

TULLYTOWN BOROUGH BUCKS COUNTY, PENNSYLVANIA



COMPREHENSIVE PLAN

June 2010

FINAL DRAFT

TULLYTOWN BOROUGH COMPREHENSIVE PLAN

2010

*Adopted by the
Tullytown Borough Council*

2010

BOROUGH OF TULLYTOWN

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Tullytown Borough Comprehensive Plan 2010

Addendum Sheet to June 2010 Final Draft

1. **Chapter 1, pages 2, 3** – Revise the order and reference to the plan components and component titles to be consistent with the order and title of plan chapters in the document.
2. **Chapter 2, page 9** – Under WATER RESOURCES MANAGEMENT, revise the stated goal to read as follows:

Goal: Protect the borough's water supply, provide for stormwater management that focuses on water quality and groundwater recharge, and provide for environmentally sound management of wastewater to protect the health, safety, and welfare of present and future residents, as well as the natural environment for the Borough.

3. **Chapter 2, page 9** – Relocate objective #3 under WATER RESOURCES MANAGEMENT to become objective #5 under COMMUNITY FACILITIES & SERVICES.
4. **Chapter 3, page 13** – Revise the last sentence on the page to reference Chapter 6 Water Resources Management rather than Chapter 8 Water Supply, Sewage Facilities, Stormwater & Solid Waste Management.
5. **Chapter 3, page 17** – Correct references to plan chapters in the last paragraph under the title 'Watersheds/Waterways'. The referenced chapters should be Chapter 8 Cultural, Architectural & Historic Resources and Chapter 7 Parks, Recreation & Open Space.
6. **Chapter 3, page 20** – Revise the last sentence in the second paragraph to reference Chapter 6 Water Resources Management rather than Chapter 8 Water Supply, Sewage Facilities, Stormwater & Solid Waste Management.
7. **Chapter 6, page 56** – In the second paragraph, the reference to Pennsylvania's 'Source Water Assessment and Protection Program (SWAPP)' should be changed to Pennsylvania's 'Source Water Protection Technical Assistance Program (SWPTAP)'.
8. **Chapter 8, page 70** – Revise the first sentence in the fifth paragraph on the page to read as follows:

"The brick house at 412 Main Street, designated the William Shafer House, was constructed in 1840 and is notable as a good example of federal architecture of the mid-nineteenth century."

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Chapter 1 Introduction and Background

Purpose

A comprehensive plan is an official public document that provides a foundation for local planning, a ready resource containing the policies that guide land-use decisions in a community. It can help a municipality shape its future by guiding the formulation of zoning and subdivision ordinances, the acquisition of open space, transportation improvements, the protection of natural and historic resources, and the provision of community facilities.

In the past, Tullytown Borough had relied upon a Statement of Community Goals and Objectives in the zoning ordinance as the framework for municipal land use decision-making and policy development. While that approach has served the borough well, officials realize the potential for continued change and progress. This comprehensive plan provides an opportunity to assess current conditions, to determine how change is occurring, and to direct where and how future development and redevelopment should occur.

In preparation of this plan, residents were asked to offer their views on Tullytown's priorities and hopes for the borough's future in a community survey. The *Tullytown Borough Comprehensive Plan* reflects that input, as well as the input of Tullytown officials and volunteers, including the Tullytown Borough Planning Commission and Tullytown Borough Council.

This document was prepared under the authority granted by the Commonwealth of Pennsylvania to municipalities to prepare comprehensive plans in accordance with the provisions of the Pennsylvania Municipalities Planning Code (MPC), Act 247 of 1968, as amended. Article III of the MPC requires municipal comprehensive plans to have nine basic elements which include: statement of community development goals and objectives; a plan of land use; a plan to meet the housing needs of current and potential residents; a transportation plan; a community facilities plan; a statement of interrelationship among plan components; implementation strategies; a statement indicating compatibility with contiguous municipalities and with the county comprehensive plan; and, a plan for the protection of natural and historic resources.

Structure of the Plan

To meet MPC requirements and achieve the purposes outlined above, this plan contains the following elements:

1. **Introduction and Background**—This chapter provides an introduction to the plan by describing its purpose and format. Also, a brief overview of the borough is provided.
2. **Goals and Objectives for Tullytown Borough**—This element establishes the vision for the future of Tullytown Borough and sets the tone for the development

of the various chapters of the plan. Goals and objectives from the Tullytown Borough Zoning Ordinance were reviewed and revisions were made where necessary, based on input from borough officials and area residents through responses from the resident survey.

3. **Natural Resources**—This chapter identifies significant natural resources found within Tullytown Borough’s boundaries. It describes and evaluates existing regulations and, where appropriate, offers revisions and additional strategies that reinforce the protection of natural resources.
4. **Development Today and Projected Changes**—This chapter provides data from the 2000 U.S. Census and other sources to build a demographic profile of the current population and offers projections regarding anticipated population and employment growth to 2020. An up-to-date land use inventory is included in order to determine the type, amount, location, and interrelationships of land uses found in the borough.

This chapter also provides information on the housing characteristics of the borough and the housing needs of present residents and of those individuals and families anticipated to reside in the borough by 2020. The nonresidential development potential of the borough is also appraised and implications of such development on residential areas, transportation resources, and community facilities are considered.

5. **Cultural, Architectural and Historic Resources**—This chapter provides documentation regarding the historic and cultural resources in the borough. Strategies to protect historic resources, policy recommendations, and regulatory options are provided to protect the unique features of historic sites and structures, including regulations and policies that encourage adaptive reuse and the rehabilitation of underutilized buildings.
6. **Parks, Recreation, and Open Space**—This chapter identifies the park, recreation, and dedicated open space areas within the borough. These facilities are analyzed with regard to existing and future needs of borough residents. The need and demand for additional active and passive recreational facilities, including greenway linkages along preserved open space, natural corridors, and undeveloped areas identified in the open space plan, are also evaluated.
7. **Community Facilities and Services**—This chapter analyzes the general adequacy of existing community facilities to meet the needs of current and future residents and provides strategies to improve existing services, where needed. Community facilities and services that are evaluated include police, fire protection, emergency medical services, healthcare facilities, educational facilities, library services, and municipal facilities.

8. **Water Supply, Sewage Facilities, Stormwater and Solid Waste Management**—This chapter addresses the adequacy of supply and protection of water resources serving the borough. An analysis of issues related to stormwater management within the borough and the adequacy of solid waste management is also included.
9. **Transportation and Circulation**—This chapter describes transportation facilities in the borough. The efficiency of the existing circulation system in moving foods and people throughout the area is analyzed and improvements, such as traffic calming, signalization, and pedestrian crossings are evaluated. The potential for improved public transportation and other alternatives to automobile use is also examined.
10. **Planning and Zoning in Surrounding Municipalities**—This chapter discusses the compatibility of, and identifies the relationship between, conditions in the borough and in adjacent municipalities. The county comprehensive plan is examined to ensure consistency with its goals, objectives, policies, and recommended actions.
11. **Future Land Use**—This chapter examines current zoning regulations and district boundaries for their appropriateness in light of existing conditions and assesses whether such regulations and boundaries continue to maintain and enhance the community.

The relationships among land uses, the natural environment, transportation, community needs, and the interdependencies among all these elements of the borough are examined to create a policy plan for the continued vitality of the borough.
12. **Economic Development, Revitalization and Sustained Economic Vitality**—This chapter evaluates existing and future expenditures for the borough and assesses potential revenue and funding sources available to assist local officials with the cost of implementing public improvements to enhance the borough that are in line with the plan’s recommendations.
13. **Plan of Action**—This chapter lists and describes the policies and recommendations developed in each chapter of the plan along with a suggested time frame for accomplishing the recommendations. Both short- and long-term implementation strategies are included, providing the planning commission and council with a set of guidelines to follow in making decisions and developing programs for implementing the comprehensive plan.

Community Overview

The Borough of Tullytown is approximately two square miles in size and is located on the southeastern edge of Bucks County, along the northern banks of the Delaware River. Tullytown is bordered by two municipalities in Pennsylvania; Falls Township to the east

and southeast, and Bristol Township to the west and northwest. On the other side of the Delaware River, to the east, lies the state of New Jersey.

Dating back to 1640, the Borough was founded by a wealthy man named Thomas Riche and named Riche-Town. In the early 1680's, the town's name changed to Tullytown, named after the Tully family that moved from England to the small village along the Delaware River. Because of its rich, fertile soil and prime location along the river, the main industries in the growing village were farming and fishing. In 1714, the "Kings Highway", now known as Radcliffe Street, was completed. This roadway, which connected Philadelphia and Morrisville, crossed through Bristol and Tullytown. Taverns, hotels, and other industries sprang up along this roadway. With the development of both the Delaware Canal and the railroad in the 1800's, the town continued to grow and prosper. The town became a post village in 1829 with the appointment of its first postmaster, and in 1891 the town was officially incorporated as Tullytown.¹

Historical development of the borough was greatly influenced by its location along the Delaware River and development of major transportation routes as described in *A Comprehensive Recreation Plan for the Borough of Tullytown, Bucks County, Pennsylvania* (September, 1981). The following [indented] narrative regarding the borough's historical development is from the Community Overview of the borough's recreation plan.

The Delaware River has always played an important role in Tullytown's history. Settlement dates from the Colonial Period, when the river was the principal artery for travel and communications. The area that now comprises Tullytown was originally part of William Penn's personal manor and his home was built at Pennsbury, less than two miles upstream of Tullytown.

Agriculture was the predominant occupation of early residents but gradually industry began to appear. A small settlement developed in Tullytown to house workers along what is now known as Main Street. The growth of nearby industry was aided by the construction of the Delaware Canal and a railroad in the 19th century, both of which pass through Tullytown.

The settlement that developed radially along Main Street remained the heart of Tullytown until the period immediately after World War II. That portion of the community is still referred to as Old Tullytown or Historic Tullytown. It extends roughly from the area south of Route 13 to Franklin Cove and Van Sciver Lake. Much of the central portion of Historic Tullytown is residential. Nearly all of its homes were constructed as single-family dwellings prior to 1939 (most in the 19th century). More than

¹ Historical information provided by Planning Commission member Wilhelmina Conca and from *Place Names in Bucks County, Pennsylvania* by George MacReynolds, Bucks County Historical Society, Doylestown PA, 1955.

one-third of the 181 dwelling units in this area have been since converted to multi-family (apartment) uses. Industrial uses predominate in the area west of Oxford Avenue and along the north shore of Franklin Cove.

In 1951, the U.S. Steel Company began construction of the Fairless Works steel plant along the Delaware River in adjacent Falls Township. Almost immediately, Levitt and Sons, Inc. began construction of what would eventually become the 17,000-home community of Levittown to house the workers of the new plant. Levittown actually includes portions of four municipalities but includes all of Tullytown north of Route 13.

The decade of the 1950's brought major development to the northern portion of the borough with the construction of 491 single-family homes. Other development in this portion of the Borough include an apartment complex near the Falls Township boundary, along Fallsington-Tullytown Road; a senior citizen apartment complex adjacent to the 57-acre redeveloped Levittown Town Center shopping center at Route 13 and Levittown Parkway; a 30-acre site containing a former landfill; the Pennsylvania Fish Commission's Levittown Lake (which is located partially in Falls Township); and several educational and religious facilities. Land uses along U.S. Route 13 are primarily highway commercial, shopping center, and transportation (Levittown Train Station).

The farmland in the southeast portion of the Borough gave way to new land uses in the latter part of the 1900's. Extensive quarrying operations for sand and gravel led to the creation of several large bodies of water in both Tullytown and neighboring Falls Township. These water bodies include Franklin Cove, which is located off of the Delaware River, and Van Sciver Lake, which is divided by a strip of land containing Bordentown Road. Van Sciver Lake and much of its surrounding land are used for private recreational activities of the Penn Warner Club.

In 1988, the landscape in the southeastern portion of the borough changed considerably with the opening of the Tullytown Resource Recovery Facility. The facility is located south of Bordentown Road and is bordered by the Delaware River, Franklin Cove, Van Sciver Lake, and Falls Township. Owned and operated by Waste Management, Inc., the Tullytown facility is used for the disposal of residential and nonhazardous waste. The landfill was originally approved on 127 acres that the Borough initially rezoned to allow solid waste facilities and supporting uses. Since its opening in 1988, the facility has expanded to occupy approximately 260 acres, which is roughly 26.5 percent of the borough's land area (excluding water body areas).

Chapter 2 Goals and Objectives for Tullytown Borough

Goals and Objectives

The following community goals and objectives shall serve as guidelines for conservation, growth, redevelopment, and land-use management within the Borough of Tullytown. The goals and objectives are organized by topics that correspond to each section of the comprehensive plan.

The goals are general actions that should be taken to achieve desired conditions within the borough. Under each goal is a set of objectives that is a more specific list of guidelines for actions and program development.

In the fall of 2008, a resident survey was sent to all households within Tullytown Borough to solicit comments and identify issues of importance to the community. The results of this survey, included in Appendix A, were used to help shape the following goals and objectives as well as plan recommendations.

The following are reaffirmations, restatements or expansions of the goals and objectives stated in the *Tullytown Borough Zoning Ordinance Year 2003 Update*.

NATURAL RESOURCES

Goal: To protect the right of Tullytown residents to clean air, pure water, and other natural resources and to guarantee a quality environment for present and future populations.

Objectives:

- 1) Identify important natural and scenic resources, develop standards which will ensure their protection, and incorporate them into zoning and land development ordinances.
- 2) Evaluate the impact of existing and proposed developments, making every effort to minimize adverse environmental effects through sound design and planning.
- 3) Enhance the scenic quality and recreational potential of the Delaware River and the canal and to increase their visual and physical accessibility.
- 4) Enact tree planting and landscaping standards to improve the borough's streetscapes.
- 5) Encourage planting, maintenance, and preservation of trees on public and private property.

DEVELOPMENT TODAY & PROJECTED CHANGES

A. Residential Areas

Goal: To maintain the essential residential character of Tullytown Borough and attain those qualities which will further enhance its value as a place to live.

Objectives:

- 1) Provide for a wide range of housing types so that people of all income levels have an opportunity to live and remain in the borough through their lifespan.
- 2) Improve the integrity of residential neighborhoods within Tullytown by minimizing the impact of existing nonconforming uses and by prohibiting additional conflicting land uses.
- 3) Promote civic pride and encourage the necessary maintenance of borough dwellings and neighborhoods.
- 4) Promote the public health, safety, and welfare by ensuring a quality living environment that provides quality housing through sound zoning and subdivision and land development standards and modern building and fire codes.
- 5) Encourage efforts to preserve and rehabilitate existing housing stock and infill housing that is architecturally compatible with the surrounding neighborhood.
- 6) Encourage redevelopment and future development efforts to incorporate sidewalks and pathways as a means to promote a pedestrian-friendly environment.

B. Nonresidential Development

Commercial Areas

Goal: To make a wide range of goods and services available to Tullytown residents by providing the opportunity for a variety of commercial uses in the borough.

Objectives:

- 1) Recognize and promote the Levittown Town Center as a principal commercial area in the borough.
- 2) Encourage specialty-retail establishments, such as antique or handicraft shops, in the Borough Center.
- 3) Continue to encourage attractive environments along Main Street as well as in the Levittown Town Center by supporting the creation of appropriate design guidelines for both areas.
- 4) Work with the local business community and with the Redevelopment Authority to create market opportunities within the Enterprise Zone.

Industrial Areas

Goal: To support Tullytown's industrial base while protecting existing residential areas in the borough.

Objectives:

- 1) Encourage local industrial activity and expansion in the interest of providing employment for Tullytown residents and generating tax revenue for the borough.
- 2) Minimize conflicts between industrial and residential uses in the borough by requiring visual buffers, noise shields, or sound barriers where necessary, to discourage negative impacts between different land uses.

- 3) Work with the local business community and with the Redevelopment Authority to create market opportunities within the Enterprise Zone.

COMMUNITY FACILITIES & SERVICES

Goal: Provide needed and desired services within the constraints of the borough's fiscal abilities.

Objectives:

- 1) Assess the adequacy of community services and facilities (schools, emergency services, fire and police departments, health care, recreation, and future libraries) to meet projected needs for the existing and future population of the borough.
- 2) Foster the efficient and cost-effective provision and utilization of community services and facilities.
- 3) Provide adequate public safety and protection to preserve Tullytown Borough as a safe and desirable community.
- 4) Promote sound emergency management practices.

WATER RESOURCES MANAGEMENT

Goal: Protect the borough's water supply, provide for stormwater management that focuses on water quality and groundwater recharge, and provide for environmentally sound management of wastewater and solid waste to protect the health, safety, and welfare of present and future residents, as well as the natural environment of the Borough.

Objectives:

- 1) Promote measures aimed at protecting public water supply systems from contamination.
- 2) Control the quality and quantity of stormwater runoff to prevent the degradation of waterways and flooding.
- 3) Promote recycling and composting efforts as a means to facilitate waste reduction.

PARKS, RECREATION & OPEN SPACE

Goal: To provide adequate parks and recreation facilities for all age groups and interests and to promote the preservation of open space as a means to contribute to the quality of life of borough residents.

Objectives:

- 1) Upgrade existing recreational facilities in all areas of the borough with nature trails, bike paths, and jogging trails, picnic areas, or other appropriate facilities.
- 2) Establish public access points to the Delaware River and to the canal through purchase and/or easement arrangements.
- 3) Update the borough's recreation and open space plans.

- 4) Plan for and provide where possible, new neighborhood and community park and recreational facilities.
- 5) Make use of existing infrastructure and natural corridors for recreation opportunities.
- 6) Coordinate and cooperate with governmental agencies and other recreation providers to support their efforts.

CULTURAL, ARCHITECTURAL & HISTORIC RESOURCES

Goal: Recognize and protect significant cultural, architectural and historic resources of Tullytown Borough so that they are preserved for future generations.

Objectives:

- 1) Support efforts to preserve and enhance the historic and architectural character of borough residences.
- 2) Encourage the preservation and recognition of historic structures and sites within the borough.

TRANSPORTATION & CIRCULATION

Goal: To attain a circulation system that serves area travel demands in a safe, efficient, and economical manner.

Objectives:

- 1) Improve the safety and efficiency of the borough's existing and future roadway system through proper design improvements.
- 2) Explore viable methods of connecting the two halves of the borough now bisected by Route 13.
- 3) Improve directional signage in and around Tullytown.
- 4) Maintain and promote a cooperative process for the future improvements of both the Levittown Train Station and Route 13.
- 5) Encourage the expansion and utilization of mass transit and nonautomotive modes of transportation, such as bicycle and pedestrian travel.
- 6) Promote access-management techniques that protect the function of arterial roadways, and encourage traffic calming measures to increase the safety of motorists, pedestrians, and bicyclists.

BOROUGH FINANCE & MANAGEMENT

Goal: Promote sound fiscal management of the annual budget and Borough investments to ensure the continuation of needed and desired public services and facilities.

Objectives:

- 1) Promote and support a long-range economic plan to help ensure financial stability of the borough.

- 2) Promote economic growth and diversity that will enhance the borough's future quality of life.
- 3) Promote the establishment of a capital improvement program.

FUTURE LAND USE

Goal: To guide the form and location of growth and redevelopment within Tullytown Borough in a manner conducive to the health, safety, and welfare of its residents.

Objectives:

- 1) Concentrate future growth and redevelopment initiatives in areas where public services can be most economically provided and where new development and redevelopment is compatible with existing land use.
- 2) Coordinate water and sewage facilities planning with land uses in the borough.
- 3) Promote economic growth and diversity that will enhance the borough's future quality of life as well as its natural environmental amenities.

Chapter 3 Natural Resources

Natural resources serve to help maintain the character of a place and enhance the quality of life. Understanding their importance is crucial for helping guide land use planning and future development.

This chapter provides an overview of the important natural resources that exist in Tullytown Borough and recommended actions to protect and enhance these resources. In addition, other topics of environmental concern, such as air quality and water quality, are discussed. Map 1 depicts the principal natural resources in the Borough.

Geology

The geology of an area affects future planning and land use decisions through impacts on water supply, topography, and soil characteristics. The geologic formation underlying Tullytown Borough is Wisconsin Pleistocene. This formation consists of sand, gravel and clay that have not yet consolidated into stone. Some geologists believe the Borough lies in what was once the riverbed of the Delaware River. The riverbed would have been the recipient of sand and gravel created by sediments washing down from glaciers which once covered portions of North America.

The significance of geology to future planning and land use decisions in Tullytown depends primarily on its role in water supply. Most of Tullytown Borough is served by public water supply that relies primarily on surface water from the Delaware River with water from several public wells used as back-up. There are still some individual wells that service portions of the Borough.

Wisconsin geology provides an adequate source of groundwater due to the presence of sand and gravel which have many spaces filled with water. However, the porous nature of this formation poses a high risk of contamination due to rapid percolation of pollutants that may ultimately reach private and public wells and the Delaware River. Groundwater contamination is very costly to remediate and to provide the necessary treatment for compliance with drinking water standards. Also, once groundwater is polluted, it may be contaminated indefinitely. Even if groundwater remediation is undertaken, it is a long and difficult process to attempt to restore water quality.

The protection and conservation of groundwater resources are important for residents and businesses in the Borough in addition to the protection of the river. Groundwater should be preserved by ensuring efficient use, minimizing additional withdrawals, promoting infiltration of stormwater, and encouraging reuse. Water supply is discussed further in Chapter 8 Water Supply, Sewage Facilities, Stormwater and Solid Waste Management.

Land Resources

Soils

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

The soils in Tullytown Borough are generally covered by urban structures and have been disturbed to the point that identification is not practical. Most areas have been altered and the original soil material has been disturbed, filled over and otherwise destroyed prior to construction. The soils have been classified as Urban Land which consists of nearly level and gently sloping well drained land types and soils found along the coastal plain.

Hydric Soils

Hydric soils are poorly drained, seasonal wet soils that are found in stream valleys, forested wetlands, and other low-lying areas and depressions. They are formed under anaerobic conditions, and because of their ability to support wetland vegetation, are often used as initial indicators of wetlands. Hydric soils are highly sensitive to land disturbances and unsuitable for most development as they are not generally suitable for supporting structures. Hatboro silt loam is a hydric soil which underlies areas adjacent to Van Sciver Lake and the Delaware Canal. The zoning ordinance lists hydric soils as one of three defining parameters of wetlands, which are described in more detail later in this chapter.

Floodplain (Alluvial) Soils

Floodplain soils are alluvial soils found in low lying areas that are subject to periodic flooding. These soils are generally located along existing creeks, tributaries, and drainage ways. Based on the potential for flooding, these soils are considered unsuitable for most types of development. However, well-drained floodplain soils may be suitable for agricultural, recreational, park, or open space uses. For the purpose of the zoning ordinance, the areas considered to be within the floodplain are those areas identified as the 100-year floodplain from the Federal Flood Insurance Study or those areas containing floodplain soils, whichever is greater. Floodplains are discussed in more detail later in this chapter.

Topography/Steep Slopes

Tullytown Borough lies within the Coastal Plain geological region. The coastal plain is relatively flat with a grade of less than 10 percent. Elevations in Tullytown Borough range from the lowest—at mean sea level at the water in Franklin Cove, to the highest—almost 40 feet above mean sea level near West Lakeside Drive. Man-made alterations to the landscape have created a much higher elevation at the top of the Tullytown Resource

Recovery Facility. As the facility continues operations, the height of the landfill is increasing and is now the highest point in the Borough. The maximum permitted height of the landfill is 244 feet.

The environmental impacts of conventional development practices on steep slopes can be significant. Any disturbance of existing groundcover and topsoil on steep slopes can produce increased rates of erosion and sediment loading. Without established vegetation cover, steep slopes yield greater volumes and more rapid rates of stormwater runoff, which contribute to more frequent flooding. Because of severe on- and off-site impacts, development on steep slopes must be carefully regulated through land use planning and performance standards.

Slopes of 15 to 20 percent are considered steep and disturbed areas will yield heavy sediment loads, while very steep slopes over 25 percent grade produce heavy erosion and sediment loading when disturbed.

The Borough's zoning ordinance contains the following protection ratios for steep slopes:

Slope	Protection Ratio
15-25 percent	70 percent
25+ percent	85 percent

Few vacant parcels in the Borough contain significant areas of slopes. The slopes that are on these parcels are primarily less than 15 percent in grade.

Woodlands

Approximately 5.5 percent (60 acres) of the Borough is covered by woodlands. In the past, much of the Borough was farmed, which left remaining woodlands located primarily along the streams and other areas that were left undisturbed. Today woodlands in the Borough are primarily found with wetlands along the creek, lakes and river. Woodlands play an important role in maintaining natural ecosystems. Benefits to the environment include water and air purification, regional and local climate control, erosion control, open space, and habitat for wildlife. Preservation of forests is also important to community aesthetics.

The Tullytown Borough Zoning Ordinance prohibits removal of more than 50 percent of forested land. If the forested area is located in the same area as another resource such as slopes or wetlands, the protection ratio rises to 80 percent. Standards are provided for tree removal as part of forestry operations. The subdivision and land development ordinance has tree protection standards which protect remaining trees during construction.

Where tree retention is not feasible, reforestation or replanting may be the only alternative. The Borough should consider adopting tree replacement requirements that specify a method for calculating the replacement of existing mature trees (i.e., caliper-inch replacement, or multiple trees for a single tree removed). The approach may also include requiring planting at an unforested off-site location and/or monetary contribution

to a specified fund to promote reforestation. New plantings should comply with approved planting lists in the Borough's subdivision and land development ordinance.

Street trees are another element related to woodland resources in urbanized areas. Trees planted along streets and in parks are valued for aesthetic and environmental purposes. Furthermore, they screen out noise and aid in pollution abatement. Street trees face threats of disease, damage from cars, improper maintenance and careless removal. Disease prevention, treatment of illness and removal must be done regularly to ensure the health of the trees. Because of the benefits they bestow and the role they play in the environment, it is important that trees be protected. The health of the Borough's street and shade trees is dependent on proper care. Consideration should be given to establishing a Shade Tree Commission for the purpose of creating and maintaining optimum tree cover and species diversity.

While the Borough has adopted good protection requirements for woodlands and trees, officials should consider establishing a policy to increase tree cover throughout the Borough. American Forests, a nonprofit conservation organization, recommends that large metropolitan areas in the northeast United States set a goal of 40 percent tree cover. One partnership aimed at restoring and/or increasing tree cover in southeast Pennsylvania is TreeVitalize. Sponsored by the Pennsylvania Department of Conservation and Natural Resources in cooperation with other public and private partners, TreeVitalize has several programs (e.g., Neighborhoods, Watersheds, Tree Tenders, and Municipalities) that are available to assist municipalities with tree planting, education, and technical assistance.

Hydrologic Resources

Watersheds/Waterways

Streams have eroded the land surface over time forming two watersheds within the Borough. The north central portions of the Borough on both sides of Martin Creek drain directly into the creek which is a secondary, or subwatershed, of the Delaware River. The balance of the Borough drains into the Delaware River, which is the primary watershed in the region.

Water is a major resource for Tullytown and covers approximately 28 percent of the Borough's area. The Delaware River is the Borough's largest waterway and has a maximum depth of approximately 50 feet as it flows past Tullytown. The river provides opportunities for recreation and stormwater drainage and is also a source of drinking water for many communities including Tullytown. The river along the Borough is tidal with a mean range in tide of 7.6 feet at Edgely in neighboring Bristol Township. Normally the salinity front from the Atlantic Ocean does not advance beyond southern Philadelphia.

Other watercourses in the Borough include portions of Martins Creek and the Delaware Canal. Martins Creek flows south from Falls Township through the center of the Borough and drains into Franklin Cove, eventually emptying into the Delaware River. The *Lower Delaware River Conservation Plan* (1999) recommends easement and property

acquisition along key stretches of Martins Creek to minimize disturbance of naturalized areas and to protect the vegetative buffer from new development.

Franklin Cove is an important natural resource unique to the Borough. The cove was created approximately 50 years ago as a result of sand and gravel mining operations that occurred alongside the Delaware River. The area is home to a variety of fish and wildlife and offers opportunities for boating, fishing, and bird-watching. Due to silt deposits from river currents, the depth of the cove is becoming very shallow, in some areas the depth is as shallow as 4 feet. The Borough Council should evaluate having the Franklin Cove dredged to support recreational opportunities and the continuation of potable water.

The Delaware Canal parallels Route 13 from the Falls Township border to the Bristol Township border. Free-flowing through the northern portion of the Tullytown, the canal is piped underground where it approaches Levittown Parkway to just before the Bristol Township border.

Environmental protection standards in the Borough's zoning ordinance require that watercourses not be altered, regraded, filled, piped, diverted, or built upon, unless approved by the Borough and, if required, the Pennsylvania Department of Environmental Protection (PaDEP).

The zoning ordinance also contains Special Zoning Provisions for Areas Adjoining the Delaware Canal, which will be discussed in further detail in Chapter 5 Cultural, Architectural, and Historic Resources and Chapter 6 Parks, Recreation, and Open Space Planning of this plan.

Lakes and Ponds

In addition to providing scenic and recreational opportunities, lakes and ponds play an important role in moderating stream flows during storms and flood events and in maintaining oxygen and nitrogen cycles in the aquatic ecosystem. Shore areas, measured from the shorelines, serve as filters or buffers against potential surface and groundwater pollution that would degrade the water body. Tullytown Borough contains portions of Van Sciver Lake and Levittown Lake, both of which extend into neighboring Falls Township.

The Borough zoning ordinance requires one hundred percent protection of these water features. Also, the zoning ordinance regulates disturbances of lake and pond shorelines by limiting any alteration, regrading, or filling to 30 percent within a distance of 100 feet from the spillway crest elevation rather than the permanent pool if there is any difference. These protection standards are appropriate and should be retained in the ordinance.

Floodplains

Floodplains are areas which adjoin watercourses that accommodate floodwaters. They also contribute to the Borough's scenic beauty and to groundwater recharge. The natural vegetation associated with floodplains provides controls for soil erosion and sedimentation and provides for wildlife habitat and water quality.

Tullytown Borough participates in the National Flood Insurance Program (NFIP), designed to reduce flood hazards by regulating activities in the floodplain. The NFIP is a result of a policy shift away from structural flow control solutions such as dams to a more comprehensive floodplain management approach, such as limiting building activities within floodplain areas. Compliance with the minimum requirements of the NFIP, through adoption and enforcement of floodplain management ordinances, enables Borough residents and businesses to purchase federally-backed flood insurance.

The floodplain areas mapped and regulated by the NFIP in Tullytown are located along Martins Creek, Van Sciver Lake and Franklin Cove, all of which drain into the Delaware River.

Floodplain or alluvial soils indicate where flooding has occurred in the past and where floodwaters have deposited sediment. Sometimes these soils occur in areas that have not been mapped under the NFIP. However, areas where alluvial soils exist should be considered as part of the floodplain where the floodplain has not been mapped. The zoning ordinance currently requires that areas with alluvial soils remain as permanent open space.

Wetlands

Tullytown Borough contains wetlands along the river and surrounding the lakes between and along Martins Creek. The Borough also contains tidal wetlands along Franklin Cove. They are often saturated lands or areas that display a seasonal high water table. Even in built-out and urbanized areas, wetlands are important because they help to improve water quality by filtering toxins, and assisting with groundwater recharge. They serve as natural retention basins for stormwater. After storm events, the slow release of stormwater from wetlands helps to reduce the amount of flooding of surrounding areas. Wetlands also serve as wildlife habitat.

Wetlands are identified by one or more of the three following indicators: soil type, wetland vegetation, and hydrology, all of which are evidenced by soil saturation and drainage characteristics. The Borough has areas of wet and hydric soils. Wet and hydric soils in Tullytown Borough include Hatboro, and Fallsington silt loams.

At the federal and state levels, wetlands are regulated by the U.S. Army Corps of Engineers and the Pennsylvania Department of Environmental Protection (PaDEP) under the aegis of the Federal Clean Water Act and various state laws. The Corps requires a permit to disturb wetlands greater than one acre in size. State and/or federal agencies which permit wetlands disturbance may require that the loss of wetlands be mitigated by the creation of wetland areas elsewhere. The PaDEP also regulates wetlands under Chapter 105 Rules and Regulations administered by the Bureau of Dams and Waterways Management. The Borough zoning ordinance currently requires a 100 percent protection standard for wetlands.

