-growth government (Borough Council)
14. Strong organizations (historical, business association)
15. Opportunity – expand business hours
16. Opportunity – tap into younger crowds coming to eateries
17. Opportunity – how to deal with parking wars; need creative parking ideas
18. Opportunity – more river access – utilization of paper streets such as Brown Street and College Avenue to provide for river access; consider raising platforms to emphasize views; river connections should be handicapped accessible
19. Opportunity – bike sharing program
20. Opportunity – farmers market in Buttonwood Park; showcase local artists
21. Opportunity – tap into history more
22. Opportunity – for organizations to work together
23. Opportunity – get more information out on the Borough website; investigate social media as another way to improve communications

Weaknesses/Challenges (as identified by community members):

1. Sidewalk along North Main Street (lack of one)
2. Speed indicator would be beneficial (speeding on North Main Street)
3. Truck traffic/speeding/safety
4. Manage traffic
5. Connectivity to canal
6. Connect events to attracting patrons

7. Geese control
8. Parking (competition for spaces); shared parking
9. Signage for Buttonwood Park
10. Buttonwood Park underutilized, maybe use for additional parking
11. Need for food market
12. Traffic calming and streetscaping to make the street a public realm
13. Using the arts community
14. Tie historic resources/character to events
15. Tap into history and preserve it
16. Connection between West Trenton and Trenton rail lines
17. Need to maintain streetscape improvements
18. Connection between organizations
19. Obtain funding to achieve goals
20. Financial commitment to maintenance
21. The Borough website needs to be user friendly and informative; more communication
22. More town hall style meetings
23. South Delaware and North Delaware Avenue gateways
24. No parking on Delaware Avenue

Yardley 2032 (how community members envision the borough in twenty years):

1. Fewer trucks, fewer big trucks on Main Street
2. Better relationship with PennDOT
3. More multi-use
4. More vibrant river access – on property the borough owns
5. Keep Yardley Country Club
6. Boating, biking and walking – river
7. Get easements on all river banks to have secure riverfront
8. Connections from Yardley train station to canal
9. Put pieces in place to make it a destination and market the destination
10. Bed and Breakfast uses
11. Incorporate a vision around sustainability and being green
12. Underground utilities
13. Improved walkability along Main Street
14. Replace old poles along Main Street
15. Plan for the sustainable future of Lake Afton should be in place
16. Improve River Road – PennDOT should raise low spots to reduce flooding
17. Minimize flooding
18. More day-to-day stores (food stores, etc.) for residents to stay in town