Other Natural Resource Determinants

Bucks County Natural Areas Inventory

In 1999, an inventory of the county's unique natural features was performed to identify and rank the most significant natural areas remaining in Bucks County, including Tullytown Borough. The *Natural Areas Inventory of Bucks County, Pennsylvania* (1999), was conducted by the Morris Arboretum of the University of Pennsylvania (Ann F. Rhoads and Timothy A. Block) for the Bucks County Commissioners, and is intended to provide guidance for implementation of the natural areas protection component of the Bucks County Open Space Program.

Using detailed aerial and field surveys, the inventory ranks sites based on various criteria. Sites were categorized based on their significance and uniqueness ranging from the highest ranked Priority 1 sites, which include sites of state-wide and county-wide significance based on the uniqueness or exceptionally high-quality of the natural features they encompass, through the lowest ranked Priority 4 sites, which are characterized as sites with biological or ecological importance at the local level.

The inventory indicates that the Borough has two unique resources, Van Sciver Lake and Tullytown (Franklin) Cove. The lake site is classified as a Priority 2 site which is of county-wide and state-wide significance due to its overall quality and diversity and importance of resource it contains. The site is part of a larger 3,500-acre area, known as the Van Sciver Lakes/Warner Lakes, which was created by sand and gravel mining begun in 1917. The lake is habitat for over 100 species of birds including rare gulls, bald eagles and osprey.

Tullytown (Franklin) Cove is classified as a Priority 3 site with local or county-wide importance. The cove, created by mining of sand and gravel, is open to the Delaware River and contains a tidal marsh with numerous marsh plants. Numerous birds are attracted by the nearby landfills.

In order to help protect and mitigate impacts on these important resources, Tullytown Borough officials should ensure that, where applicable, priority sites are identified on future subdivision and land development proposals. In addition, the Borough should consider these priority areas in their open space preservation efforts.

The role of these significant natural areas, specifically the opportunities they provide for recreational opportunities, will be discussed in additional detail on other chapters of this plan.

Other Issues for Consideration

Water Quantity and Quality

As with most urbanized areas, Tullytown's waterways may exhibit the types of water quality problems that are generally associated with automobile-dependent, residentially and industrially developed communities. Nonpoint source pollutants from stormwater

runoff include gasoline, motor oil, and road salt from paved surfaces. Runoff from residential lawns contains herbicides, pesticides, and fertilizers. Nonpoint pollutants flow into storm drains which in turn may affect water quality downstream.

Furthermore, construction sites contribute to stream pollution by erosion and sedimentation carried in runoff washing into storm drains. The runoff transports suspended solids and toxins that may harm organic and aquatic life in streams and rivers as well as pollute groundwater. Sediments can accumulate and clog storm drains and stream channels. Therefore, like any urbanized community, Tullytown should continue to plan for controlling water quality of stormwater runoff and also consider remediation measures to address stream maintenance and stormwater management systems. Stormwater management is discussed in further detail in Chapter 8 Water Supply, Sewage Facilities, Stormwater and Solid Waste Management.

One of the major components of water pollution is sediment, primarily eroded soil. The Bucks County Conservation District regulates erosion and sedimentation in accordance with Title 25 of the Pennsylvania Department of Environmental Protection (PaDEP) regulations. The Borough coordinates review of erosion and sedimentation control and requires that plans be submitted for subdivision and land developments proposals. The subdivision and land development ordinance promotes general erosion and sedimentation control principles such as protecting and enhancing natural vegetation, and requiring stabilization of disturbed soils, trapping of sediment until stabilization of soils, and grading plans.

As additional measures, the Borough should consider amending the subdivision and land development ordinance to discourage land clearing and topsoil removal over large areas and limit permissible site area disturbance.

Air Quality

Typical pollution that is experienced in the area may be attributed to regional industrial activity and motor vehicle emissions. Although Tullytown Borough is an automobile-dependent suburb, future planning to reduce pollution and improve air quality will be important. Reducing dependence on the personal automobile and encouraging alternative travel by foot or bicycle are means of reducing emissions. This can be done by facilitating transit, by encouraging mixed use communities, and by providing pedestrian and bicycle trail networks. A further discussion of implementation measures is provided in the chapter on Transportation.

Resource Protection Strategies

The zoning ordinance restricts the following features from intrusion by development: floodplains, steep slopes over 15 percent, woodlands, lakes, ponds and watercourses, lake and pond shorelines, and wetlands. The subdivision and land development ordinance and stand-alone ordinances address stormwater management and soil erosion and sedimentation. In addition to maintaining the protection of natural features through the current zoning and subdivision and land development ordinances, as well as through stand-alone ordinances, the Borough should consider addressing the following issues:

Riparian Buffer Requirements

Riparian buffer requirements protect floodplains, soils, and woodlands along streams and waterways and enhance stormwater management and water quality by strengthening stream banks and filtering stormwater. Riparian buffer standards which 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 floodplain mapping has not been done. It is important that natural vegetation be protected within the stream corridor. This vegetation will stabilize the stream bank, filter stormwater, help slow stream velocities, preserve the floodplain, and provide wildlife habitat. In a developed area such as Tullytown Borough, a minimum width corridor can be established on private land, and landowners can be encouraged to let streamside vegetation grow or to plant additional vegetation.

Low Impact Development

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

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

When it comes to the design of stormwater management systems, the traditional philosophy was to collect, convey, and remove water from the site as quickly as possible. The LID philosophy encourages designers to think about ways to treat stormwater as close to the source as possible, such as providing biofiltration or infiltration areas, vegetated swales, or minimizing impervious surface areas altogether. Since each site is unique, designers should be flexible when tailoring their approach to potential stormwater management solutions. Developers should be encouraged to utilize LID techniques by incorporating related requirements into the zoning ordinance and subdivision and land development ordinance.

Environmental Advisory Council (EAC)

Natural resource protection is an important issue in Tullytown that should be dealt with effectively and knowledgeably. Pennsylvania Act 148 permits municipal governing bodies to establish environmental advisory councils (EAC) to advise local government agencies on matters dealing with protection, conservation, management, promotion, and use of natural resources. The duties of an EAC can include keeping an index of all open

space areas which include floodplains, woodlands, and other unique natural areas; identifying environmental problems and recommending plans and programs for action; and promoting a community environmental program. EACs can provide valuable assistance to the Borough Council in solving problems and generating respect and appreciation of the natural heritage of the Borough. An EAC can deal strictly with environmental matters and be an effective tool to assist the Council.

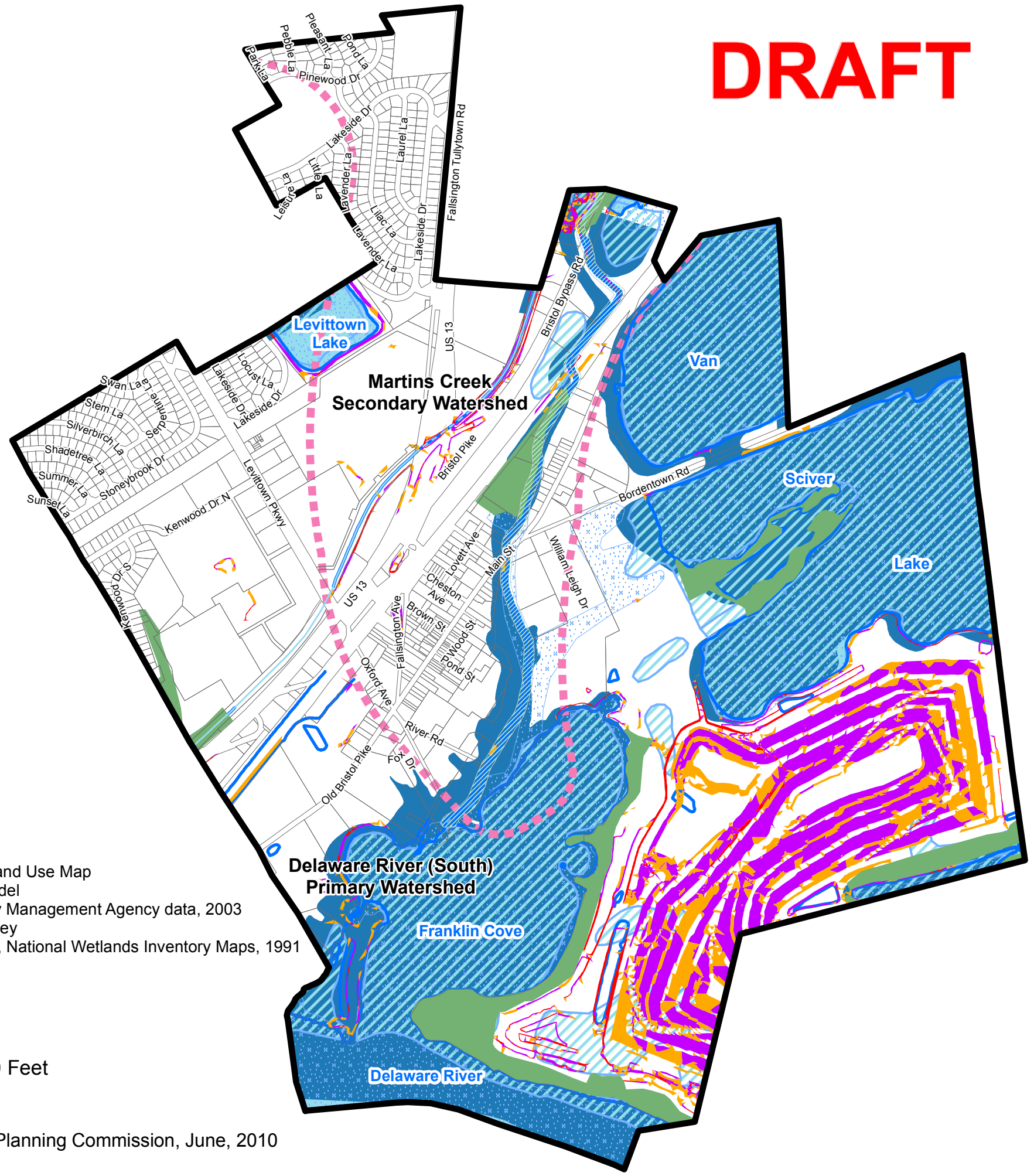
The Borough's resource protection standards provide adequate protection of natural resources for new development but may not provide sufficient protection of natural resources where property owners are merely maintaining their properties. For example, property owners may clear streamside areas of vegetation unaware of the need for a riparian corridor. Thus broader education on the benefits of protecting resource areas may be needed in addition to zoning requirements. An EAC may provide educational resources to homeowners and businesses about property maintenance.

Summary of Recommendation Actions

- Amend the Borough subdivision and land development ordinance to regulate land clearing and topsoil removal over large areas and limit permissible site area disturbance.
- Consider enhancing existing woodland protection requirements with tree replacement regulations.
- Consider establishing a Shade Tree Commission.
- Work to increase tree cover throughout the Borough, by coordinating with available programs such as offered by TreeVitalize.
- Evaluate having the Franklin Cove dredged to support recreational opportunities and the continuation of potable water.
- Revise plan submission requirements in the subdivision and land development ordinance to require that subdivision and land development plans show priority sites designated in the *Natural Areas Inventory of Bucks County, Pennsylvania* (where applicable).
- Consider amending the zoning ordinance to add riparian buffer requirements.
- Consider incorporating Low Impact Development (LID) techniques into the zoning and subdivision and land development ordinances.
- Consider the creation of an Environmental Advisory Council (EAC).

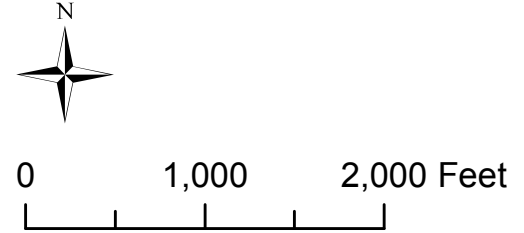
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**Map 1
Natural Resources**



- Woodland Area
- Waterbodies
- Floodplain Soils
- Area of 100 Year Flood
- Wetlands over 1 acre
- Secondary Watershed Boundary
- Slope
 - 8 to 15 Percent
 - 16 to 25 Percent
 - Greater than 25 Percent

Source:
Woodland Area- 2005 DVRPC Land Use Map
Slope- 2005 Digital Elevation Model
Floodplains - Federal Emergency Management Agency data, 2003
Watersheds- US Geological Survey
Wetlands- US Geological Survey, National Wetlands Inventory Maps, 1991



Prepared by: Bucks County Planning Commission, June, 2010

**Tullytown Borough
Comprehensive Plan**

Chapter 4 Development Today and Projected Changes

The information in this chapter describes population and housing growth in the past and into the near future. An understanding of population and housing trends forms the foundation of the comprehensive plan. Because this plan is the borough's first the analysis serves as the benchmark for further plans. Tullytown's population is discussed to illustrate the growth of the borough since its founding in 1891. Data is also compared with that from the previous decade and that of neighboring communities to illustrate short term trends. Forecasts are presented to show where the borough is headed in the future.

Population

The borough was founded in 1891 with approximately 500 residents. The population never exceeded 675 until the 1950s when the borough saw explosive growth. The borough population more than tripled from 1950 to 1960 due to the construction of Levittown and the Fairless Works steel plant. The population peaked at 2,452 in 1960.

Since then the population has declined overall almost 20 percent, a pattern often typical of mature, built-out communities. Although there was a 7 percent increase between 1970 and 1980, the overall trend is one of decline. Bucks County's population grew by 10.4 percent between 1990 and 2000. The borough's population declined by 13 percent in the same period. By 2007, the borough population dipped to 1,967.

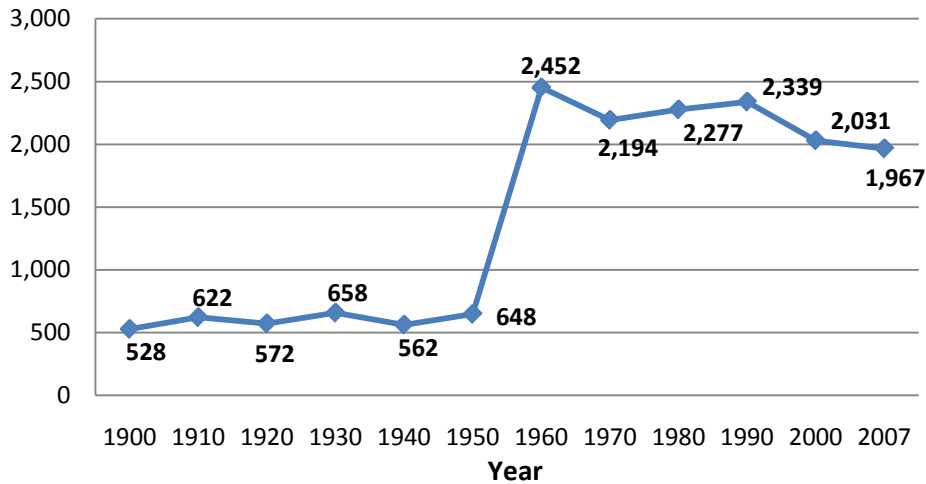
Figure 1 shows changes in population for Tullytown. Table 1 compares population change for Tullytown, its neighboring municipalities, and Bucks County between 1990 and 2000.

The municipalities surrounding Tullytown show a mixed pattern of population change between 1990 and 2000. Like Tullytown, the older, fully developed surrounding communities—Bristol Borough and Township and Falls Township—lost population or stayed nearly stable.

Between 1990 and 2000, the adjacent townships of Bristol and Falls decreased in population by 3 and 1 percents, respectively. All of these communities have experienced a decline in population due to loss of jobs and industry.

There are several factors likely to have contributed toward Tullytown's loss of population. They include regional trends of diminished growth, smaller families, aging population, loss of industrial jobs, and more localized trends involving rapid suburbanization. The closing of several industrial firms in the area and especially the closure of the USX steel mill are also likely factors in population decrease.

Figure 1. Tullytown Borough Population, 1900 - 2007



Source: U.S. Census 1970-2000
*Census 2007 estimate

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

Municipality	1990 Population	2000 Population	Percent Change
Tullytown Borough	2,339	2,031	-13.0
Bristol Borough	10,405	9,923	-4.6
Bristol Township	57,129	55,521	-2.8
Falls Township	35,047	34,865	-0.5
Morrisville Borough	9,765	10,023	2.6
Bucks County	541,224	597,635	10.4

Source: U.S. Census, 1990 and 2000

Households

The number of households¹ in the borough totaled 803 in 2000 which is a 6 percent decrease from the 854 households counted in 1990. About 32.6 percent of Tullytown households had at least one child under age 18. Thirty-four percent of the households had at least one member age 65 or older. The corresponding numbers for Bucks County were 37.7 percent and 23.3 percent, respectively. Household data is shown in Table 2.

Nonfamily households, which are made up of nonrelated persons, constitute 301 households in the borough (37.5 percent of all households). Of these households, 267 (88 percent) are living alone and half are over 65. The number of householders living alone increased almost 46 percent between 1990 and 2000.

¹ A household is one or more persons living in a single housekeeping (dwelling) unit. A family household consists of a householder and one or more persons related to the householder by marriage, birth, or adoption.

The average family size and household size in Tullytown have changed. The average family size was 3.24 in 2000, up from 3.2 in 1990. The average household size has declined from 2.99 in 1980 to 2.74 in 1990 to 2.52 in 2000. The borough average household size is smaller than the county's which was 2.69 in 2000. Household size has been declining nationwide in recent years due to a number of factors: later family formation, declining birth rates, rising divorce rates, and more people living alone.

Households in the borough were smaller than the countywide average and were less likely to have children under age 18 but more likely to contain elderly individuals. The data indicate that senior citizens comprise more of the borough's households than those of Bucks County in general.

Table 2. Characteristics of Tullytown Households, 1990 and 2000

Characteristic	1990	2000
Number of Households	854	803
Average Household Size	2.74	2.52
Average Family Size	3.20	3.24
Family Household	624	502
Married Couple Families	491	375
Nonfamily Households	230	301
Householders Living Alone	183	267

Source: U.S. Census, 1990 and 2000

Population Characteristics

The borough's population has been aging, and this trend can be expected to continue. The median age in the borough has been climbing steadily upward, rising from 32.2 years in 1990 to 38.8 years in 2000. The median age in Bucks County was slightly lower in 2000, at 37.7 years. As the borough's population continues to age, the demand for specialized services and housing for the elderly will heighten.

Regionally and nationally, the population has been aging, propelled by the baby boomers, members of the massive postwar generation born between 1946 and 1964. But a notable feature of Tullytown's population is growth in the baby boomer cohorts, the 36 to 54 age categories as of the 2000 census. These cohorts constituted almost a third of the borough's population in 2000. Table 3 shows changes in the age distribution in the borough from 1990 to 2000.

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

Age	1990		2000		Percent Change
	Number	Percent	Number	Percent	
Under 5	183	7.8	116	5.7	-36.6
5 to 9	174	7.5	123	6.1	-29.3
10 to 14	150	6.4	169	8.3	12.7
15 to 19	141	6.0	151	7.4	7.1
20 to 24	156	6.7	98	4.8	-37.2
25 to 34	511	21.8	236	11.6	-53.8
35 to 44	350	15	379	18.7	8.3
45 to 54	209	8.9	267	13.2	27.8
55 to 59	88	3.8	89	4.4	1.1
60 to 64	116	5.0	59	2.9	-49
65 to 74	181	7.7	183	9.0	1.1
75 to 84	63	2.7	130	6.4	106
85+	17	0.7	31	1.5	82.4
Total	2,339		2,031		

Source: U.S. Census, 1990 and 2000

The borough's greatest percentage gains between 1990 and 2000 came in its elderly population, those ages 75 to 84 and 85 and over. The most notable losses were the 25 to 34 and 60 to 64 age groups which lost 53.8 and 49 percent, respectively. Also, children under the age of 5 and ages 5 to 9 had had decreases of 36.6 and 29.3 percent, respectively, between 1990 and 2000.

While the number of children aged 19 and under decreased between 1990 and 2000, they accounted for 27.5 percent of the 2000 population. Younger adults aged 20 to 24 were only 4.8 percent of the 2000 population because many of that age left the borough after high school graduation or were away from home in college at the time the census was taken. The family forming age group, aged 25 to 44, was 30 percent of the borough 2000 population and is the group which will have impacts on the borough in the near future (See shaded area in Table 3 below). This age group will generate impacts on the local school district.

Seniors age 65 and older accounted for almost 17 percent of the 2000 population. As the baby boomers join those over 65 they will become a significant factor in the borough's demographic makeup.

Table 4 shows population characteristics from the 2000 census compared with Bucks County. The population of Tullytown was mostly white and native-born as of the 2000 census. The share of white residents was 97.9 percent, and residents born in the U.S. numbered 98.1 percent. The population was 51.8 percent female and 48.2 percent male.

Table 4. Population Characteristics, 2000

	Tullytown	Bucks County
Percent White	97.9	93.3
Median Age	38.8	37.7
Percent HS diploma* or higher	79.4	88.6
Percent Bachelors degree or higher	11.5	31.2
Median household income	\$45,625	\$59,727

*Population 25 years and over

Source: U.S. Bureau of the Census

The largest single minority racial group was Black or African Americans which represented 1.5 percent of the population. Asian (of any race), represented 0.5 percent of the population. The ancestry indicated most often was Irish (27.6 percent), German (23.9 percent), and Italian (19.9 percent).

The 2000 census indicates that almost 30 percent of the respondents moved into their place of residence prior to 1969. This figure is higher than most other communities in Bucks County which indicates that the population of Tullytown is more stable.

Borough residents also had incomes and levels of educational attainment that were different than those for the county as a whole, according to the 2000 census. The median Tullytown household income was \$45,625. The median income for Bucks County was \$59,727. Nearly 80 percent of borough residents over age 25 were high school graduates, and 11.5 percent held a bachelor's degree or higher. The educational attainment rate for Bucks was 88.6 percent of residents having earned a high school diploma with 31.2 percent having a bachelor's degree or higher. The patterns of educational attainment for categories—some college but no degree, and associates degree—were generally similar to those of Bucks County. The prevalence of bachelor, graduate, and professional degrees are less common in the borough.

Occupation is the kind of work a person does to earn a living. As shown in Table 5, most Tullytown residents in 2000 pursued white-collar occupations, with 26.3 percent employed in managerial, professional, sales, or office work. Another 24.5 percent worked in sales and office occupations. These figures showed a shift from 1990 when greater numbers were employed in sales but fewer in management, professional and related occupations.

Industry is the type of activity at a person's place of work, the sector of the economy to which a particular occupation belongs. Table 5 indicates that the largest share of borough residents in 2000, 39.5 percent, worked in Services which includes professional, management, scientific, administrative, and educational services followed by 14.9 percent in manufacturing. Retail Trade employed 11 percent of Tullytown residents. Between 1990 and 2000 the predominance of employment shifted from manufacturing to services. In 1990, 28.7 percent of workers worked in services and 29.6 percent in manufacturing. By 2000 this had shifted to 39.5 in services and 14.9 percent in manufacturing.

The overall picture is that Tullytown residents have shifted into occupations and industry of the current economy, namely management and professional occupations and the service and trade industries. Borough residents however do have less education, smaller household incomes, and earn lower salaries than those of Bucks County as a whole. These factors drive demand for both type and amount of public and private goods and services.

Table 5. Occupation and Industry

	1990 (%)	2000 (%)
Occupation		
Management, professional, and related occupations	17	26.3
Service occupations	16.6	14.9
Sales and office occupations	37.5	24.5
Farming, fishing and forestry occupations	0.5	0.5
Construction, extraction, and maintenance	--	14.3
Production, transport, material moving	28	19.5
Industry**		
Agriculture, forestry fishing and hunting, and mining	--	0.5
Construction	2.4	6.1
Manufacturing	29.6	14.9
Wholesale trade**	27.5	3.8
Retail Trade	--	11.0
Transportation, and utilities (warehousing)	6.7	9.8
Information**	--	3.6
Finance Insurance and Real Estate, rental and leasing	4.9	5.3
Services	28.7	39.5
Public administration (government)**	--	5.6

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

** Several changes were made in the Standard Industrial Codes in the 2000 Census. Warehousing was added to Transportation. Information is a new category. The subcategories for Service were rearranged but include professional, education, health, entertainment and other services. Only the overall category is provided for Service. Information and Public administration was added in 2000. Wholesale and retail trade was a single category in 1990.

Source U.S. Census 1990, 2000

Place of Work and Travel to Work

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

2000 Census data on place of work and travel time to work indicate that many residents work in nearby areas. Almost 82 percent of employed Tullytown residents work within Pennsylvania, with two-thirds commuting to jobs inside of the county. The percentage of residents who commuted to jobs inside of Bucks County far exceeded the countywide share. Out-of-county commuters numbered 14.9 percent in Tullytown, compared to 30.3 percent overall in Bucks County. Almost 20 percent of residents work outside of Pennsylvania, most likely in New Jersey, Delaware or New York. Comparative workplace data for borough and county residents are in Table 6.

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

	Tullytown		Bucks County	
	Number	Percent	Number	Percent
Total	1,012	100.0	303,586	100.0
Worked in PA	827	81.7	260,009	85.6
Worked in Bucks County	676	66.8	168,090	55.4
Worked outside Bucks County	151	14.9	91,919	30.3
Worked outside PA	185	18.3	43,577	14.4

Source: U.S. Census, 2000

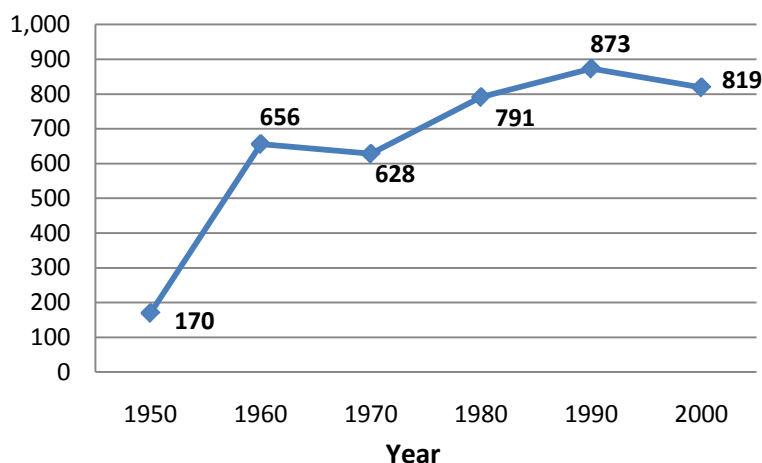
The travel time to work for a little less than one-third of employed borough residents in 2000 was over the 30-minute range, which is considered the “commutershed” or the preferred maximum commute to work. Almost 72 percent of borough residents commuted less than 30 minutes. The most frequently reported travel time to work was the 15 to 19 minutes cited by 18.6 percent of borough residents.

Housing

Since the Levittown housing boom in the 1950s, in which the number of housing units in Tullytown nearly quadrupled, the borough generally gained housing units despite population loss. Following an increase of almost 40 percent in the housing stock from 1970 to 1990, the borough recorded a 6 percent housing decline from 1990 to 2000. Growth in the number of housing units occurring at the same time as a decline in population indicates a decline in the number of persons per household.

The type of housing growth the borough has experienced tends to favor smaller and older households. Additions to the Tullytown housing stock over a period of years have included the construction of Levittown housing for young families, and several apartment complexes. Housing growth between 1950 and 2000 is shown in Figure 2.

Figure 2. Tullytown Borough Housing Growth, 1950–2000



Source: U.S. Census 1950-2000

Housing Types and Housing Choice

While the single-family detached dwelling predominates, there are a number of other residential unit types in Tullytown. Since 1980, single-family detached housing has continued to account for more than two-thirds of the housing stock, while the shares of other types have grown slightly. Table 7 outlines changes in housing type.

Table 7. Housing Units by Type in Tullytown, 1980, 1990, and 2000

Housing Type	1980		1990		2000	
	Number	Percent	Number	Percent	Number	Percent
Single-family detached	546	69	577	66.1	572	69.8
Multifamily (2 or more units, townhouse, multifamily, or apartments)	240	30.4	281	32.2	237	29
Other (mobile homes)	5	0.6	15	1.7	10	1.2
Total	791	100.0	873	100.0	819	100.0

Source: U.S. Census, 1980–2000

The number of single-family detached units remained the same but the number of multifamily units decreased by 16 percent (44 units) between 1990 and 2000. This decrease cannot be explained by loss of units due to fire or demolition, therefore it reflects a possible miscount of units.

The distribution of housing types has consequences for housing tenure—whether a home is owned or rented. Multifamily housing is more often rented, rather than owner-occupied.

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

Table 8 compares the borough’s housing stock with those of neighboring municipalities and the county.

Table 8. Housing Types in Tullytown, Surrounding municipalities, and Bucks County, 2000

	Tullytown	Bristol Boro	Bristol Twp	Falls Twp	Morrisville Boro	Bucks County
Single-family detached	572 (70%)	861 (20.5%)	15,740 (76.8%)	8,435 (62.4%)	2,212 (51.2%)	144,555 (64%)
Multifamily (2 or more units, townhouse, multifamily, apartments)	237 (29%)	3294 (78.3%)	4609 (22.5%)	3502 (25.8%)	2101 (48.6%)	75,149 (33%)
Other (mobile homes)	10 (1.0%)	52 (1.2%)	137 (0.6%)	1,585 (11.7%)	6 (0.1%)	5,794 (3%)
Total	819	4,207	20,486	13,522	4,319	225,498

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

Housing Age

The housing stock in Tullytown was largely constructed during the period from 1950 to 1960. These units represent 74.5 percent of the total number of housing units in the borough. The years from 1950 to 1959, which correspond to the development of Levittown, represent 64.7 percent of the total housing units. Only 23.9 percent was constructed after 1960.

The age of the housing units in the borough may become problematic if the deferral of maintenance becomes widespread. Older dwellings require maintenance to maintain their quality and value. Furthermore, studies have shown that the major systems in homes require replacement every 25 to 30 years. As Table 9 shows, most homes in the borough are nearing the age where, if the major systems have not been replaced, these systems will soon need to be updated.

Table 9. Housing Age in Tullytown

Year Built	Number	Percent
1999 to March 2000	0	0.0
1995 to 1998	9	1.1
1990 to 1994	85	10.4
1980 to 1989	29	3.5
1970 to 1979	27	3.3
1960 to 1969	46	5.6
1940 to 1959	530	64.7
1939 or earlier	93	11.4
Total	819	100.00

Source: U.S. Census, 2000

Housing Costs and Affordability

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

Owner-Occupied Housing—Of all the units in the borough in 2000, 69 percent were owner occupied. The median value of owner-occupied housing in the borough in 2000 was \$111,900 according to the census. Other recent data on the cost of homes sold in 2008 reflect a median price of \$231,000. Prices have been rising area-wide. Median sales price and median housing value data for Tullytown is shown in Table 10. Similar data for adjacent communities is shown in Table 11.

Table 10. Housing Cost Data--Tullytown, 2008

Total units sold	11
Price range	\$162,000 to \$300,000
Average price	\$232,400
Median price	\$231,000

Source: TREND Multiple Listing Service

Table 11. Median Housing Value, 2000 and Median Sales Price, 2008 in Tullytown and Nearby Municipalities, and Bucks County

	2000 Census	2008
Tullytown Borough	\$111,900	\$231,000
Bristol Borough	\$90,100	\$166,000
Bristol Township	\$107,100	\$180,000
Falls Township	\$123,700	\$234,000
Morrisville Borough	\$112,300	\$199,000
Bucks County	\$163,200	\$300,000

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

Renter-Occupied Housing—Housing occupied by renters accounted for 31 percent of all Tullytown housing units in 2000. That figure represents a slight decline from the 1990 figure of 33.1 percent, although the ratio of rental units in the borough remained among the highest in the immediate area.

A total of 249 units were renter-occupied, and the median rent was \$488 per month, up from \$474 in 1990. Rents in the borough were among the lowest in the immediate area, and lower than the countywide median. Table 12 provides 2000 data on median rents and the proportion of rental units for Tullytown, surrounding municipalities, and Bucks County.

There is high demand for rental housing in the borough and the area around it. The rental vacancy rates in Tullytown (3.5 percent), other boroughs, and Bucks County are quite low, in most cases not even reaching 5 percent, which considered “normal” to allow for market activity.

Table 12. Renter-Occupied Housing Units in Tullytown, Nearby Municipalities, and Bucks County, 1990 and 2000

Locality	Percent Renter-occupied Units–1990	Percent Renter-occupied Units–2000	Median Rent 2000
Tullytown Borough	33.1	31	\$488
Bristol Borough	40.3	42.8	\$605
Bristol Township	23.6	23.7	\$607
Falls Township	23.0	26.5	\$736
Morrisville Borough	44.1	43.5	\$654
Bucks County	24.3	22.6	\$736

Sources: U.S. Census, 1990, 2000

Population and Housing Growth

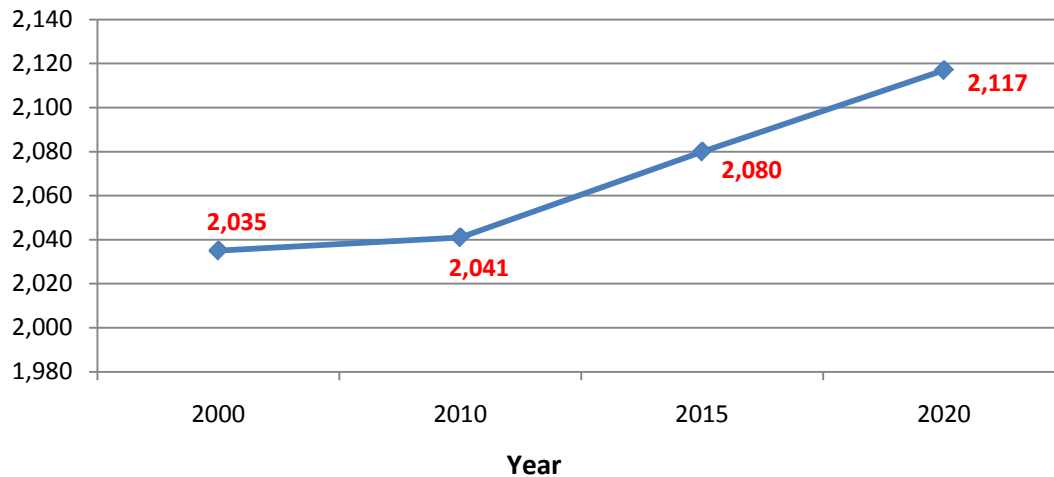
Tullytown Borough's population and housing stock will grow in the future although this growth is limited by the amount of land available for development. Future growth is based on the vision of borough officials and residents, past development patterns, and policies on community facilities and land preservation.

The DVRPC has completed population projections for 2010, 2015, and 2020. These projections were determined by applying a formula based on a theory of population growth and decline.

Housing projections were developed using the DVRPC population projections. The projected population for the given year was divided by the persons per dwelling unit from 2000 (2.48) to attain the housing projection.

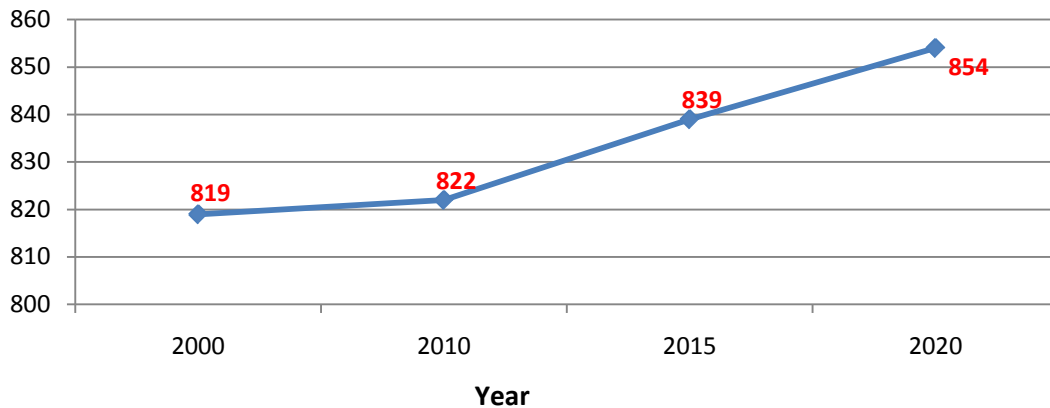
Both the population and housing projections shown in Figures 3 and 4 indicate that growth has slowed and growth will take place slowly. This is due to the declining amount of vacant land and changing household characteristics.

Figure 3. Projected Population in Tullytown 2000-2035



Source: DVRPC population projections

Figure 4. Projected Housing in Tullytown 2000-2035



Source: BCPC housing projections derived from DVRPC population projections

Summary

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

- Tullytown's population more than tripled in the 1950s. However, since 1960, the overall picture is one of population decline. Nearby communities have also lost residents due to a loss of jobs and industry.
- The borough's population is slightly older (average age of 38.8) than that of the county (average age of 33.7) and almost a third of the residents are aged 36-54. This group of people generally represents the baby boom generation. If a large number of this age group stays in the borough and ages in place there may be a significant need for senior services in the borough. If they leave there may be a significant housing turnover.
- Families are getting older with older children. As these children age they may not stay in the borough as evidenced by the loss of half of the 25-34 age group which left the borough between 1990 and 2000.
- The average household size has declined in Tullytown and Bucks County, which is in line with national trends towards smaller households. If the borough's household size continues to remain the same, its total population may experience the fluctuations that other boroughs in the county have experienced.
- The percentage of persons employed in the Services sector increased from 29 to 39.5 percent between 1990 and 2000 while the manufacturing sector employment fell from 29.6 to 14.9 percent. Nevertheless, services and manufacturing remain the borough's top employment source. The borough workforce, however, is transitioning from blue to white collar employment.

- The borough median household income and rate of educational attainment is slightly lower than the county's. Yet, as residents age their incomes will undoubtedly increase, providing higher median household incomes.
- The population in Tullytown grew in the 1950s because of the development of Levittown between 1950 and 1960. This housing stock is approximately 50 years old. Many units have been altered and revitalized but more work on a larger scale may be necessary.
- Population and housing projections indicate that population and housing may grow slowly to the year 2020. With less growth the average age will rise, the number of children may decrease as young families grow, older children leave home, and the ranks of the elderly will expand.

Existing Land Use

Consideration of existing land use in a community is an important part of the comprehensive planning effort. Evaluating existing land use patterns and taking stock of what is located within an area is essential to developing recommendations that will benefit the borough in the future. Tullytown Borough can boast having a variety of land uses within its border. Ranging from a strong residential base to a diverse business community, the borough contains a mix of uses which, when coupled with its location along the Delaware River, presents interesting opportunities for the future. A discussion on future land use can be found in Chapter 11 of this document. This section provides an overview of the borough's existing developed and vacant properties.

Map 2, directly following this chapter, identifies existing land use within the Borough. Table 13 provides a snapshot of land use acreages within the borough in 2009. Aerial photographs taken in 2005, and Bucks County Board of Assessments (BOA) information served as primary sources in compiling an updated land use inventory for the borough. The acreages and percentages of various land use categories were obtained using computer calculations generated through the county's GIS (Geographic Information System), and verified by borough officials. A detailed description of land use classification definitions can be found in Appendix B.

Table 13. Land Use Characteristics (2009)*

Land Use	Acreage	Percentage
Single-Family Residential	110.3	10.1
Multifamily Residential	18.6	1.7
Mixed Use	4.6	0.4
Commercial	104.5	9.6
Government & Institutional	34.0	3.1
Mining & Manufacturing	87.1	7.9
Transportation & Utility	550.5	50.5
Parks & Protected Open Space	43.9	4.0
Private Recreation	71.8	6.6
Vacant	65.3	5.9
TOTAL	1,090.6	

*Percentages may not add up to one hundred percent due to rounding.

Residential

Residential land uses comprise slightly less than 12 percent, or approximately 129 acres, of the borough. Of the two residential land use categories, single-family detached accounts for 110.27 acres (10.11%) and multi-family accounts for 18.59 acres (1.70%). Portions of the Levittown neighborhoods of Lakeside, Pinewood, Stonybrook, and Kenwood, all located west of Route 13, house the majority of single-family detached land in the borough and account for approximately 88 percent of the single-family detached residential use within the entire borough.

Multi-family land use, which includes properties with three or more attached dwelling units, are generally scattered throughout the “old town” portion of the borough located east of Route 13. Multi-family units west of Route 13 are located in two complexes, the Creek Village Apartment complex located at the northern corner of the borough bordering Falls Township, and the MacIntosh Regency Senior Citizen Apartment complex adjacent to the Levittown Town Center Shopping Center.

Commercial

Commercial uses account for slightly less than 10 percent (104.5 acres) of the borough’s land area. The redeveloping Levittown Town Center shopping center, located along the western side of Route 13, is the largest commercial site in the borough. Strip commercial centers are located along Levittown Parkway and Route 13.

Various commercial uses, mostly of a service-related nature, are scattered throughout the eastern portion of the borough to the east of Route 13. Businesses along Simons Way, a private road accessing River Road, consist mostly of auto repair, contractors’ shops, and similar-type uses. Other commercial uses in this half of the borough include D & S Marina which has frontage along the Franklin Cove, and the Bucks County Courier Times newspaper offices located along Old Route 13.

Typical of main streets in many small towns, some lots contain a mixture of uses, such as a store or restaurant on the first floor with residential units located above. These parcels, classified as Mixed Use, are described further below.

Government and Institutional

Government and institutional uses are located on approximately 34 acres, constituting just over 3 percent of the borough. Religious institutions, schools, governmental facilities, and cemeteries are some of the specific uses included under this land use category.

Mixed Use

Properties having more than one use are classified as Mixed Use. The Mixed Use category includes properties that contain two or more different land uses. Generally, this category includes a residential and a nonresidential use, such as commercial or office, located on the same lot. Mixed Use properties are located primarily along Main Street in the “old town” portion of the borough east of Route 13, and comprise 4.60 acres, or 0.42 percent of the borough.

Parks and Protected Open Space

Approximately 43.9 acres of park land and protected open space exist in the borough. These areas include the state park facilities of the Delaware Canal State Park, Levittown Lake, as well as the municipal baseball field and park facilities behind borough hall and future borough park area adjacent to the canal. A detailed listing of permanently protected park and open space lands is located in Chapter 7 of this plan.

Private Recreation

The borough contains a parcel with 71.8 acres of private recreation land, which constitutes almost 7 percent of the borough. Approximately 63 of the 71.8 acres are covered by water area. This parcel is owned entirely by WMI, Inc. which operates the Penn Warner Club. Various recreation opportunities on and around the Van Sciver Lakes are provided and are available only for use by club members.

Mining and Manufacturing

Mining and manufacturing uses cover approximately 8 percent, or 87.11 acres of the borough, all of which are located east of Route 13. This category consists of heavy manufacturing industries, as well as businesses that produce building and landscaping material. Such uses are located primarily along Old Route 13 in the northern portion of the borough, along Main Street in the southern portion of the borough, and further east of Main Street bordering along much of the Franklin Cove and Martins Creek.

Transportation and Utility

In terms of land area, Transportation and Utility is the predominant land use in the borough covering approximately 550.47 acres, or just over 50 percent of the borough. This land use category includes utility installations and utility right-of-ways, terminal facilities, and landfill operations.

With the exception of a small lot with a pumping station and a swath of land containing electric power lines in the portion of the borough west of Route 13, the vast majority of transportation and utility uses are located in the eastern portion of the borough.

Containing roughly 260 acres of the borough, the single largest use is the Tullytown Resource Recovery Facility, owned and operated by Waste Management, Inc. This use is located to the southeast of Bordentown Road and borders the Lower Van Sciver Lake, Franklin Cove, and the Delaware River. The property contains most of the borough's riverfront.

Other uses in the borough that fall under this category include the Amtrak Rail lines which parallel Route 13 as it crosses through the borough, the Levittown Train Station and associated parking facilities, the Lower Bucks Joint Municipal Water Authority treatment plant, and the Meenan Oil Company property.

Vacant

At 65.3 acres, land classified as vacant accounts for almost 6 percent of the borough. The largest vacant parcel in the borough is behind St. Michael the Archangel Church. Other

large vacant properties include a couple of parcels along Old Route 13 and several parcels bordering Martins Creek.

While many of the vacant parcels have natural resource limitations such as woodlands and wetlands, there is some potential for possible future development on many of these lots, as described further below.

Land Use Trends

Comparing current land use information with that from previous years is useful to track changes and determine patterns, or trends, in development. In 1994, the county planning commission produced the *Bucks County Continuum*, which is a compilation of 1990 land use information for all 54 municipalities. While absolute precision in identifying and determining exact changes is not possible due to differences in mapping techniques and technology, and slight differences in land use categories, a general comparison between the 1990 information and current land use can be made. Table 14 indicates land use acreages for the borough in both 1990 and 2009.

Table 14. Comparison of Land Use (1990 – 2009)*

Land Use	1990 Acreage**	2009 Acreage
Single-Family Residential	115.0	110.3
Multifamily Residential	14.0	18.6
Mixed Use**	--	4.6
Commercial	105.0	104.5
Government & Institutional	44.0	34.0
Mining & Manufacturing	67.0	87.1
Transportation & Utility	549.0	550.5
Parks & Protected Open Space	20.0	43.9
Private Recreation**	--	71.8
Vacant	97.0	65.3
TOTAL*	1,011.0	1,090.6

*Differences in mapping techniques and technology between 1990 and 2009 result in different total acreages.

**Land use information from 1990 does not include land use categories of Mixed Use or Private Recreation. Both categories are considered for this comprehensive plan.

Acreage devoted to residential land, single-family and multi-family combined, has remained basically the same from 1990 to 2009, at approximately 129 acres. While acreage devoted to single-family residential saw a slight decrease of almost four and one-half acres, multi-family residential acreage increased by that same amount. This may seem to indicate that development of multi-family units in that time period occurred on land that had previously been classified as single-family residential. However, this could also be a result of an adjustment in the land use categories.

At approximately 105 acres in both 1990 and 2009, commercial land use acreage also stayed constant. One of the most significant developments in the borough involves commercial land at the Levittown Town Center which is currently under construction. This project, however, entails redevelopment of an existing shopping center site and, as such, has had no change in the amount of commercial land in the borough.

Acreages for Government and Institutional uses show a change of approximately 10 fewer acres of land classified under this use in 2009. Since there are no known major changes to existing land uses within this category the most likely reason accounting for this difference is that a portion of the Tullytown Cemetery and a portion of the Borough Park near Borough Hall were counted under Government and Institutional in the 1990 land use, but are now considered under Parks and Protected Open Space.

The amount of land classified as Parks and Protected Open Space has increased since 1990 which is a result of borough acquisitions of land for park and open space use. Since 1990, the borough purchased the former LPRA ballfields located between the Kenwood neighborhood and the Levittown Town Center, west of Route 13. Other acquisitions to borough land for parks include 9.1 acres adjacent to the Village of Pennbrook apartment complex for a future park, and additional land behind Borough Hall thereby increasing the Borough Park in the eastern portion of the borough. An additional factor contributing to an increase in open space/recreation acreage is that private recreation land operated by the Penn Warner Club, had previously been classified as vacant in the 1990 figure, but has now been classified as recreation land for the purposes of this plan.

Land classified as Mining and Manufacturing saw an increase of approximately 20 acres. This increase is likely a result of light industrial development that occurred adjacent to and behind the Borough Hall and Borough Park, extending on a strip of land bordered by Martins Creek and the Franklin Cove, as well as on several parcels along Old Route 13.

The opening of the Tullytown Resource Recovery Facility in 1988 brought major land use changes to the borough in the decade between 1980 and 1990. However, since 1990, acreage in the Transportation and Utility land use category has generally remained stable at approximately 550 acres, representing about 50 percent of the borough's land area.

As can be expected in any community over time, Tullytown experienced a decrease in vacant land from 1990 to 2009. With approximately 32 fewer acres of vacant land, this decrease appears to correlate closely with the increases shown for Park and Protected Open Space and for industrial uses classified as Mining and Manufacturing. An additional factor contributing to a decrease in the 2009 acreage for vacant land is the reclassification of Penn Warner Club lands (around Lower Van Sciver Lake) to Private Recreation.

Summary

Tullytown Borough is an older, mostly developed borough. While most land use categories experienced slight changes in acreage between 1990 and 2009, overall, the numbers reflect a steady continuation of existing land use patterns from 1990.

The land use inventory indicates that approximately 94 percent of the borough's land is occupied, which means that Tullytown is approaching buildout. With this in mind the borough faces two issues in the future that must be addressed. These issues are the retention of appropriate land uses and ensuring that future development and redevelopment conforms with the character of the surrounding area.

Consistency with Zoning

In comparing the land use map with that of the borough's zoning map, zoning generally mirrors the existing land use conditions in the borough. The following provides a brief description of the borough's eight zoning districts along with a general analysis of consistency between zoning and existing land use, and discussion on areas of potential future development.

Residential Districts

The Borough has two primary residential zoning districts: R-1 Residential 1 District and R-2 Residential 2 District. Most residential uses are permitted in one or both of these districts, with the exceptions of residential uses permitted in the BC Borough Core district, and Use A10 Elderly Housing, which is permitted in the SC Shopping Center District by special exception only. While the BC district permits a variety of residential uses, discussion of that district is covered below under Mixed Use Districts since it also accommodates various nonresidential uses.

The R-1 district is intended to accommodate primarily single-family detached residential uses with a minimum lot area of 7,000 square feet. Compatible institutional, recreational and educational uses such as school, religious institution, and cultural facility are permitted (with required buffering) on lots of at least 10,000 square feet in this district. Covering most of the borough west of Route 13, the R-1 district is consistent with the existing residential areas of Levittown as well as with a few churches and the Walt Disney Elementary School. Aside from a few small vacant parcels in this district, a vacant 30.6-acre parcel is located directly behind St. Michael's. Development potential of this site is not clear due to possible environmental constraints; the site was formerly used as a dump during the 1950s and into the 1960s.

The R-2 district is intended to accommodate a greater variety of housing needs in the borough. In addition to single-family detached residential uses, this district permits performance standard subdivisions which include a variety of residential options such as semi-detached, attached, and multifamily dwellings on lots of at least 10 acres with a minimum required open space ratio of 25 percent. Two of the three areas of R-2 zoning in the borough are fully developed and coincide with existing apartment complexes located west of Route 13 (Creek Village apartments and MacIntosh Regency Senior Citizen apartments). The third area of R-2 consists of two parcels located just east of Route 13, bordered by Delaware Canal State Park to the east, and the Village of Pennbrook apartment complex to the north (in Falls Township). Woodlands and overhead utility lines run through the smaller of the two lots; the larger lot, consisting of 9.1 acres, is vacant and owned by the borough. This parcel, which is mostly wooded, is intended to supplement the borough's park and open space land and provide a link for a possible future pedestrian connection between both portions of borough.

Mixed Use District

Rather than strictly a residential district, the BC district is a mixed use district intended to accommodate a variety of housing types and a few neighborhood-type commercial and

professional service uses. Permitting various residential uses on minimum lot sizes ranging from 4,800 to 7,200 square feet, and nonresidential uses on minimum lots of 8,000 to 13,500 square feet, this district was created to maintain the character of the borough core in Tullytown's "old town" section located east of Route 13. While the boundary of the BC district appears to appropriately include the smaller lots typical of the town's Main Street, consideration should be given to extending the BC district further north to include those lots between Main Street and Bordentown Road up to and including the Tullytown Cemetery. That area, which is currently zoned LI Light Industrial, contains two residential lots, a lot containing a mixed use, a church, a cemetery, and two vacant lots. The existing uses are more typical of a town center, and the cemetery would provide a logical edge to the town core. Also, the fire station along the eastern side of Bordentown Road and the open space lots (Borough Park) behind Borough Hall should be considered for inclusion into the BC district as well.

Vacant parcels in this district are generally smaller lots scattered throughout the district which present opportunities for future infill development. A larger vacant property exists at the edge of the BC district, bordered by Martins Creek and the railroad tracks. Development potential of this lot is not clear due to the presence of natural resources on the lot (woodlands and floodplain).

Nonresidential Districts

There are five nonresidential districts in the borough: SC Shopping Center; HC Highway Commercial; LI Light Industrial; SWD Solid Waste Disposal; and SWS Solid Waste Staging. Most nonresidential uses are permitted in one or more of those districts, most of which are located east of Route 13.

The SC district was created to accommodate commercial and office development of unified design on a minimum site area of 20,000 square feet. This district permits a wide range of institutional, recreational, educational, office and commercial uses. The existing SC district is located west of Rt. 13 along both sides of Levittown Parkway. The SC district along the northern side of the Parkway contains two small strip shopping centers; south of the Parkway, the SC district contains the commercial uses of the redeveloping Levittown Town Center and the former LPRA ball fields, which are now owned by the borough. For the most part, this district is consistent with the existing land uses in this area. Consideration should be given to creating a new zoning district for conservation and public recreation lands. Such a district would be appropriate for the borough park and recreation lands, such as the former LPRA ball fields, located between the shopping center and a residential neighborhood.

The purpose of the HC district is to provide for highway oriented businesses and commercial uses along a major highway. A variety of commercial, office, transportation facilities, and utilities are permitted on lots having a minimum site area of 16,000 square feet. Mini-warehouses, the one principal industrial use permitted in this district, are permitted on a minimum size of 80,000 square feet. Uses in this district include a bank, mini-warehouses, some commercial and auto related uses, and the Levittown Train Station and related parking areas. Located along the Route 13 corridor, this district is

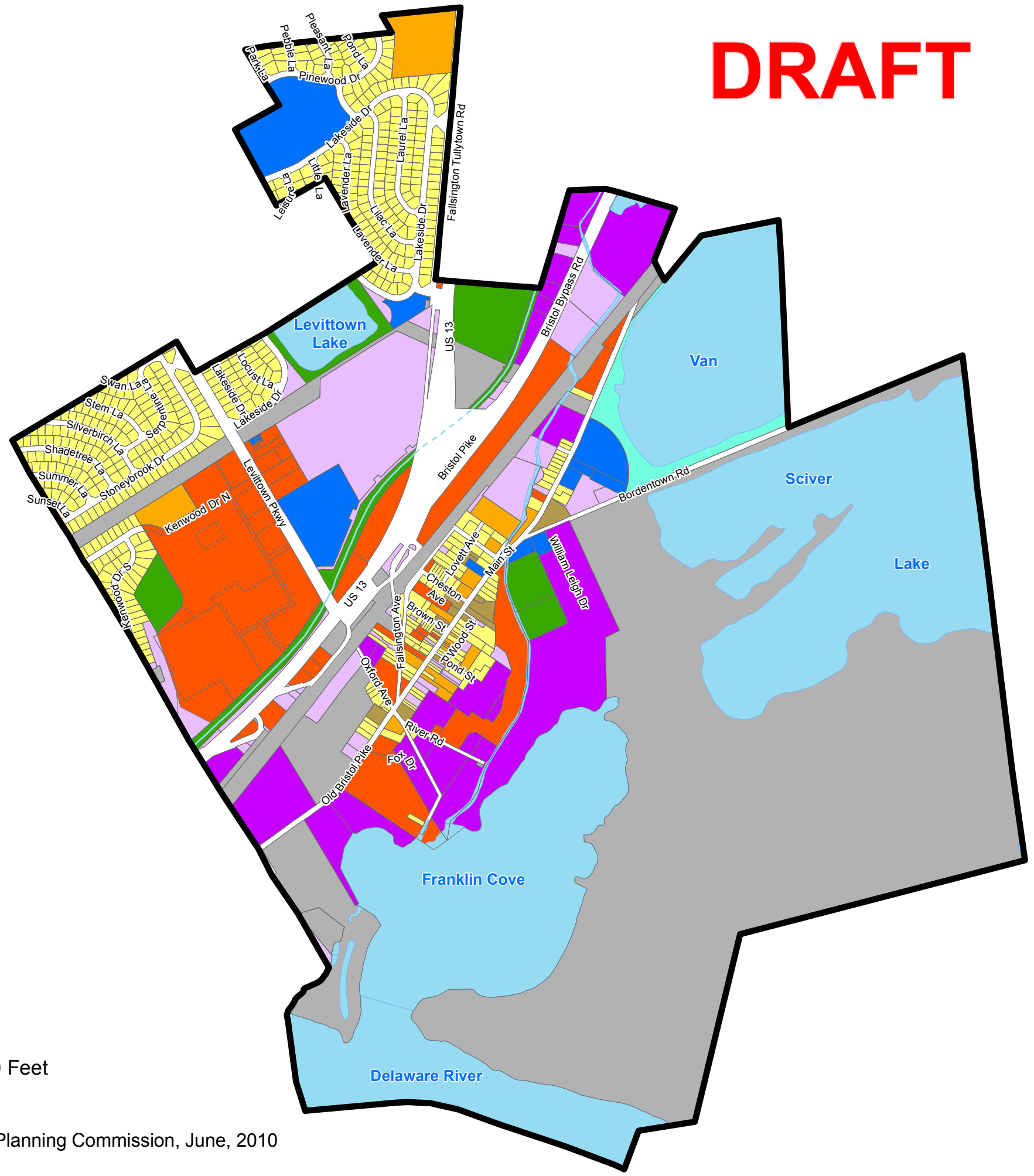
consistent with the existing uses, and is logically bounded by rail lines to the east and by the canal to the west. There are a few vacant parcels in the district which may provide opportunities for future development. The primary issue that should be considered with this district and any development along Route 13 is that of access management. A comprehensive discussion on access management is provided in Chapter 9 Transportation and Circulation.

The LI district is the primary industrial district in the borough. This district is intended to provide for the continuation and reasonable expansion of existing industries as well as the development of new industries. Industrial uses are allowed on a minimum site area of 80,000 square feet. Other permitted uses, such as office, some commercial, utility, automotive service and transportation uses may be permitted on lots of 20,000 square feet. This district, located east of Route 13, completely surrounds the existing BC district and extends from the rail line and canal east to Franklin Cove and includes lands along the river and the Van Sciver lakes. Consistent with the LI zoning, this district contains mostly industrial uses classified as either Mining and Manufacturing or Transportation and Utility. A few residences are scattered in this district, as are some commercial uses which include the D & S Marina, the Courier Times office building, and auto-service uses and contractors' shops along Simons Way. As noted above in the discussion on the BC district, Borough officials may want to consider rezoning some of the parcels along Main Street and Bordentown Road from LI to BC. Two larger vacant parcels along Old Route 13 (consisting of 3.5 and 4.0 acres) may allow for some additional development within this district. These parcels, however, are bordered by Martins Creek and likely contain natural resource restrictions which may limit how much development can occur.

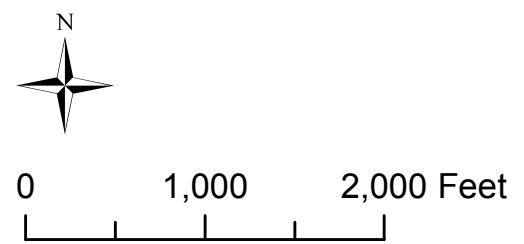
The final two nonresidential zoning districts can be combined for discussion due to their related nature. The SWS Solid Waste Staging district and the SWD Solid Waste Disposal district are the borough's two solid waste zoning districts. Developed to regulate the landfill and related solid waste disposal uses, the SWD district permits sanitary landfill and incinerator; the SWS district permits transfer station and recycling facility. Other uses related to the staging of landfill operations including maintenance, repair, laboratory, and administrative activities are also permitted. These districts are located in the southeastern portion of the borough, in some areas bordering the water bodies of the Delaware River, Franklin Cove, and Van Sciver Lake. The SWD district does primarily follow the outline of the existing landfill. The SWS district extends from Bordentown Road and surrounds the SWD district. For the present time, the location of these districts is consistent with existing land uses within this area of the borough as well as with adjacent land uses and zoning in neighboring Falls Township. At some point in the future, as closure of the landfill nears, Borough officials will need to analyze the appropriateness of the SWS and SWD districts.

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**Map 2
Existing Land Use**



- Vacant
- Single Family Residential
- Multi-Family Residential
- Mixed Use
- Parks and Protected Open Space
- Private Recreation
- Government and Institutional
- Commercial
- Mining and Manufacturing
- Transportation and Utility



Chapter 5 Community Facilities and Services

Community facilities and services are necessary to maintain the health, safety, and social needs of communities and are important factors that can enhance or detract from the quality of life in a community. Planning for community facilities and services, whether they are provided by public, private or nonprofit entities, should be interrelated and consistent with land use planning in the comprehensive plan.

In the survey taken for the comprehensive plan, residents expressed a high degree of satisfaction with the provision of most services in the borough. When asked to rate services from excellent to poor, snow removal, garbage collection and street maintenance each received ratings of excellent to good by more than 90 percent of survey respondents. Police protection and public schools drew ratings of excellent to good from more than 80 percent of survey respondents.

The following community facilities and services are covered in this chapter:

- Borough administration
- Public works
- Police services
- Fire protection services
- Emergency medical services
- Health care/Elder care facilities
- Library facilities
- Educational facilities
- Solid Waste Management
- Telecommunications

Overall, it appears that the present community facilities and services are generally adequate to serve future infill development and redevelopment in the Borough. Map 3 identifies the locations of community facilities in Tullytown Borough.

Borough Administration

The borough's administration building is located at 500 Main Street in the older portion of the borough. Built in 1991, the borough hall houses the offices of the borough administration and the police department. Because Tullytown's growth is slowing and only limited future growth is anticipated, there may not be a need for significant expansion of administrative services or buildings beyond what exists.

The administration consists of a manager, treasurer, assistant treasurer, tax collector, and three clerks. Part-time employees are the code enforcement officer, fire marshal and zoning officer. The borough maintains regular office hours and open meetings to meet the needs of residents. These practices should continue as a means to enhance transparency of borough government and to promote decision-making that benefits all residents.

In the summer of 2009, the Borough established an official municipal website. (www.tullytownborough.com). Borough officials should continue to maintain and periodically update this website to ensure important borough information is accurately communicated to residents, local businesses, and visitors.

The borough coordinator and administration play a role in economic development by serving as a source of information for new and relocating businesses. Consideration should be given to maintaining a list of available commercial and industrial properties to assist prospective businesses.

Summary of Recommended Actions—Borough Administration

- Maintain the borough's official web site to provide up-to-date information to residents and businesses.
- Develop and maintain a current listing of available commercial and industrial properties to assist prospective businesses.

Public Works

The Streets Department is responsible for maintaining the borough streets and stormwater facilities, as well as parks and open space areas. The borough contains seven miles of roadways, five of which are owned and maintained by the borough. U.S. Route 13, Bristol Pike, Main Street, Fallsington Road/Avenue, Levittown Parkway, and Bordentown Road are state routes which are owned and maintained by the Pennsylvania Department of Transportation. The Borough has recently hired a private contractor to resurface all borough streets. Street sweeping services are provided free of charge by Waste Management Inc. through the Host Municipal benefits agreement with the borough.

In addition to paving and snow and ice removal, the road maintenance program includes storm sewer maintenance. Stormwater facilities in the borough consist of storm sewers which must be kept free of obstructions.

Maintenance of borough parkland and open space, such as mowing, trash removal, and general upkeep of the land, is also part of the streets department responsibilities.

The streets department is adequately staffed and equipped. However, with the eventual closure of the landfill, loss of host fees and street sweeping services provided from Waste Management Inc. may impact this department more than others. Municipal officials should start planning for how such services will be provided and paid for in the future once the Host Municipal benefits provided by Waste Management ends. Officials must also keep in mind that as the borough's infrastructure and equipment age, replacement may be required at some point in the future.

The street trees in the borough are currently maintained by private contractors. Trees require regular attention that is best performed by trained local staff. This plan recommends the planting of more trees, which will lead to increased maintenance needs.

Consideration could be given to training streets department staff in proper tree maintenance and adding that to the department's responsibilities.

Summary of Recommended Actions—Public Works

- Start planning for how services currently provided under the Host Municipal benefits (i.e., street sweeping, garbage collection, etc.) will be provided and paid for in the future once such benefits provided by Waste Management ends.
- Consider training the streets department staff in proper tree maintenance and transferring that responsibility to the streets department.

Police Services

The Tullytown Police Department is located at 500 Main Street and shares the borough hall building with the borough administrative staff. Staffed by six full-time officers, 13 part-time officers and one full-time clerical worker, the department provides 24-hour police protection to borough residents.

Training is essential to maintaining a professional department responsive to new forms of crime and the needs of the community. The police officers serving the borough have exceeded the state mandated requirements for training in firearms, first aid, and CPR. The officers also receive ongoing instruction in other areas related to professional development. The department cooperates with other police departments as part of the Southern Bucks County Special Response Team which is a multi-jurisdictional agency that responds to high-risk incidents in Lower Bucks County.

Department personnel also participate in training activities at the Bucks County Police Training Center. This participation aids in enhancing coordination between other nearby departments. Several officers attend regular meetings with supervisors and detectives from nearby municipalities to discuss local crime which further enhances coordination efforts.

In discussions with the Police Chief, there were no immediate or future needs identified for the police department.

Fire Protection Services

Located at 100 Bordentown Road, next to the municipal building, the Tullytown Fire Company responds to fire calls throughout the borough. The all-volunteer company is aided by other nearby companies on multiple alarm calls and likewise assists other companies when necessary. The company's equipment consists of an engine pumper, a ladder truck, and a marine service unit. The staff consists of 35 volunteer firefighters, a chief, deputy chief, and assistant chief.

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

station with a first response engine. The entire borough falls within this recommended distance of the fire station.

The borough's fire protection facilities are sufficient; however, several issues must be addressed to ensure adequate service in the future: funding, upkeep of facilities, and better access to all areas of the Borough. The company is supported by a 2-mill fire tax from Tullytown, as well as fundraising projects. The borough often contributes additional funding but the amount is not constant. A 15-year replacement plan is followed for funding and replacement of equipment. Finances at this point in time are not problematic. However, for the long term, funding efforts must be increased to keep ahead of rising costs. The existing fire company building was refurbished in 2005.

The company is staffed completely by volunteers 24 hours a day, 7 days a week. Staffing shortages are becoming troublesome for some volunteer fire companies but the problem has not been significant for the Tullytown Company. A tradition of service exists in the borough and a new group of young residents in training puts the company in a good position for the near future.

Direct access from the fire company to the Levittown portion of the borough is limited to Fallsington Avenue bridge. This limited emergency access between portions of the borough negatively affects response time. Short of building a new bridge, the only cost effective means of shortening response times is to enhance emergency access. A signal preemptor at the intersection of Route 13 and Levittown Parkway is planned to be installed as part of the Levittown Town Center Shopping Center. Completion of the signal preemptor should be given high priority and officials should ensure this improvement is made.

Continued coordination between Borough officials and local emergency responders should be provided to ensure that critical emergency services are provided in the most efficient and expedient manner as possible.

Summary of Recommended Actions—Fire Protection Services

- Consider long-term funding needs by the fire department to keep ahead of rising costs.
- Ensure installation of the planned signal preemptor at the intersection of Route 13 and Levittown Parkway to improve emergency access within the borough.

Emergency Medical Services

The Levittown-Fairless Hills Rescue Squad provides emergency medical services to residents of Tullytown Borough. This rescue squad has full time paramedics on duty 24-hours per day, seven days a week.

The squad operates from two locations; their main station (Squad 154) which serves the borough is located at 7405 New Falls Road near its intersection with Woodburne/Edgely Road. If the main station is unavailable due to other calls, back-up service is provided by

their Falls Township sub-station (Squad 155), located at 48 Makefield Road in Falls Township, or either the Bucks County Rescue Squad or the Morrisville Ambulance Squad. Additionally, the Tullytown Fire Company has a first responder unit with Emergency Medical Technicians (EMTs).

The squad is obligated under state law to transport a patient to the nearest hospital, unless a waiver is signed. Trauma cases are taken to the closest trauma center at Helene Fuld Medical Campus in Trenton, New Jersey, or to either St. Mary's Medical Center near Newtown, or Aria Health Torresdale Campus in Philadelphia (formerly Frankford-Torresdale Hospital). Trauma cases are transported by Medevac helicopter or ambulance, whichever is most expeditious.

The rescue squad is equipped to provide Basic Life Support (basic first aid and transport) and Advanced Life Support services (calls involving cardiac arrest and trauma). A paramedic, trained and experienced in handling these types of cases responds to these calls with advanced life support equipment. Adequacy of this service is evaluated by response time because the time interval between the initial call and arrival of service can make the difference between life and death. The benchmark response time is eight minutes or less because it ensures the highest level of survival for a patient. When the 8-minute response time is converted to a distance traveled standard, the distance traveled by an emergency vehicle is four miles (8 minutes x 30 miles per hour = 4 miles). The rescue squad is located approximately two miles from the center of Tullytown. The borough appears to be adequately served by both Basic and Advanced Life Support service.

To ensure adequacy of service in the future, two operating issues must be addressed by the squad and the borough: funding and access.

An efficient emergency medical service squad is expensive and costs continue to rise. Funding to operate the squad comes from billing subscriptions and contributions from the communities it services. With the need to utilize advanced communication technologies, the squad is mandated by the Federal Communications Commission to purchase a new communication system which will cost approximately \$200,000. This expense is over and above normal capital costs for equipment.

Another issue to consider is access to the 'Old Town' section of the borough. As indicated in the discussion on Fire Protection listed above, emergency access improvements between the eastern and western portions of the borough are needed. The rescue squad is located in the northwest portion of Levittown. Direct access to the older portion of the borough east of Route 13 and the train tracks is at Fallsington Avenue in Tullytown Borough. The signal preemptor that is planned at the intersection of Route 13 and Levittown Parkway should be helpful in increasing response times for all emergency service providers.

Summary of Recommended Actions—Emergency Medical Services

- Continue to coordinate with local emergency providers to ensure the provision of emergency services in the most efficient and expedient manner possible.

Health Care/Elder Care Facilities

Hospitals serve the immediate health care needs of a community by providing inpatient and outpatient medical and health care services. Long-term care facilities serve elderly patients who can no longer function independently or who have a condition requiring skilled nursing care.

The borough has no health care facilities but there are two general hospitals and numerous long-term care facilities in nearby townships. Nearby hospitals include Lower Bucks Hospital in Bristol Township and Aria Health Bucks Campus (formerly Frankford Hospital-Bucks Campus) in Middletown Township.

The Regency Macintosh, located west of Levittown Parkway across from the developing Levittown Town Center Shopping Center, provides 100 independent living units for seniors in Tullytown. Galilee Pavilion and Village in Falls Township and Grundy Gardens in Bristol Township also provide independent living units for seniors. Nearby long-term care facilities include the Silver Lake Center nursing home and Legacy Gardens, both in Bristol Township.

Due to the aging of the baby boomer generation, an increase in the elderly population is projected. While many elderly individuals will likely remain in their homes or move to more suitable residences such as age-restricted housing, others will need services or facilities offering long-term care. Transportation services, such as that offered by Bucks County Transport which provides transportation to and from medical facilities, human service agencies, and other destinations, will become even more important as the population ages. Also, the need for alternative methods of long-term care, such as adult day care, personal care facilities, and in-home care may become more important to adequately meet the needs of residents. Through monitoring of population trends, borough officials should continue to anticipate needs of seniors and support programs that enhance public health.

The borough zoning ordinance allows several uses geared to providing care or services for elderly or disabled residents including elderly housing, convalescent home, and seniors' social center. Accessory dwellings and conversion to apartments are also permitted, which are often used by homeowners to provide housing accommodations for the care of elderly or disabled relatives. The zoning ordinance appears to adequately provide for elderly housing needs.

Summary of Recommended Actions—Health Care/Elder Care Facilities

- Continue to anticipate needs of aging baby boomers and seniors and support programs that enhance public health.

Library Facilities

The Levittown Regional Library, located at 7311 New Falls Road within the Bucks County Government Services Center in Bristol Township, is the closest branch of the Bucks County Free Library System. In addition to borrowing books and other media,

borough residents can participate in educational programs offered at the library. The library receives funding from the county as well as from individual gifts.

The American Library Association and the State Library of Pennsylvania utilize a standard of 1.5 items per person to determine the adequacy of a library's collection. The Levittown Regional Library serving the Lower Bucks area with an estimated population of 102,340 people in 2006, has a total of 181,132 items, which includes books, magazines, videos, and CDs. Thus, the area's ratio of items per person, 1.7, is higher than the recommended standard.

Also nearby is the Margaret R. Grundy Memorial Library located at 680 Radcliffe Street in Bristol Borough. The Grundy Memorial Library is a community public library with Bucks County Library Network privileges. While not considered a county library, affiliation with the county library network allows borrowing privileges by county library card holders. The library offers various programs and has a community meeting room to accommodate local groups and organizations.

In anticipating community needs, library officials at the Bucks County Free Library System feel there will be a growing need to provide library materials to homebound individuals. As the population continues to age, this will become a greater need that will have to be addressed.

Educational Facilities

Schools have several important community functions. They serve not only as places for academic instruction but also provide opportunities for social and physical development. School facilities serving Tullytown Borough provide indoor and outdoor recreation facilities, classroom space, and auditoriums which are available for use by borough residents after school hours. As needs change, facilities may be expanded, rehabilitated, closed, or sold. Because of the important role schools play, the community must be aware of these facilities and the factors affecting them.

The schools serving Tullytown Borough are part of the Pennsbury School District which also services Falls and Lower Makefield townships and Yardley Borough. One public school, Walt Disney Elementary, is located at 200 Lakeside Drive within Tullytown Borough. This school was built in 1955 and renovated in 2006. The capacity is 400 with a present enrollment of 377.

Projections indicate that enrollment is expected to decline slightly over the next five years. Projected enrollments can be accommodated in the existing elementary, middle, and high schools. The Pennsbury School District is funded primarily by real estate taxes which are augmented by state subsidies for special education and vocational technical training. Limited funding from the Federal government is also provided. The schools are available for use by the community, based upon the Board Policy.

The borough is also served by a nonpublic school, St. Michaels the Archangel, which houses pre-kindergarten through 8th grade. Although the building has a capacity of approximately 800, current enrollment is at 325 students. According to the school/parish

spokesperson, school enrollment has been decreasing over the past five years. This trend could change with recent announcements by the Archdiocese of Philadelphia for the possible closure of St. Ann Parish School in nearby Bristol Borough.

Solid Waste Management

Municipalities are generally responsible for ensuring proper and adequate storage, collection, and transportation of municipal waste and for implementing recycling programs. The Pennsylvania Municipal Waste Planning, Recycling and Waste Reduction Act of 1988 (Act 101) empowers counties and municipalities to adopt resolutions, ordinances, regulations, and standards to carry out the required responsibilities.

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

Tullytown Borough finds itself in the unique position of having a large geographic portion of a landfill within its municipal boundaries. The Tullytown Resource Recovery Facility, owned and operated by Waste Management, Inc., occupies approximately 260 acres in the Borough and is used for the disposal of residential and nonhazardous industrial waste. The landfill is permitted to reach 250 feet in height and is considered a state-of-the-art facility designed, constructed, and operated with extensive environmental safeguards including barriers to contain leachate and piping to vent methane gas. The gas is sold to PECO for energy production. In 2002, approximately 81 percent of the waste received at the site was from out of state; only 2.5 percent was from Bucks County. Due to the provisions of Act 101 of 1988, this landfill's location has resulted in substantial financial benefit to the Borough through negotiated Municipal Host benefits.

Trash collection

As a negotiated Host Municipal benefit, Tullytown Borough has received free residential waste and recycling services for over 15 years. The trash is landfilled primarily at Waste Management's Tullytown or GROWS facilities. The trash hauler collects both trash and recyclable material at the curb. Leaf and yard waste can be taken to a free drop-off location near the landfills. Residents can pick up free finished compost from the same location. This contract is due to expire in 2012.

Recycling/Yard Waste

Tullytown presently does not meet the recycling parameters of Act 101 and is not required to develop a curbside recycling program. However, the Borough has taken on the responsibility of managing a curbside municipal waste collection and recycling program for its residents through a negotiated benefit with Waste Management. The program addresses an extensive list of recyclable materials including: aluminum and steel cans, three colors of glass food and beverage containers, #1 and #2 plastic bottles, newspaper, magazines, catalogs, junk mail, and cardboard. As an added benefit to residents, the

Borough has a yard waste recycling program that operates year-round and picks up yard waste two times each week (which includes leaves, garden residue, shrubbery, tree trimmings and similar material) and a leaf collection program that operates in the fall.

The success of any recycling program can be measured in part by the amount of material collected. From the years 2003-2008 the volume of recycled material has fluctuated wildly. Over this period an average of 228.62 tons of recyclable material was collected per year, or 225 pounds per person. This represents a 40 percent increase from the 1996 level of 159 pounds per person per year. In 2008, 1624.8 tons of residential municipal waste was collected in the Borough. The recycled material represents 14.1 percent of the total waste stream collected in the Borough. This is a low rate compared with the average for Bucks County over that same time period which is 27 percent.

The Borough also participates in the S.E. Pennsylvania Regional Household Hazardous Waste Collection Program, which it has done for over 15 years. This collection program, which occurs once a year, provides the opportunity for residents to properly dispose of the hazardous component of the residential waste stream.

Future Considerations:

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

Listed below are specific actions the Borough may take to promote nonresidential recycling. Organizations active in the business community could partner with the Borough in promoting and implementing these activities.

- Establish a program to obtain information from businesses operating in the Borough to assure they have a recycling program in place.
- Provide a program to offer assistance to businesses and institutions in the Borough to review their waste management programs and to assist them in their efforts to divert greater amounts of material from the waste stream.
- Establish an enforcement program that might entail an annual review/inspection of each business within the community.
- Sponsor a program, facilitate a program, or support an organization to address illegal dumping and/or littering problems in the Borough.

Landfill Closure – The Tullytown Resource Recovery Facility has a permit to continue operations until 2012. The operation has established an escrow fund to maintain the landfill and mitigate any problems after it is closed. As with any major land use that has

the ability to impact environmental resources, Borough officials should continue to monitor activities at the facility and work closely with other monitoring agencies to protect the community. Since a landfill closure would require monitoring for well over 30 years, clear guidelines regarding monitoring, financial obligations, future land use, and environmental impact would need to be established.

As the closure of the landfill and the termination of the collection contract near, an aggressive push to protect public safety and maintain some of the Host Municipal benefits should be undertaken. As part of a landfill closure plan, the Host Municipal benefits and responsibilities should be examined more closely. The landfill will affect the borough for many years and assurances should be provided to minimize negative impacts in the future.

Summary of Recommended Actions—Solid Waste Management

- Consider efforts to increase overall recycling rates.
- Consider instituting a commercial recycling program.
- Consider negotiating continued or additional Host Municipal benefits geared at addressing future needs related to closure of the landfill.

Telecommunications

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

Within the borough there is one monopole tower, erected by T-Mobile, which is located on property currently owned by D & S Marina.

Many communities have started to realize that telecommunications will be an integral part of the municipal infrastructure as water, sewer, and electric are now. Planning for telecommunication systems allows for control of the right-of-way, control of public property, universal service, economic development and enhanced quality of life. Effective telecommunications infrastructure promotes economic development, household use and municipal communications.

As the telecommunications environment matures technology changes and service needs increase, often resulting in more needed antennae and cables. As needs increase more antennae may be placed on public structures and cables may be placed in the municipal right of way which is controlled by the borough. Coordinating service such as collocation of antenna on the same structure and sharing trenches in the right-of-way gives the borough control, minimizes disruption and poor aesthetics and may provide the borough with an income source. The borough should maintain its existing telecommunications

regulations in the zoning ordinance and be proactive in oversight of emerging technologies.

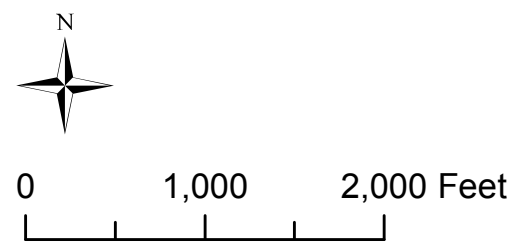
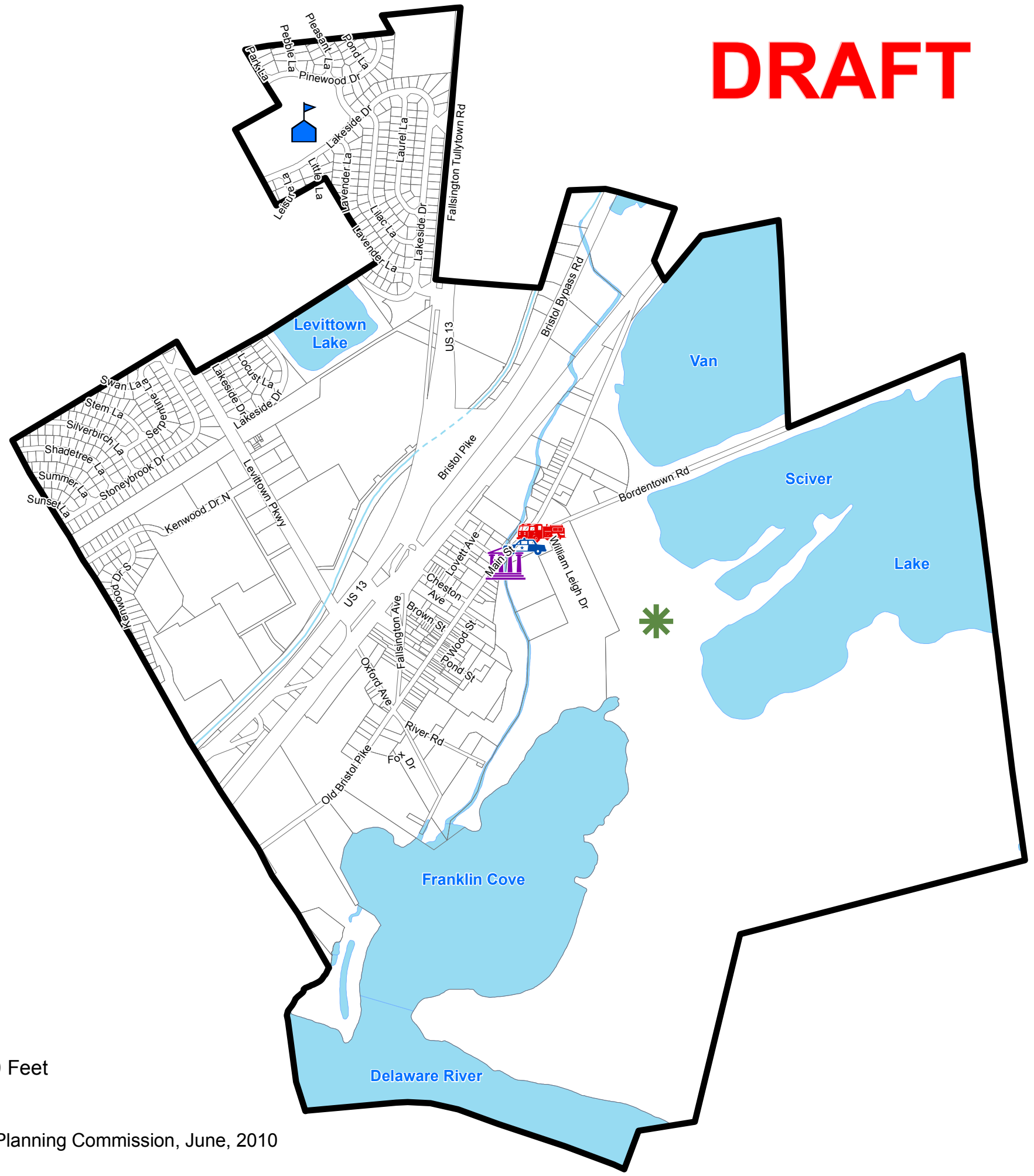
Summary of Recommended Actions—Telecommunications

- Coordinate the provision of telecommunications facilities which will provide for a desired level of service in Tullytown.
- Maintain existing telecommunication regulations and be proactive in oversight of emerging technologies.

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**Map 3
Community
Facilities**

-  Fire Department
-  Police Station
-  Borough Hall
-  Walt Disney Elementary School
-  Solid Waste Management Facility



Chapter 6 Water Resources Management

The management of water resources is an important component of a comprehensive plan. Water resources management for purposes of this comprehensive plan, is divided into three main categories: water supply and quality, wastewater treatment, and stormwater management.

Water Supply and Quality

The Lower Bucks County Joint Municipal Authority (LBCJMA) is the public water supplier for Tullytown Borough. Virtually all residences and businesses in Tullytown Borough are served by the LBCJMA, which relies primarily on surface water from the Delaware River. Water is pumped from the river and treated before distribution to area households and businesses. The LBCJMA has 7 wells in the borough which are used as a back-up water supply. However, due to declining yields, these wells are currently being replaced with newer wells.

The LBCJA has an annual permit to withdrawal 16 million gallons of water per day from the Delaware River. Withdrawals totaling approximately 8 million gallons were made in 2008 to provide water to their distribution system which supplies portions of Bristol, Falls, and Middletown townships, in addition to Tullytown Borough. The authority's water system was built to serve Levittown. While it is more than 50 years old, the system has been continually upgraded.

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

Water Resource Protection

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

Since the borough relies on groundwater as a back-up source, the issues of water conservation and infiltration are particularly important because the groundwater used is not returned to recharge the aquifer, but rather exits the borough through sewer lines. Thus, conservation and infiltration of water not only saves money spent on treatment, but also helps to preserve essential groundwater resources.

The *Bucks County Water Supply Plan and Wellhead Protection Study* identifies water supply problems and provides guidance to municipalities and public water purveyors regarding short- and long-term courses of action to ensure adequate quantity and quality of the county's water supply.

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

In accordance with the Safe Drinking Water Act and Pennsylvania's Source Water Assessment and Protection Program (SWAPP), the PaDEP conducts assessments of the susceptibility of public water system water sources to potential sources of contamination. The assessments cover both surface water and groundwater sources that are part of the public water systems. The purpose for conducting the assessments is to educate the public and promote the development of local source water protection. PaDEP offers a variety of support for municipalities, water suppliers, and the public to develop these local source water protection programs.

Wellhead Protection

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

In March 1999, the state's Wellhead Protection Program (WHP), administered by the PaDEP, obtained approval from the Environmental Protection Agency (EPA). The responsibilities for the WHP are shared among many stakeholders but the foremost responsibility for ensuring that groundwater is adequately protected is at the local government level because the authority to regulate land use resides there.

Wellhead protection programs involve the delineation of wellhead protection areas for wells, identification of potential sources of groundwater contaminants and the development of management measures as a means to reduce the potential for contamination of the groundwater supply. For example, open space and low-density land uses are appropriate uses near high-production well fields. Since there are some wells located within the Borough, zoning land use controls should be used to prohibit high-risk uses near the wells which may threaten groundwater.

Summary of Recommended Actions—Water Supply and Quality

- Promote efficient use of water resources through conservation, infiltration, minimizing additional withdrawals, and reuse.
- Consider the benefits of development of an Integrated Resource Plan (IRP) to assist in assuring better integration of water resource protection in land use planning.

- Consider participating in the state's Source Water Protection Technical Assistance Program (SWPTAP) which conducts assessments of the susceptibility of the public water system water sources to potential sources of contamination.
- Consider amending the zoning ordinance to incorporate wellhead protection measures where applicable.

Wastewater Treatment

The majority of homes and businesses in Tullytown are served by public sewer; however, there are a few areas served by on-lot septic systems within the eastern portion of the borough (east of U.S. Route 13). There are no reported on-lot disposal system (OLDS) problems in the Borough at this time. It is important that Borough officials ensure that property owners follow a routine maintenance program to ensure proper operation of their on-site systems. This will help reduce the potential for contamination of surface and groundwater resources.

In addition, there two industrial wastewater treatment facilities within the borough: Meenan Oil Company, which removes oil residues from stormwater; and, Lower Bucks County Joint Municipal Authority, which treats waste from the water filtration plant. Both facilities discharge directly to the Delaware River.

The remainder of Tullytown Borough is served by public wastewater facilities. Sewage generated in the borough is treated at the Lower Bucks County Joint Municipal Authority (LBCJMA) treatment plant. Although wastewater facilities in Tullytown Borough are adequate for the population served, several issues must be addressed to ensure adequacy into the future. Water conservation, and inflow and infiltration are factors affecting public wastewater facilities.

The *Sewerage Facilities Plan for Bucks County* (1970) is the official Act 537 sewage facilities plan for Tullytown Borough. The plan calls for the borough and all of Levittown to be treated at the LBCJMA sewage treatment plant which has a capacity of 10 million gallons per day (MGD). According to LBCJMA officials, the plan currently treats around 7.8 MGD and is well under the maximum capacity.

Water Conservation

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

Inflow and Infiltration

The Levittown sanitary sewer system is more than 50 years old and groundwater infiltrates the lines through cracks and seams. During storms, runoff enters the system through manholes and basement drains. All flows in a sewer line are treated at the treatment plant; therefore, this extra flow which does not necessarily need to be treated is

processed, resulting in unnecessary costs for borough residents. To reduce treatment costs, reducing infiltration and inflow is being done on a continuing basis. This effort not only reduces costs, but has the added benefit of providing additional capacity in the collection system for new development.

Summary of Recommended Actions—Wastewater Treatment

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

Stormwater Management Facilities

Municipalities require the use of stormwater management facilities to reduce the potential downstream impacts that could be caused by the increased volume and rate of runoff from development. Tullytown Borough has a network of open drainage ditches and storm sewers which drain stormwater into nearby creeks. Newer developments have tied into the storm sewer system where it is available, some have stormwater detention basins. Much of the stormwater is collected by stormwater management facilities, but little infiltrates into the ground to recharge the groundwater reserves or is managed in a way that would provide water quality protection. The borough has two dry wells which provide infiltration of stormwater.

In many parts of the Borough, stormwater management has not been provided though construction of storm sewers. A network of open drainage ditches were constructed to serve two primary purposes: the collection and conveyance of stormwater and the creation of a greenway network. Stormwater management in Levittown was addressed by provision of swales between dwellings and drainage ways to direct water to local streams. Over time, many of these facilities may have been filled in, built upon or neglected.

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

The Pennsylvania Department of Environmental Protection, under Act 167 of 1978, requires that counties prepare watershed stormwater management plans. The *Delaware River South* stormwater management plan for the portion of the Delaware River watershed, in which Tullytown Borough lies, was prepared in 2004. The plan requires adequate storage and treatment facilities necessary to capture and treat stormwater runoff specifically for water quality purposes.

The borough has adopted stormwater management ordinance provisions in accordance with the county plan. The provisions regulate stormwater management for new development based on hydrologic and water quality criteria. The hydrologic criteria are

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

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

NPDES Phase 2 Regulations

The National Pollution Discharge Elimination System (NPDES) is a two-phased federal program that seeks to establish local regulations resulting in a nationwide reduction of pollutants in waterways. It includes stormwater discharge regulations. The municipal NPDES program must be correlated with the community's Act 167 stormwater management plan and meet six minimum control measures: public education and outreach, public participation, illicit discharge detection and elimination, and construction site and post-construction runoff control and pollution prevention. Over an 8-year period, municipalities must establish a program to satisfy these requirements and evaluate its effectiveness. Annual reports must be submitted to DEP to signify how the municipality is meeting incremental elements of the program.

Thus far, Tullytown Borough has submitted the requisite annual reports in accordance with the Environmental Protection Agency's Phase 2 Stormwater Program. The borough is engaged in public education and outreach, providing educational materials to borough residents.

Other required control measures, such as illicit discharge detection and elimination and the operation, maintenance, and inspection of municipally-owned stormwater facilities, are not the major issues that are typical in a small borough, as there are few stormwater management facilities in the borough. Nevertheless, facilities and infrastructure will be inspected on an ongoing basis and the borough will continue to comply with program requirements.

The borough maintains several detention basins and has found maintenance to be costly. Stormwater management in most developments is by detention basins planted with grass. Alternatives such as meadow flowers and transforming basins into wet ponds may be more cost effective.

Stormwater management planning should involve determining responsibilities for, and scheduling of maintenance for stormwater management facilities. Narrative or other descriptive information on any stormwater management facilities that details short- and long-term operation and maintenance tasks and the projected life span of the facility should be provided for every stormwater facility constructed. This data is critical for the borough to monitor the development and use of stormwater management techniques. Ensuring proper long-term operation and maintenance would aid in the municipality complying with federal and state requirements (e.g. NPDES 2). Projected scheduling also allows budgeting time and funds to inspect, repair, or condemn facilities if necessary throughout their functional life span. The borough should establish a regular maintenance program for stormwater management facilities and ensure that private facilities have a maintenance program as well.

Summary of Recommended Actions—Stormwater Management

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

Chapter 7 Parks, Recreation, and Open Space

Parks, recreation, and open space resources are important parts of a community's identity and contribute to the overall quality of life. Open space contributes to a municipality's character, preserves the natural ecosystems upon which we depend, and provides an attractive setting in which to live and work. Park and recreation facilities provide an opportunity for residents to interact and help create a sense of community.

Open space resources can be classified into two categories: permanently protected lands and temporarily protected lands.¹ Permanently protected lands include areas that are more likely to be preserved due to their ownership, such as publicly owned lands (e.g., parks or dedicated open space), and lands owned by nonprofit conservation organizations, and other similar lands (e.g., cemeteries).

Temporarily protected lands are areas that are in open space use or partial open space use in conjunction with existing recreational facilities, however, the owners of these areas have the right to develop the land in the future under the parameters of the underlying zoning. These include private recreational lands, such as golf courses, camps and campgrounds, and school fields and recreation facilities.

Table 15 provides an overview of park, recreation, and open space resources in the borough. Map 4 shows the location of these resources within Tullytown Borough.

Table 15. Park, Recreation, and Open Space Resources

Park, Recreation, Open Space	Location	Acreage
Delaware Canal State Park	Close to Rt. 13	10.4
Levittown Lake	Lakeside Drive	15.5
Borough park	Main Street	7.0
Former LPRA ball fields	Kenwood Drive	4.0
Future park along the Canal	Between Route 13 and the Canal	9.1
Tullytown Cemetery	Main Street & Bordentown Rd.	5.6
Walt Disney Elementary School*	Lakeside Drive	7.0
St. Michael's the Archangel School**	Levittown Parkway	--
Penn Warner Club	Off of Bordentown Road	72.0

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

**Land is not generally used by the public, but it functions as open space.

¹ This chapter attempts to identify and classify open space and park resources into several subcategories to provide an overview of what resources are protected and how well those resources are protected. The acreage totals provided in this chapter may not match Park, Recreation, and Open Space land use totals found in other sections. For example, permanently protected land includes cemeteries, which are classified as Government and Institutional land in Chapter 4.

Permanently Protected Lands

The following provides a brief description of all permanently protected open space lands. Approximately 51.6 acres of permanently protected lands exist within Tullytown Borough.

State-Owned Parks and Open Space

The Delaware Canal State Park is a large linear park that runs parallel to the Delaware River through most of Bucks County. This state park extends from the city of Easton in Northampton County to Bristol Borough, crossing through Tullytown Borough along the way. The park contains a canal and towpath with locks and various buildings interspersed. Important as a recreational amenity as well as for its historical and cultural significance, the canal state park occupies 10.4 acres within the borough.

A portion of the canal, where it is located on the site of the developing Levittown Town Center shopping center in the southwestern region of the borough, is currently paved over. Reopening this portion of the canal, which is currently piped underground, has been a topic of discussion over the years. One of the long-term priorities stated in the *Open Space Plan for Tullytown Borough* (2001) is to develop a working relationship with the owners of the Levittown Shopping Center to encourage the opening of the paved-over portion of the PA canal. Reopening the canal on the shopping center site is not part of the approved land development plans for redevelopment of the site.

Levittown Lake, located in the northern portion of the borough and extending into neighboring Falls Township, is also owned by the Commonwealth of Pennsylvania. The overall 31-acre site contains a 23-acre lake that provides fishing and boating opportunities for both residents and visitors. The lake is managed by the Pennsylvania Fish and Boat Commission, which stocks the lake with trout several times throughout the year. Facilities on the site include a boat launching ramp, a parking lot, and some benches. Approximately 15.5 acres of the site are located within Tullytown Borough.

Municipal Parks and Open Space

The borough's single municipal park is located behind the municipal building on Main Street. This park is approximately 7 acres and contains play equipment, a basketball court, a ball field, a walking path, and some benches and pavilions.

West of Route 13, the Borough owns a 4-acre ball field, formerly known as the LPRA Field. This field is located along Kenwood Drive at the rear of the developing Levittown Town Center shopping center (formerly Levittown Shopping Center). The Borough's Park and Recreation Committee is in the design process to redevelop this site to include additional park and recreation facilities. A 9.13-acre site located between Route 13 and the Delaware Canal was purchased by the Borough for future park land.

Other Permanently Protected Lands

When considering other potential lands that are effectively acting as permanent open space, cemeteries also qualify. Cemeteries not only function as burial grounds, but can serve as passive open space in a park-like setting. Many cemeteries contain the graves of

original settlers and may also be considered historically significant. There is one cemetery in the borough, Tullytown Cemetery, which occupies approximately 5.6 acres between Bordentown Road and Main Street. An adjacent 0.54-acre parcel that is currently vacant was purchased by the Borough, which operates the cemetery, most likely for future expansion.

Temporarily Protected Lands

The following provides a brief description of all temporarily protected open space lands. There are approximately 79.0 acres of temporarily protected lands within Tullytown Borough.

Public and Private Schools

There is one public school and one private school located within the borough. The Walt Disney Elementary School contains almost 13.84 acres of athletic fields, school buildings and parking lots. The fields are open for public use when not used for school purposes and the buildings are available to the community by special arrangement.

St. Michael's the Archangel, is a nonpublic school located along Levittown Parkway in the borough. The school property contains a ball field in the rear portion of the site. The ball field is used mainly by the school students and typically not utilized by the general public.

Private Recreation and Open Space

Private recreation facilities are found at the Penn Warner Club which operates a private recreation facility on and around the Van Sciver lakes. The club offers boating, fishing, and camping opportunities on and around the lakes. As a private club, paid membership is required for use of the recreational facilities. Owned by WMI Properties, Inc., an area of approximately 72 acres, most of which is water, is located between Bordentown Road and Main Street within the borough. The Penn Warner Club lands are much larger as most of the club's property extends into neighboring Falls Township. Penn Warner Club also utilizes some land in the borough on the southern side of Bordentown Road, however, this land has not been included in the recreation land total as a vast majority of the site contains uses associated with solid waste disposal.

Although not located within Tullytown Borough, the Mill Creek Sports Complex contains ballfields along Falls-Tullytown Road that are utilized by the Levittown Continental Little League. These fields are located directly adjacent to the borough. While this cannot count as recreation land within the borough, this facility and the league that operates there serve residents of Tullytown and surrounding communities.

Planning for Open Space and Park and Recreation

Bucks County Open Space Program

In November, 2007, Bucks County voters renewed the Bucks County Open Space program by committing to an \$87 million plan for preserving open space. As with previous funding, the new round of funding has components related to municipal open

space and Bucks County Natural Areas that would apply to Tullytown. Under this program, Tullytown Borough has a total allotment of \$249,995 for open space planning and acquisition.

A new component to the program will also provide funding specifically for open space projects along the Delaware River. Seven million dollars has been allocated for the Delaware River component which is a competitive grant program available to all Delaware River communities. Funding through this component is primarily for acquisition of easements and fee-simple land purchases, however, improvements on a case-by-case basis may also be eligible. All projects must be related to natural resource preservation and recreation purposes.

To be eligible for any funding from this newly authorized Bucks County Open Space program, Tullytown will be required to provide an update to the borough's open space plan that must be approved by the Bucks County Open Space Review Board.

Open Space Plan for Tullytown Borough

At the time this comprehensive plan was being prepared, the Tullytown Borough Open Space Committee was meeting monthly to update the borough's 2001 open space plan. While specific recommendations in the open space plan may be modified and updated, it is anticipated that the original focus to preserve areas containing natural resources, provide recreational opportunities, and provide access to the Delaware River and the Delaware Canal, will be retained and strengthened.

The *Open Space Plan for Tullytown Borough* (2001) contains both short-term and long-term goals. Stated short-term goals include:

- Adopting an Open Space Plan that identifies parcels which may contribute open space and natural resources for enjoyment by the citizens of Tullytown;
- Developing a means and strategy for preserving places that would enhance the quality of life for Borough residents;
- Establish policies and incorporate ordinance revisions into the zoning ordinance aimed at protecting open space and natural resources;
- To provide recreation facilities geared to all members of the community.

Stated long-term goals include:

- To actively encourage protection of open space identified in the borough's Open Space Plan;
- To protect natural resources such as Martins Creek and wooded areas;
- To work with landowners to acquire access easements or property to allow the creation of view scapes and walkways along the PA Canal corridor and the Delaware River.

Since the adoption of the open space plan in 2001, many of the goals have been accomplished. Borough officials adopted the open space plan which includes a list of

open or under-utilized parcels that may contribute to open space. The zoning ordinance, which was updated in 2003, contains policy statements and ordinance provisions for the protection of natural resources and open spaces.

As they update the existing open space plan, it is recommended that the Tullytown Borough Open Space Committee expand upon the recommendations in the existing plan and consider recommendations in the Delaware River Heritage Trail initiative, the East Coast Greenway program, and the Bucks County Waterfront Revitalization Plan, all of which are summarized below.

A Comprehensive Recreation Plan for the Borough of Tullytown

Although it is almost 30 years old, *A Comprehensive Recreation Plan for the Borough of Tullytown* (1981) is still an official document, as it has been attached in its entirety to the borough open space plan, adopted in 2001.

The plan provides a history of the borough, along with an overview of community demographics and existing park and recreation facilities. A number of short-range and long-range recommendations are provided, which in part, are based on the conclusion that the borough had a deficiency of parkland which would become even greater with ultimate build-out. This conclusion, however, was based on conditions in 1981, before the borough park was municipally-owned and expanded, and before 260 acres of vacant land was purchased by Waste Management for the now existing Tullytown Resource Recovery Facility. If it is to be retained, this document should be updated to account for changes that have occurred in land use activity since 1981, as well as changes to the amount of municipally-owned park and recreation land.

As part of the preparation of the 1981 plan, a resident survey was conducted to gather input regarding what types of recreational facilities and programs members of the community were most interested in. Since that was almost thirty years ago and conditions have changed since then, Borough officials should consider conducting a new survey to gauge public opinion on recreational facilities and programs.

Many of the recreation plan's recommendations are still relevant and should be pursued. Among those recommendations are the promotion of the existing trail system and recreation facilities, and the provision for public access to the Borough's water resources.

Delaware River Heritage Trail

The Delaware River Heritage Trail initiative is a plan to unite the New Jersey and Pennsylvania sides of the Delaware River through a trail loop that would extend from Morrisville-Trenton in the north to Palmyra-Philadelphia in the south. Initiated by the National Park Service in 1996, the Heritage Trail will focus on interpreting the natural and cultural resources along its path. In Tullytown, the proposed route follows the Delaware Canal State Park, with the trail intended along the Delaware Canal towpath.

East Coast Greenway

The East Coast Greenway is a 2,500-mile planned trail system linking major cities along the eastern seaboard between Canada and Key West, Florida. This developing trail system will be the nation's first long-distance, city-to-city, multi-modal transportation corridor for cyclists, hikers, and other non-motorized users. Entering into Pennsylvania at Morrisville, over the Calhoun Street Bridge from Trenton, New Jersey, the planned route crosses through Tullytown Borough as it heads through Philadelphia and south into Delaware. As with the Delaware River Heritage Trail, the route follows the Delaware Canal State Park towpath through Tullytown Borough.

Bucks County Waterfront Revitalization Plan

The purpose of the *Bucks County Waterfront Revitalization Plan* (2005) is to articulate a community-based vision that will guide future revitalization efforts along the lower Delaware River waterfront in the townships of Bensalem, Bristol, and Falls, and the boroughs of Bristol, Morrisville, and Tullytown.

The study provides detailed concept plans for key areas that are considered priority redevelopment and enhancement projects in each study area municipality. In the Tullytown opportunity area, the plan envisions several park and recreation and open space opportunities. The plan calls for a recreation complex on the north side of Franklin Cove, consisting of a new park, boat ramp, public marina, and riverwalk that would eventually extend to Pennsbury Manor in Falls. A proposed trail connecting the eastern and western portions of the borough, as well as the Levittown Train Station, is shown from the canal just north of Levittown Parkway extending south through the borough, running along Fallsington Avenue, Main Street, Martin's Creek, Franklin Cove, and the river. Also recommended is a public access road connecting the proposed Franklin Cove recreation facilities with Bordentown Road.

Park/Recreation Analysis

The borough park system provides both active and passive recreation areas. A standard previously used by the National Recreation and Park Association (NRPA), and still an accepted standard in which to measure adequacy of parkland for a community is 10 acres of recreation land per 1,000 people in a community. Based on this standard, the borough should have approximately 20 acres of public park land to serve a population of 1,967 (2007 population). Considering park and recreation land owned by the borough and state total about 36.9 acres, Tullytown adequately exceeds this general standard.

The NRPA suggests the use of surveys as a means to most accurately determine whether the recreation needs in a community are being adequately provided. Through the use of a survey, as previously recommended in the discussion of the borough's recreation plan, residents provide input into what types of facilities and programs are most desired.

The borough has active recreation facilities at the borough park, ball field and elementary school. School facilities include ball fields, tennis and basketball courts, and playground equipment which are available for public use when school is not open. Much of the northern portion of the borough is within walking distance of the school.

The majority of facilities and activities in the borough provide for active recreation facilities geared to children and youth. There may be a need to provide passive recreation opportunities for youth and adults. Passive recreational opportunities for all ages can be expanded by providing natural areas and trails along the Delaware River, Franklin Cove, Martins Creek and Delaware Canal. It is also important to provide pedestrian access to the major recreation areas throughout the borough.

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

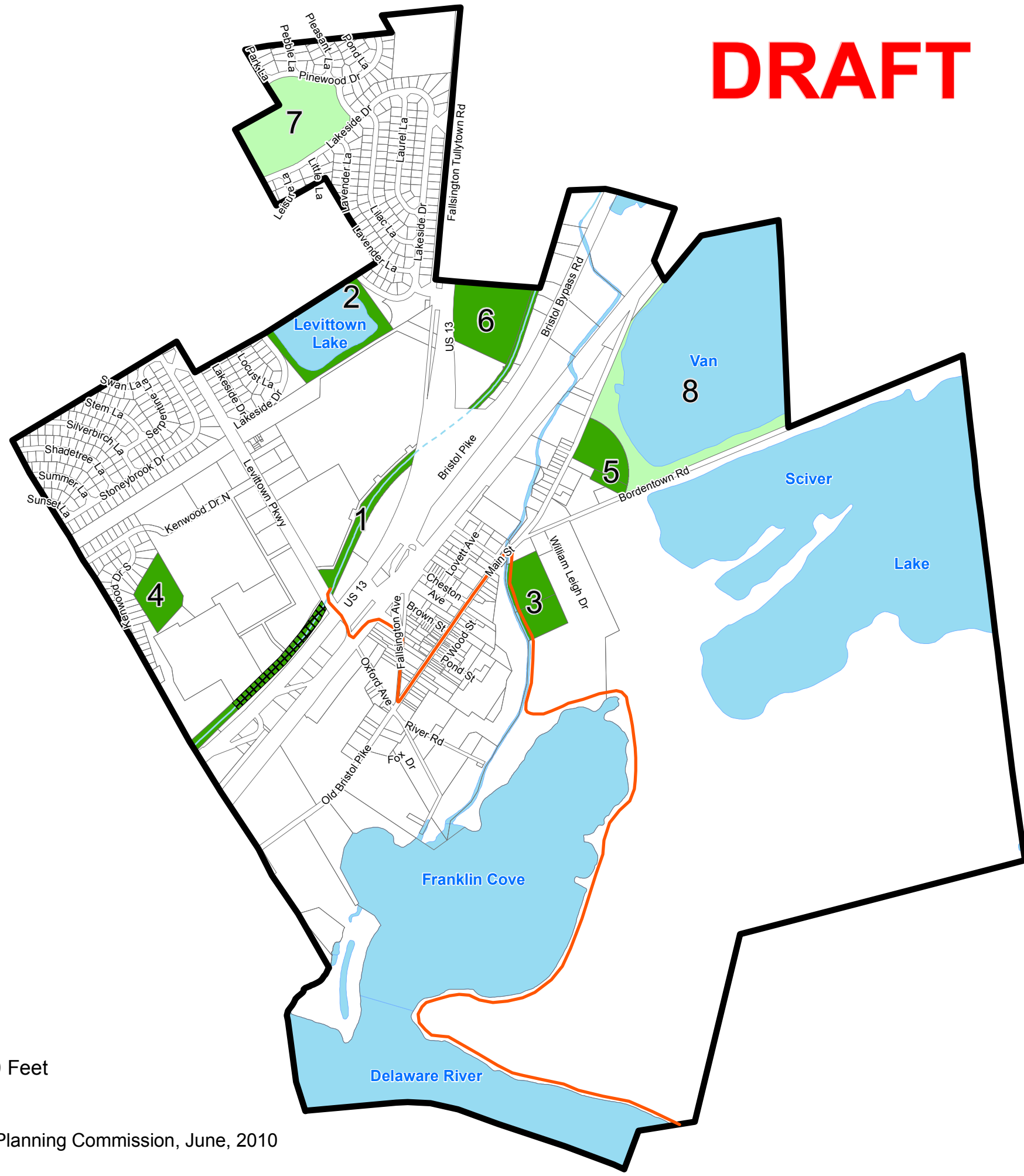
The borough administration plans and administers community activities such as holiday celebrations, parades and picnics. These events and programs meet recreational needs and also contribute to the borough's sense of community and sense of place. These events and programs should be continued. Walking tours focusing on the historic architecture of the borough may also be considered.

Summary of Recommended Actions

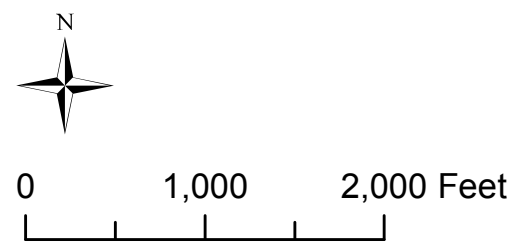
- Update the *Open Space Plan for Tullytown Borough* (2001) to expand upon recommendations in the existing plan and consider recommendations in the Delaware River Heritage Trail initiative, the East Coast Greenway program, and the Bucks County Waterfront Revitalization Plan.
- Implement recommendations in the *Bucks County Waterfront Revitalization Plan* (2005) that call for public access to the borough's waterfront as well as pedestrian connections between the eastern and western portions of the Borough, the Levittown Train Station, the Delaware Canal State Park, Fallsington Avenue, Main Street, Martin's Creek, Franklin Cove, and the Delaware River.
- Update *A Comprehensive Recreation Plan for the Borough of Tullytown* (1981) to account for changes that have occurred in land use activity since 1981, as well as changes to the amount of municipally-owned park and recreation land.
- Consider conducting a survey to gather input regarding what types of recreational facilities and programs members of the community are most interested in.
- Continue planning events and activities, such as holiday celebrations, parades, and picnics, to involve all members of the community.

DRAFT

**Map 4
Parks, Recreation,
& Open Space**



- Permanently Protected Lands
 - 1. Delaware Canal State Park
 - ▨ Paved-over portion of canal
 - 2. Levittown Lake
 - 3. Borough Park
 - 4. Former LPRA Ballfields
 - 5. Tullytown Cemetery
 - 6. Park along the Canal
- Temporarily Protected Lands
 - 7. Walt Disney Elementary School
 - 8. Penn Warner Club
- Future Bicycle/Pedestrian connection



Chapter 8 Cultural, Architectural and Historic Resources

Tullytown has cultural, architectural and historic resources which provide character and a flavor to the borough. The buildings and structures reflect the era in which they were constructed and have provided the borough with a unique and valuable heritage.

Tullytown's heritage is also found in its natural landscapes, such as the Delaware River, Franklin Cove, Levittown Lake and cultural landscapes such as the Tullytown Cemetery and Delaware Canal. Both buildings and landscapes provide the borough with a sense of place and heritage that should be preserved.

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

This chapter primarily addresses historic preservation of buildings and landscapes. The promotion of heritage through cultural events is also briefly discussed. The management or protection of natural landscapes is addressed more fully in the natural resources protection chapter of this plan.

Historical Development

In 2000 the U.S. Census determined that 11 percent of all dwelling units in the borough were built before 1939 and almost 65 percent before 1959. Therefore, much of the housing is 50 years old or more and was constructed in styles that reflect the time it was built. Residential and commercial structures represent primarily 19th century Victorian residences and Levittown suburban tract housing of the 20th century.

Tullytown began as a land grant from William Penn and grew up as a farming community with a traditional village development pattern. The first major growth factor was the King's Highway, now known as Radcliffe Street in Bristol Borough, built in 1714 which served farmers, troops, and other travelers. In 1831, the Delaware Canal was constructed north of the borough and soon after in 1834 the Philadelphia and Trenton Railroad was built. Bristol Pike, also known as Route 13, was built by the Works Progress Administration (WPA) in the 1930's. This roadway, which linked Morrisville with Philadelphia, was improved in the 1950's and became a major transportation route in the region. Transportation has been a significant part of the borough's history. Major transportation arteries have provided access to outside markets but have also cut the borough into two distinct parts. Tullytown is marked by development patterns from two different eras, pre and post automobile. These development patterns provide distinct characters for the borough.

The Main Street portion of the borough dates to the borough's founding when it was a village centered on farmland. This part of the borough, known as Old Tullytown, is notable because of the small lots, grid street pattern and presence of mixed use structures. Along much of Main Street, the buildings extend to the sidewalk and to the width of the lots. Residential and nonresidential uses are mixed together and dwellings are found over stores. This pattern is typical of older boroughs and is similar to other villages in Bucks County which were developed when everyone walked and goods moved by horse and wagon.

Until the 1950's the northern portion of the borough was farmland. Access, vacant land and housing demand in the early 1950's lead developer William Levitt to purchase land in the northern section of the borough to build portions of the residential community of Levittown. A total of 17,000 Levittown dwelling units were built in four municipalities. Of that total, 491 units were constructed in Tullytown. Homebuyers viewed model homes on a parcel along Route 13 at the present site of Long John Silver's Restaurant. William Levitt also built the first regional shopping center in the area within Tullytown, formerly known as the Levittown Shopping Center, now the site of the developing Levittown Town Center Shopping Center. Also, as part of the Levittown community, space was provided for a school and churches in Tullytown.

Levittown is one of the first large scale examples of auto oriented suburban residential development. Homes are set back from all property lines and the streets are designed in a curvilinear fashion to keep vehicular speeds slow. Sidewalks along the street allow for walking to schools, parks and churches. There are no mixed land uses and all commercial uses are concentrated on the boundaries of the development. The development pattern is unique because the Levittown neighborhoods were built by the same company within the same time period at a very large scale and present a uniform streetscape, with similar site plans and architecture. While the individual dwellings in Levittown are not historically significant, the neighborhoods as a whole represent a distinct time in the history of the U.S. The neighborhood reflects the history of the times and provides a distinct character for the northern portion of the borough.

Description of Borough Resources

A historic buildings survey has never been undertaken for the borough; however several historic resources have been identified and listed on the Bucks County Register of Historic Places due to their significance within the county. Christ the King Orthodox Church (Tullytown Methodist Church 1874), at 465 Main Street, is recognized as a well preserved example of Gothic Revival architecture executed in brownstone. The structure's significant architectural features include stained glass windows.

The brick house at 412 Main Street, designated the William Shafer House, was constructed in 1840 and is notable as a good example of town style architecture of the mid-nineteenth century. The building, now known as the Brick House, contains a small restaurant in addition to a residence.

The Delaware Canal is designated as a National Historic Landmark, a nationally significant historic place designated by the Secretary of the Interior because it possesses

exceptional value or quality in illustrating or interpreting the heritage of the United States. The Delaware Canal was constructed between 1827 and 1832 to transport coal from the Upper Lehigh Valley to Philadelphia, New York, and the eastern seaboard. During its century of operation, the canal played a key role in development of the anthracite industry in northeastern Pennsylvania and the flow of commerce to communities along its route. The sixty-mile long channel and surrounding park links the City of Easton with Bristol, Pennsylvania. The Delaware Canal State Park runs through two counties (Bucks and Northampton) and eighteen municipalities. The canal towpath is also classified as a National Recreation Trail (NRT) by the U.S. Secretary of the Interior which is a designation given to existing trails that contribute to health, conservation, and recreation goals in the United States.

In addition to historic buildings and features, the borough has natural resources which also give it character. The Delaware River, Martins Creek and Franklin Cove provide a calm atmosphere and a source of recreation. The borough has many large mature street trees that provide shade, cooling, and a pleasant character to the neighborhoods. These trees should be managed to prevent unnecessary removal, treated to prevent disease, and provisions made for eventual replacement.

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

Although historic resources are valuable, they are often taken for granted until they are endangered. Preservation planning can lessen the threat. However, sound preservation planning must occur before historic elements are imperiled. Last minute preservation responses are rarely effective in the long term. The historic preservation process fosters civic pride and appreciation for historic values. Appropriate preservation and restoration projects even enhance and improve surrounding non-historic property values. In terms of economic development, historic preservation generates tourism, construction, and rehabilitation activity that creates jobs and income. Therefore, the need for continued protection of historic resources is an important concern for the borough.

Preservation Tools and Techniques

The first step in protecting historic resources is to develop a historic preservation plan. The plan should contain a historic resources survey, an assessment of constraints and threats to preservation of those resources, goals and objectives, and implementation strategies.

A comprehensive inventory or survey is the means of identifying and documenting the history of buildings, sites, and districts eligible to be classified and protected as historic

resources. A survey is the basis for a Historic Register which is a list of properties and sites with qualities or characteristics that are recognized as significant and contribute to the borough's heritage. Placement on the Historic Register requires a thorough evaluation of the building or site along with any other photographs or documentation, and archival research.

An assessment of constraints to preservation of documented resources involves an evaluation of the negative influences which may impact historic resources. Such constraints may include factors such as vibration from vehicular traffic, zoning which permits uses in historic structures that may detract from their historic integrity, and inability of property owners to fund maintenance and improvements. Goals and objectives are important to guide and provide a focus for a preservation program, and should reflect the wishes of the community.

A variety of tools exist to protect historic and cultural resources. Methods of historic resource protection include National Register designation and regulation by ordinance, whether through an Act 167 historic district, through the zoning ordinance, or both. Ordinance provisions that aid in resource protection include historic district designation, use modifications, preservation incentives, exterior design guidelines for buildings that are built, rebuilt, or altered in historic areas, and delay of demolition ordinances.

These methods work together to protect resources. They should generally be employed in concert. They are described in the sections that follow.

The National Register

The National Register is the official list of the nation's cultural resources, providing recognition that buildings or districts have historic, architectural or archaeological significance. Properties with documents significance are nominated for listing through the Pennsylvania Historical and Museum Commission (PHMC).

Once listed, a designated resource, building, or district is protected from alterations to the extent that any federal or federally funded, assisted, or licensed project will be reviewed if the project might have an effect on it. The National Register places no restrictions on the actions of private landowners or developers, but has the effect of alerting landowners to the significance of a resource.

Listing may provide eligibility for certain funding opportunities or tax relief. Buildings that are listed on the National Register may still be altered beyond recognition or demolished. Tullytown does not have any buildings listed on the National Register, but may have some structures that would be eligible.

CRITERIA FOR LISTING ON THE NATIONAL REGISTER

The National Park Service's standards for evaluating the significance of properties were developed to recognize the accomplishments of all peoples who have made a significant contribution to our country's history and heritage. The criteria are designed to guide state and local governments, federal agencies, and others in evaluating potential entries in the National Register.

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

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

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

Act 167 Historic District

Under Act 167 of 1961, the Historic District Act, municipalities can adopt a historic district ordinance and designate an area as a historic district. A historic district is an area with distinctive character recalling historic or architectural heritage. This ordinance is a method of regulating the appearance of places with historic resources by permitting the review of changes to the exterior portions of buildings and structures. All areas proposed for a historic district must be certified as having historic character by the PHMC. Act 167 also requires the establishment of a Historic Architectural Review Board (HARB), which reviews and advises the municipal governing body about any alterations within the district. The governing body then decides whether to approve or deny the proposal.

The level of regulation that a municipality may undertake under a historic district ordinance can vary from adopting provisions to control the demolition of historic buildings to governing in detail the alteration, repair, and maintenance of the external features of a historic structure. Historic district ordinances have the advantage of providing municipalities with a wider amount of control over the appearance and development of historic districts, but they can also be controversial because that very same control sometimes alarms residents who fear that such regulation will interfere with the use of their property and impose greater costs for renovations and repairs.

Districts created under Act 167, the Historic District Act, are not zoning districts. The Act 167 historic district review process is a procedure separate from zoning, and a historic district ordinance is enacted as a stand-alone ordinance, although it should be cross-referenced in the zoning ordinance. Consideration should be given to evaluating the merits of establishing a historic district ordinance under Act 167 along Main Street in the Old Town portion of the borough.

Act 247 – Historic Preservation Zoning

Section 603(b)(7) of the Pennsylvania Municipalities Planning Code (PaMPC) allows local zoning ordinances to contain provisions that promote and preserve areas of historic significance. The use of a historic overlay district in a zoning ordinance can place special restrictions on development in addition to those of the base zoning district to enhance preservation efforts. Although Act 167, The Historic District Act, permits regulation of historic districts, it does not provide for the designation or regulation of individual historic resources not in a historic district. Overlay district provisions incorporated in a zoning ordinance can address alterations, additions, and uses that would potentially alter the character of an individual resource. The underlying zoning would not be affected.

Tullytown Borough currently employs the use of an overlay district to regulate land uses along the canal. In an effort to preserve the environmental, scenic, cultural, historical, and recreational heritage of the canal, Appendix A of the borough's zoning ordinance provides special zoning provisions applicable to the Delaware Canal Enhancement Area Overlay District. The borough could use a similar overlay concept for regulating historic resources.

Even if officials choose not to designate a historic district with specific requirements, existing zoning should be reviewed to ensure that it reflects the existing character of the neighborhoods. Often times zoning requirements may not be consistent with existing development which predates zoning regulations. In the photo to the right, new homes on Main Street have required front and side yard setbacks which are not consistent with many other structures along the street. Officials may want to consider reviewing the BC Borough Center district requirements as they relate to the placement of existing older structures in this district, and if necessary, modifying the ordinance requirements for consistency.



Demolition Regulations

The regulation of demolition is an important part of a community's effort to preserve historic resources. Demolition by neglect is the destruction of a building through abandonment or lack of maintenance. Property owners may use this kind of long-term neglect to circumvent historic preservation demolition regulations. The borough should

enforce laws that require buildings to be secure from vandalism and vagrancy, prevent blight and that prohibit demolition unless the building presents an immediate threat to the safety and welfare of the general public.

A demolition delay ordinance requires a waiting period after the submission of a request for a demolition permit. Many ordinances require a delay for structures over 500 square feet and greater than 50 years old. The time period provides time for research about the architectural or historical significance of the property and time to develop alternatives for preservation.

Design Guidelines

Design guidelines are another method of preserving the appearance of historic buildings and neighborhoods. They help to ensure that structures keep their historic character if they are rebuilt, restored, or renovated. The guidelines serve a similar purpose for new construction.

Guidelines are helpful for an effective heritage protection program whether or not the community contains any property listed on any historic register. Adherence to guidelines ensures that buildings fit within the context of the existing architecture of an area. Although guidelines are not binding, they make a strong statement about the importance of preservation to a community.

Financial Incentives and Grant Programs

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

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

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

Historic Commission or Society

The appointment of a committee or group charged with implementing a historic preservation program in the borough is necessary. An historic commission advises planning commissions and elected officials concerning protection of historic resources throughout the community and comments on development proposals, conducts research and maintains a historic resources inventory and map.

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

Heritage Signage

Historic buildings, landscapes and other features can be noted by plaques, street markers, or storyboards. This signage may describe the features itself and the role they played in the borough's history. Historic trees, those that can be documented to be significant due to their age, can be noted with tree plaques.

Neighborhood Conservation

Tullytown contains several distinct neighborhoods built in different eras which comprise the fabric of the borough. These neighborhoods contain houses which may not be historically or architecturally significant but nevertheless are historic and cultural resources which reflect the borough's history. Neighborhood conservation focuses on funding and technical assistance for stabilization and rehabilitation of residential areas. These efforts should also ensure that affordability and social cohesion are retained. These activities will help to retain the distinct community character of the neighborhoods rather than focusing on individual resources.

Cultural Heritage

The borough's historic buildings and other features provide a visible link to the past. The borough also has a heritage based on traditions and a way of life passed down through generations of residents that should be preserved. The traditions of walking along the Delaware Canal towpath, shopping along Main Street or at the former Levittown Shopping Center, and attending the St. Michaels or Walt Disney schools, local churches, and other organizations link residents with each other and their forbearers. These links are important and should be maintained. This heritage can be celebrated and shared to strengthen ties amongst each other and the past. Borough celebrations, such as parades and fairs, transfer local cultural heritage onto new generations, and help bring community members together.

There are two specific issues that the borough may address to preserve cultural heritage: continued maintenance of the Veterans Monument park and the Tullytown Cemetery, and the Landmark Towns project.

Veterans Monument and the Tullytown Cemetery

Two areas within the borough are dedicated to the remembrance and honor of fallen soldiers. The Veterans Monument, located at Fallsington Avenue and Main Street, is a recently dedicated monument to honor all veterans. This monument is located on a leased portion of a larger privately owned parcel. The Tullytown Cemetery, located between Main Street and Bordentown Road, was established around 1860-1865 and contains numerous veterans' graves including several from the Civil War. The monument and the cemetery both play a significant role in the borough's cultural heritage, particularly for Memorial Day events.

Both sites should continue to be recognized and used for special civic holiday ceremonies.

Landmark Towns

The Landmark Towns project is a revitalization initiative of the Delaware Canal towns of New Hope, Yardley, Morrisville and Bristol that have traditional downtown business districts. The project is designed to help these small towns rejuvenate their business districts, as well as preserve and enhance their shared industrial and cultural heritage. The National Trust for Historic Preservation's "Main Street" revitalization approach—promotion, organization, economic development and design—are used in the Landmark Towns project.

The Landmark Towns project will define the region, assess its economy, and identify unifying regional themes. It also will identify borough downtowns and focus areas; review existing downtown plans and organizational capacity; identify potential for stand-alone revitalization programs; establish a downtown coordinating structure, and develop community sub-plans and a regional support plan.

Tullytown chose to not be involved in this project and also it is not a canal town with a business district like the others. However, the communities share similarities and strategies used by the other boroughs may be applicable to Tullytown.

Summary

Tullytown is a historic settlement in Southern Bucks County that contains neighborhoods and industry that have benefited from proximity to major transportation routes. Although the borough has grown significantly from its early beginnings, it still contains distinctive properties of historical significance that recall earlier times and provide a sense of place.

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

The key to a coordinated comprehensive preservation effort is a preservation plan which can be a component of the borough's comprehensive plan or a separate document. A historic organization, such as a commission or society, is necessary to develop the plan. The first step in creating a plan is to undertake a complete survey of the resources in the

borough. A goal and objectives that reflect the wishes of the community toward preservation should then be developed. Once a direction for the effort is established, implementation tools such as a zoning overlay district and a low cost loan program should be selected. With the plan in place, the historic commission should play an active role in implementing the plan and monitoring its progress.

The borough has a distinct cultural heritage which can be celebrated and strengthened with community events. This heritage binds residents to each other and the past and contributes to quality of life.

By following the steps outlined in this chapter the borough can help to ensure that its historic and cultural resources are protected and its identity is maintained for generations to come.

Summary of Recommended Actions

- Conduct a Historic Preservation Plan that includes an historic survey identifying historic resources to be protected.
- Continue to support efforts of individuals and groups to identify sites worthy of eligibility on the National Register and efforts to place resources deemed eligible onto the Register.
- Consider adopting historic preservation overlay zoning addressing provisions for all designated historic resources in the borough. Review existing zoning to ensure that it reflects the existing character of the neighborhoods.
- Consider adopting design guidelines for Main Street.
- Consider creating an historic commission or historic society to implement and provide guidance on historic preservation efforts in the borough.
- Continue to recognize and maintain the Veterans Monument and the Tullytown Cemetery as sites that are important in the borough's cultural heritage.
- Support community events which strengthen cultural heritage.

Chapter 9 Transportation and Circulation

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

Street Hierarchy

This section of the comprehensive plan update establishes a uniform highway classification system. Policy guidelines regarding street classification and access management standards are also established. These policies are especially important in light of the reality that funding levels for roads, which are the backbone of the transportation system, have not kept pace with the proliferation of motor vehicles, housing, and businesses. The backlog of needed road maintenance and construction projects has grown. Due to the reduction in funds available for highway capital improvement projects in Bucks County and throughout the Commonwealth, it is essential that municipalities re-evaluate the existing roadways and institute policies and regulatory measures to ensure that the existing roadways continue to function as efficiently as possible.

Road classification is the method by which streets and highways are categorized into classes, or systems, according to the type of service they provide. The road classification system recommended for Tullytown Borough is based upon five classes: Arterial, Collector, Primary, Secondary and Alley. These specific roadway types are defined in the borough's zoning and subdivision and land development ordinances. Specific roadway dimensional requirements are provided in the borough subdivision and land development ordinance. The following provides the classification for each street in the borough.

Arterial Streets are designed to carry large traffic volumes and high-speed traffic with access to abutting properties controlled. Access onto arterial streets should be strictly controlled because the proliferation of turning movements at individual driveways to properties will degrade the function of an arterial street. New access points should be minimized and well-spaced so that speeds on the arterial road can be maintained at appropriate levels. Access management techniques, as described later in this chapter, should be considered by the borough to protect the function of arterial streets. Arterial roadways in Tullytown Borough include U.S. Route 13 and Levittown Parkway.

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

Local Streets include all existing roads in the borough that have not been classified above, and are categorized into three groups: *Primary*, *Secondary* and *Alley*. Primary streets are designed to carry a moderate volume of traffic, to intercept secondary residential streets and driveways of high-density residential uses, industrial parks and other high traffic-generating uses. They also provide routes to collector streets and community facilities. Secondary streets are designed to provide access to abutting properties and a route to access primary streets. Alleys are streets that provide access to the rear of properties and offer protection from through-traffic.

State roads or highways that run through the Borough include: U.S. Route 13, Levittown Parkway, Main Street (portion of), Tullytown-Fallsington Road, Bordentown Road, Bristol Pike, and Fallsington Avenue.

Public Transportation

Currently, public transportation is provided within Tullytown Borough by Southeastern Pennsylvania Transportation Authority (SEPTA) rail service and fixed-route bus service. Rail service is provided by the SEPTA R-7 Levittown Regional Rail Station located within the borough. Residents also have access to the Trenton, New Jersey Station. SEPTA rail service provides access to Philadelphia and Trenton, New Jersey. SEPTA provides connecting service with New Jersey Transit in Trenton which provides service to New York. Tullytown residents can also access AMTRAK's Northeast Corridor Service through the station located at Cornwells Heights in Bensalem Township or at the Trenton, NJ Station. AMTRAK's Northeast Corridor provides access to New York, Boston, and Washington, D.C.

It should be noted that federal funding had previously been identified for improvements to the Tullytown Train Station and the surrounding roadway access (funding within SEPTA's Capital Budget). When completed, this project will greatly enhance public transit access at this station and will also provide more convenient access to the site by vehicular and bus traffic (SEPTA Route 127). However, recent funding constraints imposed by the denial of the Federal Highway Administration for Pennsylvania's request to toll Interstate Route 80 (Act 44) has created a loss of future funding for both SEPTA and PennDOT. As such, future capital budgets do not identify any local, state or federal funding for the Tullytown Station. Until future funding is identified, SEPTA has indicated that it intends to stop work on the design of this project.

Tullytown Borough is served by two SEPTA bus routes: route 127 and route 128. The 127 bus route provides service to several shopping, school and residential areas along Levittown Parkway and the Tullytown Train Station, before continuing its route to Trenton, New Jersey. The Route 127 begins at the Philadelphia Park Casino in Bensalem Township and ends at the Trenton, NJ Station. Connections to other SEPTA bus routes can be found at both malls. The 128 bus route runs from the Neshaminy Mall to the Oxford Valley Mall and provides connections to Croydon, Bristol and Tullytown and specifically provides access to commercial and residential areas in the borough via Kenwood Drive and Levittown Parkway. Within the Kenwood section, there is a bus stop along Kenwood Drive.

Other forms of public transportation available to Tullytown residents include Bucks County Transport, Inc., a private, nonprofit transportation agency, which provides on-demand service to those over 65 years of age or those on medical assistance. The borough should also support any additional service expansion which would help the older members of the community and or transit dependent residents.

As development and redevelopment take place, borough officials should examine how the use of public transportation will be affected. The borough should maintain a dialog with SEPTA to ensure that needs of its residents are being met.

Transportation Improvement Program

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

The Bucks County Transportation Improvement Program (BCTIP) is an inventory of transportation-related improvements requested by municipalities, concerned citizens, transportation studies, and other sources. In order to develop the BCTIP, an appeal is made to all the municipalities to put forward projects for the program update. Once this list is completed, it is approved by the Bucks County Planning Commission (BCPC) Board. At that point, it is submitted to the Delaware Valley Regional Planning Commission (DVRPC) to be included as candidate projects for the regional TIP. The regional TIP is updated every two years, in coordination with PennDOT's Twelve Year Plan (TYP). The regional TIP lists all projects that intend to use federal and/or state funds for their engineering, right-of-way costs and/or construction costs.

The TIP update includes re-evaluating existing project schedules and costs. Once the schedules and costs have been updated for each existing project, some new projects (candidate projects) may be added to the TIP. Since this list must be financially constrained per the requirements of the Safe, Accountable, Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU 2005), the addition of candidate projects is dependent upon federal allocations of transportation funding. DVRPC, in conjunction with the member governments of the region, then ranks and selects these potential projects from candidate projects lists (i.e., county TIP's) submitted by the member governments. The TIP is then submitted to the DVRPC Board for their approval. Once approved, the TIP is then submitted to PennDOT to be included in the state TIP.

As of the 2007-2010 DVRPC TIP, there are four projects in Tullytown Borough that are currently programmed for funding. The Borough should continue to support these existing projects which have been allocated federal funding. Also, borough officials should continue to work with the Bucks County Planning Commission in developing a

list of transportation improvements needed within the borough. These improvements should be ranked and submitted to the county for consideration for future regional TIPs.

The projects currently programmed on the 2007-2010 DVRPC TIP include:

Pa Route 13 improvements

- Provide a reduction in lanes from 6 to 4 with new medians and shoulders.
- Project involves intersection improvements with new turning lanes and signal retiming and interconnection plus pedestrian amenities.

Route 13 pedestrian overpass

- Construction of a bike and pedestrian overpass across Route 13, north of the Levittown Parkway intersection.
- Project is part of the East Coast Greenway.

U.S. Route 13 Revitalization Plan

The U.S. Route 13 corridor is one of the most heavily traveled corridors within Bucks County. Within the county, U.S. Route 13 traverses Bensalem Township, Bristol Borough, Bristol Township and Tullytown Borough before terminating in Falls Township. Recognizing the need to improve the corridor, the U.S. Route 13 Task Force was created. This task force was composed of representatives of the Bucks County Redevelopment Authority, the Transit Management Association of Bucks County, the Bucks County Planning Commission, and four of the five municipalities, as well as other interested parties.

It was through this task force that the *U.S. Route 13 Revitalization Plan* was developed. The study examined the existing condition of the corridor, potential changes to the corridor, how the corridor could be developed based upon municipal input, and suggested changes necessary to develop the corridor to provide the greatest safety of the travelers on the roadway, while at the same time providing for economic development potential. The study was completed in 2004.

Within Tullytown Borough, U.S. Route 13 is a limited-access highway from just south of the borough border with Falls Township to the intersection of Route 13 and Levittown Parkway. A portion of this stretch of Route 13 is a divided four-lane highway. From its intersection with Levittown Parkway south to the municipal border with Bristol Township, the highway consists of six-lanes for through traffic and several jughandles to accommodate left turns for motorists traveling northbound.

U.S. Route 13 commercial streetscapes are characterized by a visual clutter of signs, overhead power lines, and traffic devices. The roadway lacks fundamental pedestrian amenities, such as serviceable sidewalks, shade trees, pedestrian lighting, and street furniture. Unpleasant and uninviting streetscapes are damaging for business in that they discourage pedestrian traffic and business patronage. One study recommendation is to implement streetscape beautification along the corridor. Improved streetscapes create an inviting and attractive public face for the community and provide a positive feeling to

visitors. In addition to improving the public image of U.S. Route 13, pleasant streetscaping can have a significant traffic calming effect by transforming the perceived character of certain roadway segments to “mainstreets”.

Other study recommendations specific to Route 13 improvements in Tullytown Borough include: incorporating a landscaped median between northbound and southbound lanes; eliminating the jughandles and replacing them with new protected turning lanes; reducing the cross section from six to four lanes from Levittown Parkway to points south; improving the Route 13/Levittown Parkway intersection and adding a pedestrian/bike crossing at this location; and establishing Gateway Areas where Route 13 enters and exit the borough by improving lighting, landscaping and incorporating welcome signage. In addition, the study suggests Levittown Train Station Improvements which include recommendations for a new station house, reconfigured parking, and a pedestrian bridge over the railroad.

When this comprehensive plan was completed, construction was not completed on the projects recommended in the study. However, the Pa Route 13 improvements and the Route 13 pedestrian overpass, which are both found on the 2007-2010 DVRPC TIP, incorporate the recommendations from the study.

As areas along U.S. Route 13 are developed or redeveloped, the recommendations in the U.S. Route 13 study should be implemented. Furthermore, the borough should work with PennDOT to ensure that the recommendations are included in any future rehabilitation projects undertaken by PennDOT.

Establishing the Transportation/Land Use Connection

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

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

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

Borough officials should consider the transportation implications of decisions on changes of zoning and on developments and should coordinate these decisions with county, state, and regional governments. While the subdivision and land development ordinance requires submission of a traffic impact study for developments having the potential to generate a significant amount of traffic, there is currently no ordinance requirement for submission of a traffic impact study with a petition for a zoning map change. The zoning ordinance should be revised to include a provision requiring any application for a zoning map amendment to include a transportation impact study that carefully analyzes traffic impacts as a result of the proposed zoning.

Context Sensitive Design Solutions

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

Access Management

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

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

Tullytown Borough should consider developing an access management plan. This plan should include an analysis of current and projected land use and their associated traffic

conditions. The plan should include an implementation plan that establishes priorities and the responsible agencies for completing the roadway improvements or municipal ordinance amendments. PennDOT has recently completed developing a model ordinance containing suggested access management regulations. PennDOT's Center for Program Development should be consulted during the development of the plan.

Traffic Calming

Traffic calming measures are mainly used to address speeding and high cut-through traffic volumes on neighborhood streets. These issues can create an atmosphere in which non-motorists are intimidated or even endangered by motorized traffic. By addressing high speeds and cut-through volumes, traffic calming can increase both the real and perceived safety of pedestrians and bicyclists and improve the quality of life within the neighborhood.

The role of physical measures in traffic calming is usually emphasized because these measures are self-policing. In other words, by utilizing speed humps and/or traffic roundabouts, motorized vehicles will slow down in absence of a police presence. Some potential traffic calming measures include: speed humps; speed tables; chicanes; planted medians; roundabouts; and curb extensions.

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

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

Traffic calming techniques should affect driver behavior and improve the safety of the street for all roadway users, including pedestrians and bicyclists. The techniques must be designed so they do not impede emergency access by police, fire, ambulance, or rescue personnel. Finally, allowing for public participation during the designing of traffic calming facilities will help to ensure acceptance of these facilities.

Kenwood Drive is a residential street that motorists often use as a cut-through to avoid the intersection at U.S. Route 13 and Levittown Parkway. Borough officials, with input from local residents, should consider whether appropriate traffic calming measures along this residential street would be beneficial to the neighborhood.

Trails, Pedestrians, and Bicycling Facilities

The opportunity to travel by foot and bicycle is important for both recreational purposes and for members of the community who do not drive. These modes of transportation also provide an alternative to the automobile. As the mandates of the Federal Clean Air Act are carried out, provisions for pedestrian and bicycle access in the suburbs will become increasingly important for future community planning. In keeping with trends over the past decade, federal funding for new highways and roads will most likely diminish. SAFETEA-LU provides a different focus for transportation as new emphasis is placed on alternatives to motor vehicle dependency, with less attention given to new highways and roads.

Providing a walkable environment is essential to efficient transportation. Walking remains the cheapest form of transportation, and the construction of a walkable community provides the most affordable transportation system any community can plan, design, construct, and maintain. Walkable communities are more sustainable and lead to increased social interaction and physical fitness, while helping to reduce crime and other social problems. Such communities are typically more vibrant and enhance the lives of people who live and work in them.

In a compact setting such as a borough, sidewalks are an important feature that provide connectivity between residential uses and nonresidential uses providing necessary goods, services, and even jobs. The borough subdivision and land development ordinance currently requires sidewalks to be provided along abutting streets and along both sides of new streets when new development or redevelopment is proposed. Due to the importance of this design element, requested waivers of the sidewalk standards of the ordinance should be approved only under compelling circumstances.

The borough may also want to consider construction of sidewalks on streets where there currently are none. One example would be along the western side of Levittown Parkway where, in the absence of sidewalks, a walking path has been created. In this location, a sidewalk would improve pedestrian accessibility and safety. Furthermore, wherever possible, connections to existing and future trails should be encouraged.

In many communities, bicycle systems are important and much appreciated facilities. The subdivision and land development ordinance may be revised to include requirements for bicycle improvements in addition to or in place of sidewalks in appropriate areas. A bicycle plan may be prepared to determine the best routes to connect existing and anticipated developments with schools, shopping areas, parks and playgrounds, employment centers, and other key community locations.

East Coast Greenway

As previously noted in Chapter 7 on Parks, Recreation and Open Space, the East Coast Greenway is a proposed trail that will connect Maine to Florida and is projected to follow the canal corridor as it traverses Pennsylvania and specifically Tullytown Borough. The greenway completion is being spearheaded by the greenway alliance which is acting to

coordinate the overall project and work with various stakeholders to ensure the project completion.

This trail project would be an extremely important connector for the borough and could transform bike and pedestrian access for the area. That being said, some of the sections in Pennsylvania, and in particular Tullytown Borough, pose some of the greatest challenges for the project's completion. The canal is not continuous through the borough and the crossing of Pa Route 13 is a major engineering hurdle. The TIP currently identifies funding for a pedestrian overpass to connect the link for the greenway project, however cost and environmental issues have forced a re-examination of this important crossing.

The construction of the East Coast Greenway would be an important bike and pedestrian improvement for the borough in that it would serve as a spine route which could be supported by connecting trails and pathways from adjacent residential areas. It would also provide safe pedestrian and bicycle access which could connect the portions of the borough which are isolated from each other by Pa Route 13. The borough should support this improvement project and also examine existing facilities to determine the feasibility of connecting to this important system.

Summary

Tullytown Borough contains a network of local streets and arterial and collector roads, as well as a commuter rail line. Currently, the borough experiences traffic congestion and high volumes of traffic at main intersections, particularly during rush hours. The problem is compounded by the lack of sufficient collector roads. The majority of traffic isn't generated from within the borough itself, but rather from pass-through traffic primarily along U.S. Route 13 and the Levittown Parkway.

An effective and efficient multi-modal transportation system is critical if Tullytown Borough is to continue to thrive as a desirable place to live and work. Recognizing congestion reduction and promotion of alternative means of travel as concerns, Tullytown should look toward the future by developing a context sensitive program that promotes the maintenance and improvement of the existing network. Policies should also be directed to continue support for the improvement of Route 13, the Tullytown Train Station and the completion of the East Coast Greenway. Additional policies should encourage employee ridesharing, transportation management associations, promote walking and bicycling, traffic calming, access management and advocate mass transit by providing and/or expanding park & ride facilities near the train station.

Summary of Recommended Actions—Transportation and Circulation

- Coordinate with SEPTA to ensure that any future redesign of the Tullytown Train Station meets the concerns of the borough and the integration of roadway and transit improvements meet the needs of the residents and commuting public.
- Work with the Bucks County Planning Commission to develop a list of transportation improvements needed within the borough. These improvements

should be ranked and submitted to the county for consideration on future regional TIPs.

- Work with PennDOT to ensure that the recommendations in the *U.S. Route 13 Revitalization Plan* are included in any future rehabilitation projects undertaken by PennDOT.
- Revise the zoning ordinance to require any application for a zoning map amendment to include a transportation impact study.
- Work with the East Coast Greenway to ensure the completion of this important greenway and to ensure local connections are maintained.
- Utilize a context sensitive solutions approach as roadways and bridges in the Borough are reconstructed.
- Develop specific policies regarding traffic calming, including the participation of any neighborhood that could be impacted by the addition of traffic calming measures.
- Prepare a bicycle plan to determine the best routes to connect existing and anticipated developments with key community locations.
- Develop an access management plan to be included in the subdivision and land development review process.

Chapter 10 Borough Finance and Management

Borough Finances and Budgeting

Borough finances and budgeting are an important, yet often neglected, part of the comprehensive planning process. To carry out the goals and objectives of the comprehensive plan, the borough must be in good financial shape. Moreover, decisions about how funds are spent reflect the Borough's priorities, making it essential to link what the Borough wishes to do with the available funds.

Tullytown Borough has lost population during the past decade but the demand for services has not declined. How future growth and redevelopment occurs may determine the state of the municipal budget as well as the property tax burden. The borough's finances are also impacted by the Waste Management landfill. The borough has generated a \$58 million investment portfolio from Waste Management payments which yields between \$1-2 million in investment income annually. Landfill host fees generate approximately \$4 million to the borough annually. The borough, in turn, offers an annual property improvement allocation payment to homeowners. When the landfill closes, the landfill host fee will end. The borough will have to determine how to finance borough operations and how to manage the accumulated principal of the investments.

Thus, Tullytown Borough should become keenly aware of how growth and development affect municipal finances and budgeting. A short analysis of the Borough's current budgetary and financial situation is provided below that provides insight into how borough revenue is generated, and how this revenue is spent. The analysis further examines how changes to the rate of growth and development may affect revenues and expenditures.

The 2009 budget is \$6,191,997 of which 98.2 percent is for the general fund. The balance of 1.8 percent is for fire protection and street lighting funds. The total millage is 11.5 of which 7.5 was used for the general fund. The remaining 4 mills are divided equally between fire and street lighting funds (2 mills each).

Borough Revenues

Tullytown Borough's general governmental budgeted revenues are shown in Table 16. The general fund is the principal fund of the Borough. It accounts for most financial transactions in Tullytown except for those involving services funded from specifically funded revenue sources for fire protection and street lighting.

Tullytown Borough takes its general fund income from a variety of sources, including landfill host fees, capital gains and interest on investments, property taxes, licenses and permits, and fines and fees.

Table 16. General Fund Budgeted Sources of Revenue, Tullytown Borough, 2009

Revenue Source	Amount	Percentage
Landfill host fees	\$3,500,000	58%
Investment earnings	\$1,943,000	32%
Local enabling taxes	\$177,150	3%
Real estate property tax	\$160,789	2.7%
All other income	\$221,688	3.6%
Total Revenue	\$6,002,627	100.0%

The Borough is mainly dependent on the landfill host fees which generate the greatest portion of the Borough's total revenue but which also varies from year to year. The second-largest source of income is earnings from the borough investment account.

The Act 511 local enabling taxes, such as the mercantile and occupational privilege taxes, generate 3 percent of the total borough revenue.

The real estate property tax contributes 2.7 percent of the 2009 budget. Property in Tullytown Borough is taxed at a rate of 11.5 mills, a rate lower than many other municipalities. State law for boroughs sets a limit on taxation at 30 mills.

Borough Expenditures

Borough general fund expenditures fall into six general categories: general administration, building maintenance, police, public works, and miscellaneous expenditures (which includes the Property Improvement Allocation). Budgeted expenditures from the year 2009 are as follows in Table 17:

Table 17. General Fund Budgeted Expenditures, Tullytown Borough, 2009

Expenditure	Amount	Percentage
Miscellaneous	\$3,415,290	55.2%
Police Department	\$1,276,644	20.6%
Public works	\$573,448	9.2%
Administration	\$501,326	8.1%
Fire	\$131,907	2.2%
All other expenditures	\$293,382	4.7%
Total	\$6,191,997	100%

A majority of the budget was spent on Miscellaneous (55 percent), 94 percent of which was returned to property owners as the Property Improvement Allocation. As a result of fees generated by the presence of the Tullytown Resource Recovery Facility, the borough has provided this monetary gift to property owners on an annual basis for a number of years. Although there is no stipulation as to how a property owner uses the payment, the reimbursement was intended to financially assist property owners with property improvements. In 2008, the amount reimbursed was \$5000 per property owner in the borough. The amount will stay the same in 2009.

Expenditures on police (20.6 percent) and public works (9.2 percent) account for the second and third highest costs for the borough. These expenditures are followed by

administration (8 percent) and fire (2 percent). Except for the property improvement allocation, the expenditures are similar to most other boroughs.

Fiscal Impacts and Future Trends

For the past two decades, since the landfill fees have been coming in, Tullytown Borough has been able to keep a balanced budget. The borough budget is presently about \$6 million although the actual costs to operate the borough are approximately \$3 million.

The borough has generated a significant nest egg investment portfolio from Waste Management payments. The capital gains from this portfolio will generally yield \$1-2 million annually into the near future. Until 2011, when the landfill closes, the borough will receive more than \$3 million annually which is distributed directly to residents. In order to maintain government services at a level similar to what exists today, the rebates cannot continue at the same amount. Residents will have to determine what costs they wish to bear, such as trash collection. Tax revenue from the shopping center will make up for some of the lost income from the landfill, however, choices will have to be made.

In order to plan for anticipated, as well as unanticipated expenses, the Borough should carefully examine future trends for municipal finances, examine the underlying land use patterns that influence revenues and expenditures, and consider the development of financial planning instruments, such as a capital improvements program.

Fiscal Impacts of Future Growth

A 1994 Penn State College of Agricultural Sciences study examined the fiscal impacts of residential, commercial, industrial, and open space land uses and found that, in general, each of these land uses pays its own way when comparing municipal revenues generated to costs incurred in services.¹ This occurs despite the increased number of services provided by a stable mature municipality. Thus, in terms of municipal budgeting and finance, alternative land uses do not have a significant impact. Maintaining a balanced municipal budget is more a matter of keeping expenditures under control and taking advantage of other revenue streams than it is a matter of zoning more land for nonresidential land use.

However, when school district budgets are brought into the equation, alternative land uses do have a significant impact. Although residential land use provides a majority of overall revenues, it does not pay its own way, as the costs to educate schoolchildren are very high. (The one exception to this rule is age-restricted or senior citizen housing; this form of residential housing generates no schoolchildren and generally pays for itself). Commercial and industrial land uses provide more revenue to the school district and municipality than they generate in expenditures. Commercial and industrial land uses also provide a significant subsidy to both school districts and residential taxpayers in that none of these uses generate schoolchildren. Consequently, these land uses help keep residents' taxes low. Communities with a significant residential tax base without growth

¹ Kelsey, Timothy W. *Local Tax bases and Change: The Fiscal Impacts of Alternative Land Uses*. (Extension Circular, 143) College of Agricultural Sciences, Penn State University, 1994.

in nonresidential land uses will begin to see higher tax bills, as the revenue generated by residential development will become stagnant and may not keep up with the rising costs of education. The burden can be shifted to new nonresidential development. Thus, to help maintain a low tax burden on residents, the Borough should ensure that a variety of land uses are encouraged in its zoning ordinance.

From time to time landowners petition the Borough to change zoning. Zoning changes present a shift in land use policy and also a shift in fiscal situation. The Borough may require that any applicant for a zoning change conduct a fiscal impact study to determine the impacts of a zoning change upon the Borough's land use and fiscal bottom line.

Future Trends in Municipal Revenues and Expenses

As the Borough experiences infill development and redevelopment, changes can be expected in both revenues and expenditures. Below is a summary of what changes might be expected.

Revenues

The Borough's revenues will grow in the short-term due to the development of the Levittown Town Center Shopping Center. Real estate transfer taxes and permit fees may increase also due to any new residential and nonresidential development. These developments however will need services, and real estate taxes and wage taxes may not increase significantly to cover the new costs. Specific taxes are described by the following text:

Earned Income Tax—Revenues from the earned income tax will stay at the current level unless significant new residential development occurs.

Real Property Tax—Revenues from the real property tax will rise as the total assessed value of property rises through new construction, rehabilitation, and renovation of older structures. New activity will be assessed at current rates.

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

Licenses and Permits—Permits used to pay for the inspection of construction will rise and fall with the level of construction and development. Some license fees will rise as the level of redevelopment in the Borough changes.

Fines and Fees—The level of fines from vehicle code citations will rise and fall with the level of traffic through the borough. Fees used to pay for the processing of land development applications will rise and fall with the level of development.

Miscellaneous Revenue—This revenue should generally rise as the population increases.

Expenditures

The Borough must spend money to meet mandates from the citizens and other governmental bodies. These expenditures are related to the basic functions of Borough government.

Public Safety—Expenses due to public safety will increase as the Borough nonresidential development continues to grow, as there are more opportunities for interpersonal conflicts and traffic violations.

Public Works—Public works expenses will increase as Borough efforts to maintain and replace aging infrastructure continue. Roads will continue to wear down and improvements will be needed to reduce intersection conflicts and manage congestion as more vehicles travel through the borough.

General Administration—General administration costs may rise if there is a need to hire new staff to administer the functions of the local government.

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

Because of the significance of the borough's investment portfolio, its finances are somewhat sheltered from fiscal trends and the local economy. The impacts from the national and international economy may have stronger impacts.

Capital Improvement Program (CIP)

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

A capital improvements program (CIP) is a multi-year scheduling of public physical improvements. These improvements should only include expenditures for physical facilities, those which are permanent and have relatively long-term usefulness such as roads, parks, equipment and facilities. The scheduling is predicated on the availability of fiscal resources and the selection of specific improvements to be constructed over a span of five to six years into the future. It must be decided whether or not particular projects should be funded by the operating or capital budget. Only projects of sufficient size which require special attention from officials would be included in the capital improvement program.

Public expenditures called for in the capital improvements program play an important role in the implementation of the comprehensive plan. Borough expenditures for capital improvements can encourage or discourage growth and redevelopment in different parts of the Borough at different times. Coordination of sewer and water facilities, road

improvements, and Borough facilities is essential to ensure the viability of this comprehensive plan. Improvements in neighborhoods, such as new or renovated parks and street repaving, can improve property values. Borough investments in infrastructure, such as water and sewer and roads, can encourage economic development.

A CIP need only be as complicated as the borough wants it to be. After the initial startup, a CIP need only be updated once every year. The program should become a standard part of borough operations so that projects can be developed, funded, and completed without citizen unrest and political upheaval. A guide for implementation of a CIP is included in Appendix C of this document.

Summary of Recommended Actions—Borough Finances and Management

- Amend the Borough zoning ordinance to require a fiscal impact study when a zoning change is proposed.
- Develop a financial plan for management of the investment portfolio.
- Develop a capital improvements plan for financing projects that will improve the quality of life in the borough.
- Evaluate the long-term effects the property improvement allocation refund will have on borough finances.

Chapter 11 Future Land Use

One of the most important purposes of this plan is to establish a vision for the borough's future and to provide a physical plan for realizing this vision. The vision set forth by this plan is focused on maintaining the borough's existing neighborhoods, promoting appropriate infill and redevelopment, preserving and enhancing the natural, historical, and cultural resources, and planning for a sustainable future.

Given the existing development of the borough, a primary objective is to encourage appropriate infill or redevelopment which should be compatible with the scale and context of the borough's built and natural environment. In the resident survey conducted as part of the comprehensive planning process, neighborhood preservation was identified as the most important need facing the borough by a majority of survey takers.

Tullytown is a suburban community where distinct neighborhoods and areas have developed over time. The existing development patterns form the base of the Future Land Use Plan. Except for the existing solid waste facility operations and several specific recommendations below, the Future Land Use Plan recommends that existing land use patterns be continued. Appropriate infill and redevelopment opportunities should be promoted to support and strengthen the character of the borough's neighborhoods and nonresidential areas.

Guiding Principles

Future land use and development should be guided by the planning principles of "Smart Growth" and "Sustainability". These land use planning strategies are endorsed by many county and state governments, including Bucks County and the Commonwealth of Pennsylvania.

Smart growth promotes a concentration of development and diversity of uses. This approach is intended to guide development while also conserving natural systems, utilizing existing infrastructure, revitalizing growth centers, and encouraging alternative means of transit such as walking and biking.

Sustainability is broad in nature and encompasses all aspects of development to preserve environmental resources for future generations. It encourages green building design in compliance with Leadership in Energy and Environmental Design (LEED) standards and the use of solar, geothermal, wind, or other on-site regenerative energy production for both public and private development projects.

The Future Land Use Plan

Balanced Land Use

In addition to residential uses, the Borough contains institutional, commercial, industrial, recreational, and other nonresidential uses which serve the needs of residents by providing goods, services, and employment. In addition to providing jobs and necessary

goods, commercial and industrial uses also provide necessary tax revenue for the community.

To maintain a healthy tax base there must be sufficient commercial and industrial uses to support the community. A balance must be struck between the level of nonresidential development and the number of housing units. This balance ensures sufficient workers for industry, tax base adequate to support housing, and provides work nearby for residents, thus minimizing commuting distances.

The Future Land Use Plan for the Borough recognizes the existing land use balance and provides a base upon which to guide future development and redevelopment within the Borough.

Land Use Categories

Section 301.2 of the Pennsylvania Municipalities Planning Code requires that comprehensive plans contain a plan for land use. To this end, a future land use plan was developed for the Tullytown Borough Comprehensive Plan. The Future Land Use Plan comprises a map showing generalized land use categories, which are based on *existing land use patterns and intentions for future growth and preservation*. These planning areas, which are described below, are illustrated on Map 5 Future Land Use Plan.

Residential: Single-Family – The purpose of this classification is to retain the character of existing single-family residential areas, to maintain the existing residential lot density, and to protect these areas from incompatible land uses. The Borough’s R-1 Residential zoning district is associated with this land use category.

This land use category within the Borough comprises the single-family neighborhoods of Levittown located to the west of U.S. Route 13. Uses compatible to and typically associated with residential areas, such as schools and places of worship, also exist within this area.

In addition, within this land use category is a large vacant parcel consisting of 30.56 acres. The site, adjacent to St. Michael’s the Archangel Parish and school, was formerly used as a dump during the 1950s and into the 1960s. Due to the possibility of buried contaminants, the development potential of the site is not clear. Borough officials should require detailed environmental studies before consideration of any development proposals for the site. Also, Borough officials should ensure that proper environmental safeguards are adhered to if and when development is proposed.

Residential: Multiple-Family – The purpose of this classification is to provide appropriate areas for multifamily development in order to broaden the borough’s housing base and, therefore, serve a greater variety of housing needs, and to allow for the development of apartments and other uses that are compatible with higher

density residential development. The Borough's R-2 Residential zoning district is associated with this land use category.

Multiple-family land use includes properties with three or more attached dwelling units. The Borough has two areas with such land use designation: the Village Creek Apartment complex located at the northern corner of the borough bordering Falls Township and the MacIntosh Regency Senior Citizen Apartment complex adjacent to the Levittown Town Center Shopping Center, both located west of U.S. Route 13.

Commercial/Transit – The purpose of this classification is to provide areas for commercial, office, and transit uses which serve the immediate neighborhoods as well as surrounding areas. Both the SC Shopping Center and the HC Highway Commercial zoning districts are associated with this land use category.

This land use category within the borough includes the Levittown Town Center Shopping Center and surrounding commercial and office uses across Levittown Parkway to the northeast of the site, land along both sides of U.S. Route 13 south of the Delaware Canal, the Levittown Train Station properties and the AMTRAK rail line parcel that crosses through the borough.

Borough Center – The purpose of this classification is to maintain the mixed-use character of the borough core by providing for a variety of housing types and a few neighborhood type commercial and professional services. The BC Borough Center zoning district is consistent with the purpose and intent of this land use category.

This land use category corresponds with the Old Town section of the Borough located east of U.S. Route 13 where a mixture of residential and commercial uses exist in the earliest developed area of Tullytown.

Industrial – The purpose of this classification is to provide for the continuation and reasonable expansion of existing industries and the establishment of new industries within the existing industrial areas of the borough. The LI Light Industrial zoning district is associated with this land use classification.

Located entirely to the east of U.S. Route 13, the Industrial land use category covers several different areas within the eastern portion of the Borough and recognizes the existence of current industrial operations. The largest area within this category is along the southwestern side of Main Street extending to the riverfront and bordering much of the Franklin Cove before crossing up towards Bordentown Road northeast of the fire station. Other areas of the Borough within this category include lands in the northern portion of the borough between the Delaware Canal and the Amtrak rail lines and between the Amtrak rail lines and North Main Street.

Conservation: Park, Recreation & Open Space – The purpose of this classification is to provide for the protection and preservation of natural lands and the development of park and recreational resources for the benefit of all residents. It is recommended that a C Conservation district be created for park and municipal recreation lands and open space areas.

Areas of the Borough classified as Conservation: Park, Recreation, and Open Space exist in key locations throughout the Borough. All permanently preserved park and open space lands have this category, as do vacant lands with high concentrations of significant natural resources and areas intended for future borough parkland.

Solid Waste – Future Open Lands/Green Energy Generation – The purpose of this classification is to provide for existing solid waste operations to continue until their permits expire in 2012 at which time open space with limited recreational uses is envisioned. With additional studies, future opportunities for green energy production, such as solar power, may be determined to be feasible in portions of this area. This area currently relates to the SWD Solid Waste Disposal and SWS Solid Waste Staging zoning districts.

Extending from Bordentown Road to Franklin Cove and the Delaware River to the municipal border with Falls Township, this land use category encompasses the entire southeastern quadrant of the borough. It contains the existing Tullytown Resource Recovery Facility and other land uses related to solid waste management.

As the end of the current permit for the landfill operation gets closer, Borough officials should begin to consider developing guidelines regarding monitoring, financial obligations, future land use, and environmental impact that should be part of a post-closure agreement with Waste Management, Inc. Also, as part of the negotiated agreement with Waste Management, Inc., officials should strive to maintain some of the Host Municipal benefits they now receive.

Since state law requires monitoring a closed landfill for at least 30 years, the land use for the site won't change in the near future. However, Borough officials should begin to consider possible future uses for the site, such as open space, parkland with passive recreation opportunities, and the development of alternative energy uses, such as wind energy, solar power, or even agriculture which may be an important component of biofuels for the future. Borough officials need to establish a Post-Closure Committee, which in part, will develop a plan outlining desired and feasible future land use opportunities for the site.

Riparian Overlay District for Martins Creek – The purpose of this overlay classification is to delineate areas along Martins Creek that should be protected from clearing, paving, grading, and development. Borough officials should amend

the zoning ordinance to add riparian buffer requirements that would be applicable within a specified distance from the stream.

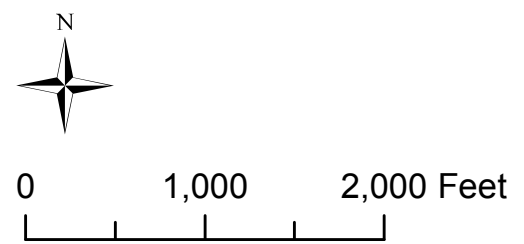
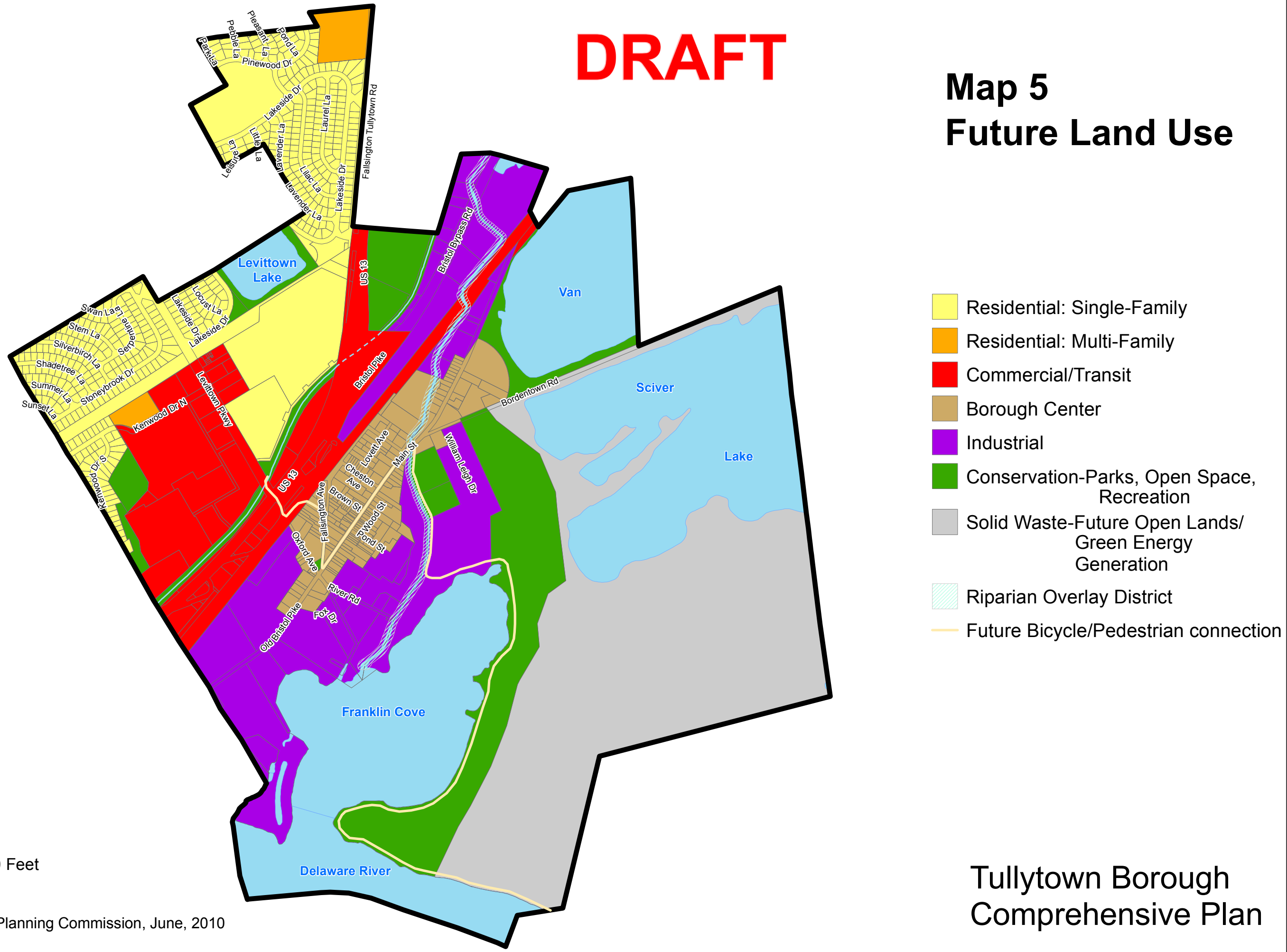
Recommended Zoning Amendments for Plan Implementation

Zoning and subdivision and land development ordinances are the regulatory elements authorized by the Pennsylvania Municipalities Planning Code to support a municipality's land use policy. The implementation of this plan for land use will require slight zoning district adjustments for several areas in the Borough. These areas, some of which are discussed within the analysis of existing land use in Chapter 4, are as follows:

- Amend the zoning map to extend the BC Borough Center zoning district further north to include the existing fire station lot on the southern side of Bordentown Road and the parcels between Main Street and Bordentown Road up to and including the Tullytown Cemetery. The existing uses in this area are typical of a town center, and the fire station and cemetery would provide a logical edge to the town core.
- Amend the zoning ordinance and map to create a new zoning district—C Conservation—which would include lands used for parks, open space, and noncommercial recreation uses. This Plan recommends that the following parcels or areas be rezoned to C Conservation:
 - Existing open space, park, and recreation areas which include the Borough-owned ballfields, state land containing Levittown Lake and the Delaware Canal, the Veterans Monument, and park areas behind Borough Hall.
 - Two parcels between U.S. Route 13 and the Delaware Canal that are currently zoned R-2 Residential. One of these parcels is owned by the borough for open space; the other parcel is owned by the Philadelphia Electric Company and contains high-voltage power lines.
 - The parcel next to the Levittown Town Center Shopping Center between the Borough-owned recreation fields and the canal is currently zoned SC Shopping Center. This parcel, which is mostly wooded, provides a natural buffer between the shopping center and the adjacent residences and would be appropriate as Conservation.
 - Land extending from Bordentown Road to the Delaware River between the Tullytown Resource Recovery Facility and the Franklin Cove, to be used for future borough parkland.
- Amend the zoning ordinance to incorporate use regulations for alternative energy uses and allow for such uses within appropriate areas.
- Amend the zoning ordinance and zoning map to create a riparian overlay district that would be applicable to land along Martins Creek.

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**Map 5
Future Land Use**



Chapter 12 Planning Compatibility

As land use decisions in one township or borough can substantially affect conditions in surrounding areas, it is important to ensure that policies developed for one community do not create conflicts with adjoining lands in another community. The Pennsylvania Municipalities Planning Code (PaMPC) 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 Tullytown do not create conflicts with adjoining lands but encourage a regional approach to address planning problems and issues. In compliance with PaMPC requirements, the following provides a discussion regarding the interrelationships among various plan components and includes an analysis of the relationship between existing land uses, zoning, and future land use planning in neighboring communities. It also compares land use and planning in the borough to the county's objectives and plans for development.

Relationship Among Plan Components

The components of the Tullytown Borough Comprehensive Plan are interrelated by their common goal of providing a high quality of life for Tullytown residents. The stated goals and objectives are designed to promote and protect the public health, safety, and welfare of the borough. Clean air and water, a safe and efficient transportation system, quality housing, the provision of park and recreation opportunities, and economic development are all issues that are important to borough residents. Each chapter, or plan component, addresses a different issue. Collectively, these components form a common vision for the borough's future.

In preparing this plan, efforts were made to ensure a high degree of coordination among the various plan components and a general consistency among the findings and recommendations provided in each chapter. Individual elements of the Plan are interdependent on and interrelated with one another. For example, the transportation section makes a strong connection between transportation and land use. Its recommendations involve providing a variety of transportation alternatives including pedestrian and bicycle facilities that can also be used for recreation and can complement park and open space areas. Recommendations regarding community facilities and services like police and fire protection are influenced by current conditions, projected trends, and future land use planning. The provision of these facilities, in turn, help to shape future land use planning.

Compatibility with Surrounding Municipalities

Tullytown Borough borders both Bristol and Falls townships in Bucks County. Each of these bordering townships has development, land use plans, and zoning controls that must be examined to ensure the compatibility of this comprehensive plan.

In addition, Florence Township in Burlington County, New Jersey lies to the southeast of the borough, across the Delaware River. The Florence riverfront across from Tullytown

contains some residential and industrial uses as well as the H. Kenneth Wilkie Park along the waterfront. Given the width of the river and absence of bridge connections between the two communities, there are no significant impacts from land use activities between the communities. However, Borough officials should ensure that future land use initiatives along the waterfront in Tullytown have a positive influence on Florence. It is recommended that borough officials continuously reach out to determine what activities associated with the Delaware River waterfront initiative along the Pennsylvania side could be coordinated with possible similar waterfront initiatives along the New Jersey side.

Bristol Township

Bristol Township is located to the west of Tullytown. The municipal boundary begins at the Delaware River, just west of Franklin Cove, and continues northwest across the railroad tracks, U.S. Route 13, and through the Kenwood section of Levittown until crossing east through the Stonybrook section of Levittown where it continues to Levittown Parkway and ends.

The Bristol Township zoning districts of M-2 Heavy Manufacturing, C Commercial, R-3 Residence, and R-2 Residence districts are found adjacent to Tullytown Borough. The M-2 Heavy Manufacturing district is located from the Delaware River northwest to U.S. Route 13. This district provides for large-scale industrial operations in the township and is consistent with the adjoining LI Light Industrial district located from the river to (and including) the railroad lines in the borough. Bristol Township's C Commercial district is located along the northwestern side of U.S. Route 13 and provides for highway oriented businesses and commercial uses similar to the adjacent HC Highway Commercial and SC Shopping Center districts in the borough. The township's R-3 Residence district, which includes most of the Kenwood neighborhood is adjacent to both the borough's SC Shopping Center and the R-1 Residential districts. North of the utility right-of-way and along the remaining area bordering Tullytown which includes the neighborhood of Stonybrook, the township's zoning is R-2 Residence. The permitted uses in the township's R-2 and R-3 districts are similar with the borough's R-1 district.

The land uses in Bristol Township and in the borough are largely consistent since the municipal boundary bisects areas that are similar in nature. An exception is where an area of the township's Kenwood neighborhood abuts the Levittown Town Center Shopping Center in the borough. However, the residential neighborhood is buffered by a swath of woodlands located from Route 13 to the borough-owned ballfields next to the shopping center.

While the *Township of Bristol Comprehensive Plan* (June 2008) contains some specific recommendations for areas extending to the borough border, the future land use section envisions the continuation of the overall established uses. Both municipalities have similarities in that they share residential neighborhoods, border the Delaware River, and have the Route 13 and Delaware Canal corridors passing through. Recommendations in the township plan to implement suggestions in the *Route 13 Revitalization Plan* and the

Bucks County Waterfront Revitalization Plan are consistent with and tie into recommendations of this comprehensive plan.

Falls Township

Falls Township, located to the north and east, shares an irregular boundary with Tullytown. The Falls-Tullytown border extends from Levittown Parkway east and north through the Levittown neighborhoods of Lakeside and Pinewood. The municipal border follows Fallsington-Tullytown Road south, crossing east slightly south of the Village of Pennbrook apartment complex which is located in Falls. Through several changes in direction, the municipal boundary crosses through both Middle Van Sciver Lake and Lower Van Sciver Lake before ending at the Delaware River.

The Falls Township zoning districts of NCR Neighborhood Conservation Residential, LR Low Density Residential, NC Neighborhood Commercial, HR High-Density Residential, LI Light Industrial, HI Heavy Industrial, and SL Sanitary Landfill are located adjacent to Tullytown. Except for a small area where Falls Township's HR High-Density Residential district is adjacent to the LI district in Tullytown, the residential neighborhoods zoned NCR Neighborhood Conservation Residential, LR Low Density Residential, and HR High Density Residential are adjacent to areas zoned R-1 Residential and R-2 Residential in Tullytown. Where the Falls Township's HR district containing the Village of Pennbrook apartment complex is adjacent to Tullytown's LI district, the Delaware Canal is the municipal border between both municipalities and provides a buffer between incompatible land uses. An area in Falls Township that is zoned NC borders the borough's R-1 district along Fallsington-Tullytown road. This commercial district, which provides for retail and service uses convenient to residential neighborhoods, is separated from the residential area by the roadway. From the Delaware Canal further east and south to the river, the nonresidential districts of LI, SWS, and SWD in Tullytown are consistent with adjacent nonresidential districts of LI, HI, and SL in Falls.

Land uses along both sides of the municipal boundary are fairly compatible, with mostly residential uses located west of the Delaware Canal and nonresidential uses located east of the canal in both municipalities. Tullytown and Falls share a major land use with the Tullytown Resource Recovery Facility located south of Bordentown Road. Both communities have appropriately zoned that area for solid waste disposal activities.

Similar to the Tullytown-Bristol border, the municipal boundary between Tullytown and Falls bisects residential neighborhoods, institutional uses (Walt Disney Elementary School property), recreation areas, and industrial areas. The *Falls Township Comprehensive Plan Update 2004* basically calls for the continuation of existing land uses that abut the borough. While land containing the Tullytown Resource Recovery Facility is identified as Landfill, lands surrounding the landfill operations and bordering the river and lakes are identified as Future Open Space on the township's Future Land Use map. According to the township plan, the township negotiated an agreement ensuring that passive recreation will prevail as the end use for not less than 2,000 acres comprising most of the lands and waterways of the Penn Warner Club. Much of this area forms the Falls-Tullytown border. The township's comprehensive plan further recommends support

for the *Bucks County Waterfront Activities Study* (June 1999), which predates the 2005 waterfront revitalization plan. These recommendations are consistent with the *Bucks County Waterfront Revitalization Plan* and future land use recommendations of this Plan.

Compatibility with Other Regional Planning Efforts

Redevelopment Proposal and Redevelopment Area Plan – Tullytown Revitalization Area

The Redevelopment Proposal and Redevelopment Area Plan for the Tullytown Revitalization Area (August 2000) was prepared for the Redevelopment Authority of the County of Bucks. This plan provides specific land use recommendations for a defined area of the borough consisting of approximately 141.4 acres that includes land along both sides of Levittown Parkway from the PECO utility lines south to and across U.S. Route 13 to the railroad tracks.

The plan recommends the following: an expansion of the R-2 district next to the existing Regency Macintosh to accommodate a second multi-family residential building; commercial and office uses on the shopping center site with paved-over portions of the canal to be opened and preserved as a linear park; commercial uses along both sides of Levittown Parkway in the northern part of the study area; office development in the northeast portion of the study area bordered by institutional and park uses (next to St. Michael's the Archangel Parish and school); and, commercial and transit uses along the southern side of U.S. Route 13.

While many of the recommendations of the revitalization plan are consistent with those in this plan, it is noted that development proposals that differ from some of the revitalization plan recommendations have been approved and are under construction in portions of the study area. Rather than residential, commercial uses are being developed next to the existing Regency Macintosh. The Tullytown Town Center Shopping Center is being redeveloped with all commercial uses and although portions of the canal that were previously paved over have been relocated, the canal has not, at this point, been day-lighted.

The following land use recommendations of the revitalization plan are consistent with the recommendations of this comprehensive plan: commercial uses on the shopping center site with the canal property to be preserved as a linear park; commercial uses along both sides of Levittown Parkway in the northern part of the study area; institutional and park uses along the eastern side of Levittown Parkway between the canal and commercial uses; and, commercial and transit uses along the southern side of U.S. Route 13.

Bucks County Waterfront Revitalization Plan

The *Bucks County Waterfront Revitalization Plan* shows concept plans for key areas along the Delaware waterfront that are considered priority redevelopment and enhancement projects in each waterfront municipality. Each "opportunity area" provides a potential vision of what might be.

In Tullytown, the plan envisions landscaping and wayfinding improvements and municipal gateway features to emphasize roadway entrances into the borough. Specific land use recommendations include: the continued mix of residential, office and retail uses in the center of the borough along Main Street with extensions of these mixed uses further west along the southern side of Main Street and further east along the southern side of Bordentown Road; low-density residential uses on the south side of Main Street; moderate-density residential development at the intersection of U.S. Route 13 and Bristol Pike and behind the municipal complex between Martins Creek and Lower Van Sciver Lake; and additional open space and recreation area along the edge of the lakes, the Tullytown (Franklin) Cove and the Delaware River.

The proposed park and recreation area would include a new park, boat ramp, public marina, and riverwalk, much of which would be located on land to be acquired from Waste Management. The riverwalk would run from Franklin Cove north to Pennsbury Manor, skirting the perimeter of Waste Management's facilities. This pedestrian connection is also shown to extend through the borough to connect to the Levittown Train Station and across U.S. Route 13 to the Delaware Canal towpath.

With the exception of the specific recommendations for additional low- and medium-density residential development and expansions of the mixed use areas, the *Bucks County Waterfront Revitalization Plan* is consistent with the land use recommendations of this comprehensive plan.

Bucks County Comprehensive Plan

The *Bucks County Comprehensive Plan* (1993) provides policy recommendations and guidelines to assist municipalities with managing growth, developing comprehensive plans (and related documents), and evaluating development proposals. The county plan also identifies various planning tools that can be used to manage growth in a manner consistent with sound planning practices. It is up to local elected officials to select those planning tools that will best meet the present and future needs of their community.

This Plan is consistent with many of the county's community planning policies that are included in the Bucks County Comprehensive Plan and promoted by the Bucks County Planning Commission. These policies include protection of natural and historic resources, and the promotion of infill development, redevelopment, neighborhood improvement and adaptive reuse that is respectful of existing development. This Plan, through its goals, objectives, and recommendations contributes to the achievement of the policies and objectives of the county's comprehensive plan.

DVRPC - Connections: The Regional Plan for a Sustainable Future

In 2009, the Delaware Valley Regional Planning Commission (DVRPC) developed *Connections: 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.

As with most of the surrounding communities, the DVRPC plan identifies Tullytown Borough as an area of Existing Growth. The document's 2035 Planning Areas and Centers map delineates Tullytown within the Developed Communities/Mature Suburbs category. This designation is given to communities that have already experienced their population and employment growth, but can now benefit from concerted action to renew and stabilize neighborhoods and reverse the trend of declining population and/or jobs. While Tullytown is a fairly established community in regards to population and employment, suggested stabilization and revitalization initiatives such as maintenance of infrastructure systems and the housing stock, economic development activities (like Main Street programs), and streetscape and signage programs could help to reinforce the borough's locational and physical advantages.

In addition, *Connections: The Regional Plan for a Sustainable Future* promotes the development of greenspace networks as a form of public infrastructure that benefits the health, function and sustainability of communities. The 2035 Greenspace Network shown in *Connections* identifies much of the eastern portion of the borough as the Delaware River Greenspace Corridor which is part of the overall regional greenspace network. Also, the 2035 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 Plan of Action

Successful implementation of this plan requires that specific measures, actions, programs, or techniques be taken in a timely and cost-effective manner. The following pages are a compilation of specific tasks recommended to be completed in order to carry out the plan's vision. Recommendations are organized by section topic. Each recommendation includes the entity or entities responsible for completing the task and suggested time frame for action.

Time frames are broken into ongoing, short-term, medium-term, and long-term. Ongoing efforts are those currently being undertaken and that should continue into the future. A short-term effort should continue soon after plan adoption (within the first 3 years). Medium-term efforts should start 3-5 years after plan adoption. Groundwork laid by short- and medium-term efforts must take place before many of the long-term efforts can be implemented 5-10 years after plan adoption. It is noted that issues may arise that may change the priority of the time-line. The time frame should be used as a guide and provide some flexibility, depending on local circumstances.

A listing of potential funding and technical assistance sources that may be available to help the Borough carry out many of the following recommendations is provided in Appendix D.

Natural Resources

1. Amend the Borough subdivision and land development ordinance to regulate land clearing and topsoil removal over large areas and limit permissible site area disturbance.

Entity Responsible: Planning Commission, Borough Council

Time Frame: Short-term

2. Consider enhancing existing woodland protection requirements with tree replacement regulations.

Entity Responsible: Planning Commission, Borough Council

Time Frame: Short-term

3. Consider establishing a Shade Tree Commission.

Entity Responsible: Borough Council

Time Frame: Medium-term

4. Work to increase tree cover throughout the Borough, by coordinating with available programs such as offered by TreeVitalize.

Entity Responsible: Planning Commission, Borough Council
Time Frame: Short-term

5. Evaluate having the Franklin Cove dredged to support recreational opportunities and the continuation of potable water.

Entity Responsible: Borough Council
Time Frame: Short-term

6. Revise plan submission requirements in the subdivision and land development ordinance to require that subdivision and land development plans show priority sites designated in the *Natural Areas Inventory of Bucks County, Pennsylvania* (where applicable).

Entity Responsible: Planning Commission, Borough Council
Time Frame: Short-term

7. Amending the zoning ordinance to add riparian buffer requirements.

Entity Responsible: Planning Commission, Borough Council
Time Frame: Short-term

8. Consider incorporating Low Impact Development (LID) techniques into the zoning and subdivision and land development ordinances.

Entity Responsible: Planning Commission, Borough Council
Time Frame: Short-term

9. Consider the creation of an environmental advisory council (EAC).

Entity Responsible: Borough Council
Time Frame: Medium-term

Development Today and Projected Changes

(Recommendations for amendments to the Borough zoning ordinance and zoning map are included under the section titled Future Land Use listed below.)

Community Facilities and Services

1. Maintain the borough's official web site to provide up-to-date information to residents and businesses.

Entity Responsible: Borough Council
Time Frame: Ongoing

2. Develop and maintain a current listing of available commercial and industrial properties to assist prospective businesses.

Entity Responsible: Borough Administration

Time Frame: Short-term

3. Plan for how services currently provided under the Host Municipal benefits (i.e., street sweeping, garbage collection, etc.) will be provided and paid for in the future once such benefits provided by Waste Management ends.

Entity Responsible: Borough Council, Borough Administration

Time Frame: Short-term

4. Consider training the streets department staff in proper tree maintenance and transferring that responsibility to the streets department.

Entity Responsible: Public Works

Time Frame: Short-term

5. Consider long-term funding needs by the fire department to keep ahead of rising costs.

Entity Responsible: Borough Council

Time Frame: Ongoing

6. Ensure installation of the planned signal preemptor at the intersection of Route 13 and Levittown Parkway to improve emergency access within the borough.

Entity Responsible: Borough Council

Time Frame: Ongoing

7. Continue to coordinate with local emergency providers to ensure the provision of emergency services in the most efficient and expedient manner possible.

Entity Responsible: Borough Council

Time Frame: Ongoing

8. Continue to anticipate needs of aging baby boomers and seniors and support programs that enhance public health.

Entity Responsible: Borough Council, Planning Commission, Private and Public Agencies

Time Frame: Ongoing

9. Institute a commercial recycling enforcement program that could benefit Borough businesses.

- a. Establish a program to obtain information from businesses operating in the Borough to assure they have a recycling program in place.

Entity Responsible: Borough Council
Time Frame: Medium-term

- b. Provide a program to offer assistance to businesses and institutions in the Borough to review their waste management programs and to assist them in their efforts to divert greater amounts of material from the waste stream.

Entity Responsible: Borough Council
Time Frame: Medium-term

- c. Establish an enforcement program that may entail an annual review/inspection of each business within the community.

Entity Responsible: Borough Council
Time Frame: Medium-term

- d. Sponsor or facilitate a program or support an organization to address illegal dumping and/or littering problems in the Borough.

Entity Responsible: Borough Council
Time Frame: Medium-term

- 10. Consider efforts to increase overall recycling rates.

Entity Responsible: Borough Council
Time Frame: Short-term

- 11. Consider negotiating continued or additional Host Municipal benefits geared at addressing future needs related to closure of the landfill.

Entity Responsible: Borough Council
Time Frame: Short-term

- 12. Coordinate the provision of telecommunications facilities which will provide for a desired level of service in Tullytown.

Entity Responsible: Borough Council
Time Frame: Ongoing

- 13. Maintain existing telecommunication regulations and be proactive in oversight of emerging technologies.

Entity Responsible: Borough Council, Planning Commission
Time Frame: Ongoing

Water Resources Management

1. Promote efficient use of water resources through conservation, infiltration, minimizing additional withdrawals, and reuse.

Entity Responsible: Borough Council
Time Frame: Ongoing

2. Consider the benefits of development of an Integrated Resource Plan (IRP) to assist in assuring better integration of water resource protection in land use planning.

Entity Responsible: Borough Council, Planning Commission
Time Frame: Short-term

3. Consider participating in the state's Source Water Protection Technical Assistance Program (SWPTAP) which conducts assessments of the susceptibility of the public water system water sources to potential sources of contamination.

Entity Responsible: Borough Council, LBJMA
Time Frame: Short-term

4. Consider amending the zoning ordinance to incorporate wellhead protection measures where applicable.

Entity Responsible: Planning Commission, Borough Council
Time Frame: Short-term

5. Encourage water conservation and the utilization of water conservation devices.

Entity Responsible: Borough Council
Time Frame: Short-term

6. Continue efforts to reduce infiltration and inflow into the sanitary sewer system.

Entity Responsible: Borough Council, LBJMA
Time Frame: Ongoing

7. Promote infiltration of stormwater to recharge groundwater.

Entity Responsible: Borough Council
Time Frame: Ongoing

8. Evaluate alternative best management practices for maintenance and retrofitting existing stormwater management basins.

Entity Responsible: Borough Council, Planning Commission, Borough Engineer

Time Frame: Short-term

9. Establish regular maintenance program for stormwater management facilities.

Entity Responsible: Borough Council

Time Frame: Short-term

Parks, Recreation and Open Space

1. Update the *Open Space Plan for Tullytown Borough* (2001).

Entity Responsible: Open Space Committee, Planning Commission, Borough Council

Time Frame: Ongoing

2. Implement recommendations in the *Bucks County Waterfront Revitalization Plan* (2005) that call for public access to the borough's waterfront as well as pedestrian connections between the eastern and western portions of the Borough, the Levittown Train Station, the Delaware Canal State Park, Fallsington Avenue, Main Street, Martin's Creek, Franklin Cove, and the Delaware River.

Entity Responsible: Borough Council

Time Frame: Short-term

3. Update *A Comprehensive Recreation Plan for the Borough of Tullytown* (1981).

Entity Responsible: Park and Recreation Committee, Planning Commission, Borough Council

Time Frame: Short-term

4. Consider conducting a survey to gather input regarding what types of recreational facilities and programs members of the community are most interested in.

Entity Responsible: Park and Recreation Committee

Time Frame: Short-term

5. Continue planning events and activities, such as holiday celebrations, parades, and picnics, to involve all members of the community.

Entity Responsible: Borough Council

Time Frame: Ongoing

Cultural, Architectural, & Historic Resources

1. Conduct a Historic Preservation Plan that includes an historic survey identifying historic resources to be protected.

Entity Responsible: Planning Commission

Time Frame: Medium-term

2. Continue to support efforts of individuals and groups to identify sites worthy of eligibility on the National Register and efforts to place resources deemed eligible onto the Register.

Entity Responsible: Planning Commission, Borough Council

Time Frame: Ongoing

3. Consider adopting historic preservation overlay zoning addressing provisions for all designated historic resources in the borough.

Entity Responsible: Planning Commission, Borough Council

Time Frame: Medium-term

4. Review existing zoning to ensure that it reflects the existing character of the neighborhoods.

Entity Responsible: Planning Commission

Time Frame: Short-term

5. Adopt design guidelines for Main Street.

Entity Responsible: Planning Commission, Borough Council

Time Frame: Short-term

6. Consider creating an historic commission or historic society to implement and provide guidance on historic preservation efforts in the borough.

Entity Responsible: Borough Council

Time Frame: Medium-term

7. Continue to recognize and maintain the Veterans Monument and the Tullytown Cemetery as sites that are important in the borough's cultural heritage.

Entity Responsible: Borough Council

Time Frame: Ongoing

8. Support community events which strengthen cultural heritage.

Entity Responsible: Borough Council

Time Frame: Ongoing

Transportation and Circulation

1. Work with SEPTA to ensure that the redesign of the Tullytown Train Station meets the concerns of the municipality and the integration of roadway and transit improvements meet the needs of the residents and commuting public.

Entity Responsible: Planning Commission, Borough Council

Time Frame: Ongoing

2. Work with the Bucks County Planning Commission to develop and maintain a list of transportation improvements needed within the borough.

Entity Responsible: Planning Commission, Borough Council

Time Frame: Ongoing

3. Work with PennDOT to ensure that the recommendations in the *U.S. Route 13 Revitalization Plan* are included in any future rehabilitation projects undertaken by PennDOT.

Entity Responsible: Planning Commission, Borough Council

Time Frame: Ongoing

4. Work with the East Coast Greenway to ensure the completion of this important greenway and to ensure local connections are maintained.

Entity Responsible: Open Space Committee, Park and Recreation Committee, Planning Commission, Borough Council

Time Frame: Ongoing

5. Utilize a context sensitive solutions approach as roadways and bridges in the Borough are reconstructed.

Entity Responsible: Public Works, Planning Commission, Borough Council

Time Frame: Ongoing

6. Develop specific policies regarding traffic calming, including the participation of any neighborhood that could be impacted by the addition of traffic calming measures.

Entity Responsible: Planning Commission, Borough Council

Time Frame: Short-term

7. Prepare a bicycle plan, as part of the Park and Recreation Plan, to determine the best routes to connect existing and anticipated developments with key community locations.

Entity Responsible: Park and Recreation Committee, Planning Commission, Borough Council

Time Frame: Medium-term

8. Develop an access management plan to be included in the subdivision and land development review process.

Entity Responsible: Planning Commission, Borough Council

Time Frame: Medium-term

Borough Finance and Management

1. Amend the Borough zoning ordinance to require a fiscal impact study when a zoning change is proposed.

Entity Responsible: Planning Commission, Borough Council

Time Frame: Short-term

2. Develop a financial plan for management of the investment portfolio.

Entity Responsible: Borough Administration, Borough Council

Time Frame: Short-term

3. Develop a capital improvements plan for financing projects that will improve the quality of life in the borough.

Entity Responsible: Borough Administration, Planning Commission, Borough Council

Time Frame: Short-term

4. Evaluate the long-term effects the property improvement allocation refund will have on borough finances.

Entity Responsible: Borough Administration, Borough Council

Time Frame: Short-term

Future Land Use

1. Amend the zoning map to extend the BC Borough Center zoning district further north to include the existing fire station lot on the southern side of Bordentown Road and the parcels between Main Street and Bordentown Road up to and including the Tullytown Cemetery. The existing uses in this area are typical of a

town center, and the fire station and cemetery would provide a logical edge to the town core.

Entity Responsible: Planning Commission, Borough Council

Time Frame: Short-term

2. Amend the zoning ordinance and map to create a new zoning district—C Conservation—which would include lands used for parks, open space, and noncommercial recreation uses. This Plan recommends that the following parcels or areas be rezoned to C Conservation:

Entity Responsible: Planning Commission, Borough Council

Time Frame: Short-term

- a. Existing open space, park, and recreation areas which include the Borough-owned ballfields, state land containing Levittown Lake and the Delaware Canal, the Veterans Monument, and park areas behind Borough Hall.

Entity Responsible: Planning Commission, Borough Council

Time Frame: Short-term

- b. Two parcels between U.S. Route 13 and the Delaware Canal that are currently zoned R-2 Residential. One of these parcels is owned by the borough for open space; the other parcel is owned by the Philadelphia Electric Company and contains high-voltage power lines.

Entity Responsible: Planning Commission, Borough Council

Time Frame: Short-term

- c. The parcel next to the Levittown Town Center Shopping Center between the Borough-owned recreation fields and the canal is currently zoned SC Shopping Center. This parcel, which is mostly wooded, provides a natural buffer between the shopping center and the adjacent residences and would be appropriate as Conservation.

Entity Responsible: Planning Commission, Borough Council

Time Frame: Short-term

- d. Land extending from Bordentown Road to the Delaware River between the Tullytown Resource Recovery Facility and the Tullytown Cove, to be used for future borough parkland.

Entity Responsible: Planning Commission, Borough Council

Time Frame: Short-term

3. Amend the zoning ordinance and zoning map to create a riparian corridor overlay district that would be applicable to land along Martins Creek.

Entity Responsible: Planning Commission, Borough Council

Time Frame: Short-term

Appendix A Tullytown Borough Resident Survey

In November of 2008, a survey was sent out to all households in Tullytown Borough as part of this comprehensive planning process. The purpose of the survey was to solicit input from residents on issues affecting the borough and to obtain residents' opinions on the quality of life in the borough. Approximately 980 surveys were distributed and 210 surveys were returned. This represents a response rate of approximately 21.4 percent, which is considered excellent for this type of survey. Survey responses were considered by borough officials in developing and reaffirming municipal policies promoted in this plan.

In addition to the survey results found below, respondents were given several opportunities to add written comments. These comments were not included in the comprehensive plan but are available for review at Tullytown Borough Hall.

1. Do you live: *(Residents were asked to check one response.)*

	<u>No. of responses</u>			
West of U.S. Rt. 13	154	75.1%	Not Answered	5
East of U.S. Rt. 13	51	24.9%	Total Responses	205

2. How long have you lived in Tullytown Borough? *(Residents were asked to check one response.)*

	<u>No. of responses</u>			
Less than one year	8	3.9%	Not Answered	4
1 - 5 years	25	12.1%	Total Responses	206
6 - 10 years	28	13.6%		
11 - 15 years	19	9.2%		
16 - 20 years	21	10.2%		
More than 20 years	105	51.0%		

3. Why did you choose to live in the borough? *(Residents were asked to rank three choices, 1 to 3, with 1 being the most important to them)*

	<u>1</u>		<u>2</u>		<u>3</u>		<u>Overall Totals</u>	
Raised here from childhood	25	16.2%	1	0.8%	6	4.7%	32	7.7%
Convenient to work	11	7.1%	7	5.3%	7	5.4%	25	6.0%
Reasonably priced homes	30	19.5%	26	19.7%	16	12.4%	72	17.3%
Low taxes	16	10.4%	31	23.5%	14	10.9%	61	14.7%
School system	37	24.0%	23	17.4%	17	13.2%	77	18.6%
Close-knit, small-town	6	3.9%	5	3.8%	6	4.7%	17	4.1%
Near friends and family	12	7.8%	14	10.6%	13	10.1%	39	9.4%
Good place to raise children	2	1.3%	12	9.1%	9	7.0%	23	5.5%
General quality of life	1	0.6%	5	3.8%	14	10.9%	20	4.8%
Historic character	0	0.0%	1	0.8%	1	0.8%	2	0.5%
Most of the above	6	3.9%	4	3.0%	19	14.7%	29	7.0%
Other	8	5.2%	3	2.3%	7	5.4%	18	4.3%
Totals	154		132		129		415	
Not Answered	4							

4. Do you own or rent your home? *(Residents were asked to check one response.)*

	<u>No. of responses</u>			
Own	174	86.1%	Not Answered	8
Rent	28	13.9%	Total responses	202

5. Where are members of your household employed? (Residents were asked to check all that apply.)

	<u>Self</u>		<u>Spouse</u>		<u>Other household members</u>	
Tullytown Borough	21	10.8%	6	4.8%	4	6.3%
Elsewhere in Bucks County	49	25.1%	43	34.1%	29	45.3%
New Jersey	32	16.4%	23	18.3%	5	7.8%
New York	3	1.5%	2	1.6%	4	6.3%
Philadelphia	5	2.6%	6	4.8%	10	15.6%
Montgomery County	3	1.5%	5	4.0%	3	4.7%
Other	9	4.6%	5	4.0%	3	4.7%
Work at home	5	2.6%	9	7.1%	1	1.6%
Retired	68	34.9%	27	21.4%	5	7.8%
Total	195		126		64	
Not Answered	8					

6. Please circle the number of household members that fit the following age categories.

	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5 or more</u>	<u>Overall Totals</u>	
a. Preschool-age children	15	4	6	0	0	25	4.8%
b. Children grades 1-8	24	12	6	4	0	46	8.8%
c. Children grades 9-12	23	10	0	0	0	33	6.3%
d. Age 18-22	21	14	3	0	0	38	7.2%
e. Age 23-44	34	68	6	0	0	108	20.6%
f. Age 45-54	40	52	3	0	0	95	18.1%
g. Age 55-70	46	68	3	0	0	117	22.3%
h. Age 70 +	28	30	0	0	5	63	12.0%
Total	525						
Not Answered	8						

7. Tell us what characteristics of the borough you like best. These should be aspects of the community that are important to you. (Residents were asked to rank the five most important characteristics, from 1 to 5, with 1 being the most important.)

	<u>1</u>		<u>2</u>		<u>3</u>		<u>4</u>		<u>5</u>		<u>Overall Totals</u>	
Residential neighborhoods	25	15.4%	16	10.1%	19	12.7%	17	11.4%	12	8.4%	89	11.7%
Sense of community	11	6.8%	9	5.7%	13	8.7%	10	6.7%	15	10.5%	58	7.6%
Historic buildings and features	2	1.2%	2	1.3%	1	0.7%	3	2.0%	5	3.5%	13	1.7%
School system	36	22.2%	20	12.7%	16	10.7%	12	8.1%	12	8.4%	96	12.6%
Public Transportation	1	0.6%	4	2.5%	4	2.7%	3	2.0%	3	2.1%	15	1.9%
Housing variety/affordability	10	6.2%	16	10.1%	14	9.3%	13	8.7%	8	5.6%	61	8.0%
Recreational opportunities	0	0.0%	0	0.0%	2	1.3%	1	0.7%	2	1.4%	5	0.7%
Activities for youth	0	0.0%	0	0.0%	1	0.7%	2	1.3%	2	1.4%	5	0.7%
Senior citizens activities	1	0.6%	1	0.6%	0	0.0%	1	0.7%	2	1.4%	5	0.7%
Cultural opportunities	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0%
Walking scale	1	0.6%	0	0.0%	3	2.0%	5	3.4%	5	3.5%	14	1.8%
Sidewalks/trails	0	0.0%	7	4.4%	6	4.0%	5	3.4%	10	7.0%	28	3.7%
Parks and open space	1	0.6%	2	1.3%	5	3.3%	15	10.1%	13	1.7%	36	4.7%
Natural resource preservation	0	0.0%	0	0.0%	1	0.7%	3	2.0%	2	1.4%	6	0.8%
Location to work & other facilities	14	8.6%	16	10.1%	14	9.3%	12	8.1%	11	7.7%	67	8.8%
Job opportunities/economic dev.	0	0.0%	0	0.0%	2	1.3%	2	1.3%	1	0.7%	5	0.7%
Infrastructure maintenance	7	4.3%	9	5.7%	8	5.3%	15	10.1%	16	11.2%	55	7.2%
Taxes	37	22.8%	27	17.1%	27	18.0%	18	12.1%	6	4.2%	115	15.1%
Emergency services	14	8.6%	28	17.7%	12	8.0%	11	7.4%	15	10.5%	80	10.5%
Other	2	1.2%	1	0.6%	2	1.3%	1	0.7%	3	2.1%	0	1.2%
Totals	162		158		150		149		143		762	
Not Answered	7											

8. Tell us what you believe are the major problems or needs facing the borough. (Residents were asked to rank the five most important issues, from 1 to 5, with 1 being the most serious problem or issue.)

	<u>1</u>		<u>2</u>		<u>3</u>		<u>4</u>		<u>5</u>		<u>Overall Totals</u>	
Neighborhood preservation	24	14.5%	12	7.8%	12	8.1%	12	8.2%	8	5.6%	68	9.0%
Historic preservation	3	1.8%	9	5.8%	2	1.4%	6	4.1%	6	4.2%	26	3.4%
School system	9	5.5%	7	4.5%	4	2.7%	5	3.4%	4	2.8%	29	3.8%
Public Transportation	10	6.1%	9	5.8%	8	5.4%	6	4.1%	8	5.6%	41	5.4%
Traffic Control	3	1.8%	6	3.9%	6	4.1%	6	4.1%	6	4.2%	27	3.6%
Housing variety/affordability	5	3.0%	9	5.8%	4	2.7%	3	2.0%	8	5.6%	29	3.8%
Recreational opportunities	2	1.2%	4	2.6%	3	2.0%	5	3.4%	4	2.8%	18	2.3%
More programs for youth	9	5.5%	10	6.5%	5	3.4%	10	6.8%	7	4.9%	41	5.4%
More senior citizens activities	5	3.0%	4	2.6%	9	6.1%	5	3.4%	8	5.6%	31	4.1%
Energy conservation	5	3.0%	9	5.8%	12	8.1%	4	2.7%	8	5.6%	31	5.0%
Public access to the river	9	5.5%	4	2.6%	12	8.1%	4	2.7%	7	4.9%	36	4.8%
Walkway connection improve.	9	5.5%	13	8.4%	11	7.4%	9	6.1%	5	3.5%	47	6.2%
More open space	3	1.8%	6	3.9%	5	3.4%	8	5.4%	6	4.2%	28	3.7%
Natural resource preservation	5	3.0%	8	5.2%	2	1.4%	5	3.4%	9	6.3%	29	3.8%
Flooding/stormwater controls	3	1.8%	5	3.2%	3	2.0%	7	4.8%	2	1.4%	20	2.6%
Water quality and supply	9	5.5%	10	6.5%	17	11.5%	10	6.8%	13	9.1%	59	7.8%
Job opportunities/economic dev.	15	9.1%	9	5.8%	7	4.7%	10	6.8%	5	3.5%	46	6.1%
Infrastructure maintenance	6	3.6%	5	3.2%	6	4.1%	12	8.2%	13	9.1%	42	5.6%
Taxes	15	9.1%	10	6.5%	8	5.4%	10	6.8%	10	7.0%	53	7.0%
Police protection	5	3.0%	1	0.6%	7	4.7%	5	3.4%	2	1.4%	20	2.6%
Other	11	6.7%	4	2.6%	5	3.4%	5	3.4%	4	2.8%	29	3.8%
Total	165		154		148		147		143		757	
Not Answered	45											

9. How would you describe the quality of life in the borough? (Residents were asked to check one response.)

	<u>No. of responses</u>			
Excellent	44	21.1%	Total responses	209
Very Good	101	48.3%	Not answered	1
Good	58	27.8%		
Fair	6	2.9%		
Poor	0	0.0%		

10. What one thing would improve the quality of life in the borough?

Comments 146* Not answered 61

*(Comments have not been included in this document but are available for review at Tullytown Borough Hall.)

11. How would you rate the following services that you receive? (Residents were asked to rank each service.)

	<u>Excellent</u>		<u>Good</u>		<u>Fair</u>		<u>Poor</u>		<u>No Opinion</u>		<u>Total</u>
Ambulance service	84	42.4%	56	28.3%	4	2.0%	0	0.0%	54	27.3%	198
Fire protection	102	52.0%	51	26.0%	15	7.7%	1	0.5%	27	13.8%	196
Garbage collection	123	61.2%	61	30.3%	13	6.5%	3	1.5%	1	0.5%	201
Police protection	121	59.6%	61	30.0%	14	6.9%	5	2.5%	2	1.0%	203
Property code & nuisance enfor.	38	20.8%	69	37.7%	31	16.9%	14	7.7%	31	16.9%	183
Public schools	97	49.7%	69	35.4%	9	4.6%	1	0.5%	19	9.7%	195
Public transportation	26	13.7%	45	23.7%	47	24.7%	20	10.5%	52	27.4%	190
Public water and sewer	49	25.7%	95	49.7%	30	15.7%	5	2.6%	12	6.3%	191
Snow removal	135	67.8%	53	26.6%	6	3.0%	1	0.5%	4	2.0%	199
Stormwater management	64	33.7%	89	46.8%	12	6.3%	5	2.6%	20	10.5%	190
Street lighting	59	29.5%	94	47.0%	34	17.0%	12	6.0%	1	0.5%	200
Street maintenance	107	53.5%	74	37.0%	16	8.0%	2	1.0%	1	0.5%	200
Not answered	61										

12. Are you satisfied with the quality, location and quantity of commercial development and retail services within the borough?
(Residents were asked to check one response.)

	<u>No. of responses</u>			
Yes	91	44.2%	Total responses	206
No	75	36.4%	Comments	115
Unsure	40	19.4%	Not answered	4

13. In which locations do you purchase the majority of the following goods and services? *(Residents were asked to check all that apply.)*

	<u>Tullytown Borough</u>		<u>Neighboring Township</u>		<u>Oxford Valley area</u>		<u>Other</u>		<u>Total Answers</u>
Groceries	1	0.5%	179	87.7%	17	8.3%	7	3.4%	204
Prescriptions	1	0.5%	177	89.4%	6	3.0%	14	7.1%	198
Shoes	0	0.0%	90	42.3%	111	52.1%	12	5.6%	213
Sporting goods	1	0.6%	46	28.0%	113	68.9%	4	2.4%	164
Movies/entertainment	1	0.5%	35	18.5%	136	72.0%	17	9.0%	189
Health care	12	5.9%	101	49.5%	53	26.0%	38	18.6%	204
Furniture	3	1.7%	58	32.4%	100	55.9%	18	10.1%	179
Appliance	26	13.5%	59	30.6%	93	48.2%	15	7.8%	193
Gasoline	61	28.6%	105	49.3%	11	5.2%	36	16.9%	213
Auto repair	81	40.9%	83	41.9%	24	12.1%	10	5.1%	198
Banking/financial	118	53.6%	82	37.3%	11	5.0%	9	4.1%	220
Hardware/home improvement	155	69.5%	44	19.7%	21	9.4%	3	1.3%	223
Hair salon/beauty services	15	8.1%	129	69.7%	19	10.3%	22	11.9%	185
Gifts	5	2.1%	80	33.6%	129	54.2%	24	10.1%	238
Not answered	7								

Appendix B Land Use Classification Definitions

Single-Family Residential—Consists of properties with single-family detached, or attached, one- or two-unit dwellings. This category also includes mobile home parks.

Multifamily Residential—Includes properties with 3 or more attached dwelling units.

Mining and Manufacturing—Consists of heavy manufacturing industries, and painting and advertising industries, as well as building and landscaping material extraction.

Government and Institutional—Includes all Federal, State, County, and Municipal buildings and facilities, except those that are park and recreation related. All private, parochial and public schools are included as well as, churches, cemeteries, emergency service facilities, and fraternal organizations. This category also includes medium- to long-term housing accommodations, such as retirement complexes and nursing homes.

Commercial—Includes (but is not limited to) wholesale and retail trade establishments, finance, insurance, real estate, and hotels.

Parks and Protected Open Space—Consists of Municipal, County and State parks.

Private Recreation—Consists of privately-owned open space and recreation land.

Mixed Use—Consists of properties containing more than one principal land use.

Transportation and Utility—Consists primarily of utility installations and right-of-ways, terminal facilities, automobile parking and landfill operations. Calculations for roadway acreage are also included.

Vacant—Includes parcels without dwelling units but may include structures such as barns, stables, sheds, etc.

Appendix C Capital Improvement Implementation

The first step in implementing a capital improvement program is to develop a position statement, which provides direction for making funding decisions. This statement provides a link between community development objectives and capital investment decisions. The following illustrates what may be contained in the statement:

Objective:

Implement the strategy of capital improvements programming, which will enable the Borough to plan for and finance capital improvements.

Policies:

- *Support policies of the Borough comprehensive plan.*
- *Protect public health and safety*
Projects to eliminate health and safety hazards must be given funding priority.
- *Promote government efficiency*
Projects which result in cost avoidance or operating savings should be funded.
- *Preserve unique resources*
Funding should be provided for exceptional cultural or natural resources when threat of permanent loss is imminent.
- *Enhance the Borough's economy*
 - Promote projects that support infill development and revitalization of underutilized areas.
 - Projects which generate increased tax revenue or leverage private investment for infrastructure development and maintenance should be promoted.
- *Meet federal and state mandates*
- *Utilize outside funding from grants and bonds wherever possible.*

Before the process starts it is important to inventory existing capital assets to determine age, condition, and original acquisition cost of each item. This activity provides a baseline analysis for evaluation of needs and future projects and helps to prevent surprises if an existing facility or equipment needs to be replaced unexpectedly. An inventory of existing facilities will assist in the indication of those portions of the Boroughs infrastructure which require replacement, updating or expansion.

The Borough Council should assign the development of the CIP to a group such as the Planning Commission or another appointed body who could work with municipal administrators that deal regularly with borough finances. All requests for capital improvement projects should be submitted to, and evaluated by, the assigned group, which then recommends a program to the council for implementation. The individuals or group assigned the development of the CIP should also coordinate funding for projects and monitor implementation.

Evaluation criteria

Criteria to determine project funding priority and what types of projects are to be included in the capital improvement process should be developed. The criteria should reflect compliance with

both the goals of the comprehensive plan and performance criteria. The criteria for Tullytown's CIP could be as follows:

1. Supports the policy of the borough comprehensive plan
2. Eliminates a hazard to public health and safety
3. Reduces or stabilizes operating costs
4. Required by state or federal mandate
5. Enhances environmental quality
6. Benefits borough economic base and enhances property values
7. Utilizes outside funding such as grants or bonds
8. No alternative means available

Projects may also be ranked by need:

1. Urgent – implement within 1-2 years
2. Necessary – implement within 2-5 years
3. Deferred – 5+ years

Once a basic framework for implementation is in place, work on the development of the first year program can begin.

To determine the Borough's financial capabilities for major expenditures, a financial analysis must be done. An analysis of revenue sources and present debts will permit a determination of the debt the Borough can afford. Funding sources should then be selected and scheduled, a process known as financial programming. The CIP is usually a five year plan for which revenue and expenditure projections are necessary. The CIP may be funded by the funds over and above expenditures (net cash flow), capital reserves, user fees and grants.

Once a financial program is developed, project requests can be developed and submitted to the assigned entity. Projects should be evaluated in terms of need and cost and judged on criteria such as cost and tax rate impact and the projects effectiveness in achieving the Borough's CIP criteria.

After the capital improvement program is compiled, it must be submitted to the council for approval and adoption of a budget which will provide financing for it. It is beneficial for the council to meet with department heads and administrators to discuss details of projects so that these officials may fully understand them. A special public hearing is advisable to gauge public opinion regarding the need for proposed projects.

Once approved, the capital improvement program can be implemented by the council and the Borough Coordinator. Regular review of the progress of the capital projects will head off problems which may occur during implementation and aid in management of the process. The CIP should be a smooth running process that can be impervious to the political process. It may be reviewed every year but need not be redone every year. Once the process is started the process should run smoothly and less time is spent on capital budgeting.

Appendix D Funding and Technical Assistance Summary

Name of Program	General Description of Program	Administering Agency
Accessible Housing Program, PA	Provides grants to local entities to carry out home modification programs for lower-income people with disabilities.	PA DCED
Alternative Fuels Incentive Grants (AFIG)	Encouraging the transfer and commercialization of innovative energy technologies and the use of indigenous fuels.	PA DEP
Assessment and Watershed Protection Program Grants (AWPPGs)	Supports a watershed approach to better address water quality problems in the US and building the capacity of all levels of government to develop and implement effective, comprehensive programs for watershed protection, restoration, and management to protect human health, support economic and recreational activities, and provide healthy habitat for fish, plants, and wildlife.	EPA Watershed Program Non-point Source Program
Business in our Sites Program	Provides grants and loans for business site preparation.	PADCED
Coastal Zone Management (CZM) Program	CZM provides technical and financial assistance to local governments and state agencies to control development in coastal hazard areas, improve public access, protect natural resources, expand strategies to improve local economies, promote proper planning, conserve coastal and wetland resources, and control coastal non-point source pollution.	DEP Office for River Basin Cooperation Trust
Communities of Opportunity	Provides grants to municipalities, redevelopment authorities and housing authorities for community revitalization, economic development, and lower-income housing development and rehabilitation.	PA DCED
Community Conservation Partnership Grant Program	Funds a wide variety of recreation, greenway, rivers conservation and open space preservation activities with 50% matching grants. Four main categories of grants are: a. Planning and Technical Assistance b. Acquisition Projects c. Development Projects d. Federally Funded Projects This is a restructuring and combination of separate grant programs including the former Keystone, Rails-to-Trails, River Conservation and other programs.	PA DCNR
Community Development Bank, PA.	Provides capital and capacity building grants to "Community Development Financial Institutions" (CDFIs). The CDFIs are then allowed to assist with small scale business expansions, new business starts, non-profit facilities and very small businesses.	PA DCED

Name of Program	General Description of Program	Administering Agency
Community Development Block Grant (CDBG)	Offers grants for a wide variety of activities, provided the applicant proves by survey or census that the project will benefit 51% low and moderate income persons or handicapped persons or eliminate "blighted" conditions in officially designated areas. For example, funds can be used for water and sewage improvements, storm drainage, handicapped accessibility, housing rehabilitation, parks and recreation, street and sidewalk improvements, code enforcement, community planning, and historic rehabilitation.	Bucks County Office of Community and Economic Development
Community Revitalization Program	Very broad grant program. Officially intended to promote community stability, increase tax bases and improve quality of life. Applications may be made by municipalities, authorities, economic development organizations and non-profit corporations. Public/non-profit/profit partnerships are encouraged. Generally can be used for infrastructure, community revitalization, building rehabilitation, demolition of blighted structures, public safety, and crime prevention.	PA DCED & Governor's Office
Compact Authorization Investment Program	Provides grants for local transportation projects in communities that host a Delaware River Joint Toll Bridge Commission bridge. Eligible projects include those that will improve safety and traffic flow.	Delaware River Joint Toll Bridge Commission
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	This program funds transportation projects that reduce congestion and improve air quality. Eligible projects include transit improvements, shared-ride services, traffic flow improvements, demand management strategies, pedestrian and bicycle facilities and programs, inspection and maintenance programs, and alternative fuel projects.	Federal Highway Administration (Philadelphia Office)
Conservation Corps, PA.	Provides funding for work crews for community projects, such as trail improvements.	PA DCNR
Core Communities Housing Program	Core Communities Housing Program – Provides grants for affordable housing activities, including construction and rehabilitation, on previously developed sites.	PA DCED
Customized Job Training	Provides grants to businesses (other than retail) to train new employees, and retrain and upgrade existing employees. Up to 100% of eligible costs may be paid for new job creations, and up to 70% for other eligible training.	PA DCED Businesses apply through a State-licensed Education Agency
DEP & Environmental Systems Research Institute Inc.	GIS Software Grants	PA DEP

Name of Program	General Description of Program	Administering Agency
Downtown Pennsylvania Program	Offers full-time management to organize and implement a Business District Authority, that provides financing for additional services in a commercial area. The Commercial Revitalization program funds physical improvement projects that are consistent with an action plan. Projects may include site improvements, façade renovations and adaptive reuse of downtown buildings.	PA DCED
Early Intervention Program	Provides matching grants to assist municipalities experiencing fiscal difficulties to develop comprehensive multi-year financial plans.	PA DCED
Economic Development Administration Economic Adjustment Grants	Provides grants to design and implement strategies to adjust to serious job losses to a local economy, such as natural disasters and defense spending reductions.	U.S. EDA Philadelphia Office
Economic Development Administration Loan Guarantees	Guarantees business loans made through private lenders. Available for up to 80% of project cost. Primarily intended for manufacturers, but commercial businesses may qualify. A equity contribution is required by business. Must show job creation.	U.S. EDA Philadelphia Office
Economic Development Administration Public Works Grants	Offers grants to distressed municipalities to assist in attracting new industries and encourage business expansion. Projects typically involve water and sewage improvements primarily serving industries, industrial access roads, and business incubators. A 50% local match is typically required.	U.S. EDA Philadelphia Office
Elm Street	Provides grants for planning, technical assistance and improvements to residential and mixed use areas near central business districts.	PA DCED
Emergency Responders Resources and Training Program	Provides funds for emergency responder improvement projects.	PA DCED
Emergency Services Loan Program	Provides low-interest loans to fire and ambulance companies to acquire vehicles, or to renovate or acquire buildings to house vehicles.	PA Emergency Management Agency
Energy Harvest Grant	Energy projects that address air quality and watershed protection.	PA DEP

Name of Program	General Description of Program	Administering Agency
Enterprise Zone Program, PA	Encourages investment in "enterprise zones" that are distressed areas designated by the State. The main benefits include: low-interest loan pools (mainly for building acquisition, construction, renovation and machinery), local technical assistance in connecting with financing and technical resources, and preferences in certain State grant and loan programs. A priority is placed upon assistance to industrial businesses. Grants are also available for the initial planning of proposed enterprise zones, and for program administration. See also "E.Z. Tax Credits" below. (This program is completely separate from the Federal Empowerment Zone/Enterprise Community program.)	PA DCED
Enterprise Zone Tax Credits	Provides State tax credits to businesses located within State-designated Enterprise Zones for new building construction and rehabilitation of existing buildings.	PA DCED
Environmental Protection Agency Brownfields Program	Grants for a very limited number of pilot demonstration projects for cleanup of contaminated underused industrial sites.	U.S. EPA Philadelphia Office
EPA Section 319 Non-point Source Pollution Prevention Program	Provides money for projects that help control non-point source pollution and protect water quality.	Pennsylvania Association of Conservation Districts, Inc. (PACD)
Flood Control - Army Corps and NRCS Watershed Programs	Various types of projects to manage flooding. Typically, the Army Corps is involved in larger watersheds, while NRCS has primary responsibility for smaller watersheds.	U.S. Army Corps of Engineers, U.S. Natural Resources Conservation Service
Flood Hazard Mitigation Grant Program	Provides 75% funding to relieve imminent hazards from flooding, such as voluntary buy-outs and demolitions of highly flood-prone properties.	Federal Emergency Management Agency
Flood Protection Program, PA	Offers design and construction of flood protection projects. The project must be deemed economically justifiable under the state capital budget process.	PA DEP Bureau of Waterways Engineering
Growing Greener Program	Aids in the preservation of farmland and open space, clean up of abandoned mines, restoration of watersheds, and providing new and upgraded water and sewer systems.	PA DEP

Name of Program	General Description of Program	Administering Agency
Growing Greener II	Main Street and downtown redevelopment grants to municipalities and nonprofits, focusing on improving downtown sites and buildings. Eligible projects may include approaches that assist in business development or public improvements.	PA DCED
Heritage Parks Program	Provides grants up to 75% of costs for projects within State-designated "Heritage Parks" to preserve and interpret the significant contribution that certain areas made upon the industrial heritage of the state and nation. Funds may be used for four types of projects: Feasibility studies, a Management Action Plan, Special purpose studies, and Implementation projects. Projects are intended to conserve natural, historic and recreational resources relating to industrial heritage to stimulate regional tourism.	PA DCNR
Historic Preservation - Certified Local Government Grants	Provides modest-sized matching grants to provide technical assistance to municipalities that have official historic districts and meet other criteria to be "certified."	Federal, administered by PA Historical and Museum Commission
Historic Preservation Survey and Planning Grants	Matching grants for historic surveys, historic preservation planning and National Register nominations. Available to municipalities and non-profit organizations. Cannot be used for construction.	Federal, administered by PA Historical and Museum Commission
Historic Preservation Tax Credits	Offers Federal income tax credits for a percentage of the qualified capital costs to rehabilitate a certified historic buildings, provided the exterior is restored. The program is generally limited to income-producing properties.	National Park Service
Home Ownership Choice Program	Provides financing assistance for new, single-family homes in designated blighted areas.	PA HFA
Housing and Redevelopment Assistance	Provides state-funded grants for community revitalization and economic development activities at the local level. Assists the community in becoming competitive for business retention, expansion, and attraction.	PA DCED
Industrial Sites Reuse Program	Provides grants and low-interest loans for environmental site assessment and remediation at former industrial sites.	PA DCED
Infrastructure Development Program, PA.	Provides grants and low interest loans for public and private infrastructure improvements needed for a business to locate or expand at a specific site. Financing is also available for infrastructure to redevelop industrial sites that have been idle more than 6 months, such as acquisition and demolition. Primarily available for industries, research facilities, company headquarters and business park developments.	PA DCED

Name of Program	General Description of Program	Administering Agency
Intermunicipal Projects Grants	Promotes cooperation between neighboring municipalities so as to foster increased efficiency and effectiveness in the delivery of municipal services at the local level.	PA DCED
Job Creation Tax Credits, PA	Provides State tax credits to businesses that commit to create new jobs in PA within the next 3 years. Must create 25 new jobs or 20% of the existing work force. The jobs must pay over a certain minimum income. The business must explain how it exhibits leadership in technological applications.	PA DCED
Keystone Historic Preservation Funds	Provides 50% matching grants to fund analysis, acquisition or rehabilitation of historic sites. The site must be on the National Register of Historic Places, or officially determined to be eligible for listing. The site must be accessible to the public after funding. The grants can be made to public agencies or non-profit organizations.	PA Historical and Museum Commission
Keystone Opportunity Zones	Provides state and local tax abatement to businesses located in a designated zone.	PA DCED
Keystone Rec., Park & Cons. Fund – Library Program	Provides grants to improve the physical facilities of public libraries.	PA DCED
Keystone Rec., Park & Cons. Program - Land Trust Grants	Grants to well-established non-profit land trusts and conservancies to plan for and acquire critical natural areas. Land that is acquired must be open to the public.	PA DCNR
Land Use Planning and Technical Assistance Program (LUPTAP)	Assists local governments and counties to prepare comprehensive plans, downtown plans, special community development studies and development regulations.	PA DCED
Local Government Capital Project Loan Program	Provides low-interest loans to local government for equipment and facilities needs.	PA DCED
Low Income Housing Tax Credit, Federal	Offers Federal income tax credits to non-profit and for-profit developers of housing for low-income persons. Non-profits can then sell their credits to investors.	PA Housing Finance Agency
Machinery and Equipment Loan Fund	Provides low-interest loans to acquire or upgrade machinery and equipment and related engineering and installation for industrial, agricultural, processing and mining businesses. The business must agree to create or preserve jobs as a condition of the financing.	PA DCED

Name of Program	General Description of Program	Administering Agency
Main Street Program	Provides grants to municipalities to coordinate downtown revitalization.	PA DCED
Minority Business Development Authority, PA	Provides low-interest loans for businesses owned and operated by minorities. Can generally be used for industrial, international trade, franchise, retail and commercial uses. Can be used for site acquisition, building construction and renovation, machinery and working capital.	PA Minority Business Development Authority & PA DCED
Municipal Open Space Program	Provides assistance with local land preservation efforts and open space planning. Aids in the acquisition of land for agricultural preservation, natural resource protection, and/or recreation.	BCPC
Municipalities Financial Recovery Act, PA	Provides technical advice and grants for special purposes (such as studies to improve service efficiency) within municipalities that have been officially designated as financially distressed. After application and designation, the municipality must follow a Financial Recovery Plan.	PA DCED
National Tree Trust	Supports the work of local nonprofit urban forestry organizations around the country.	online information available soon
Neighborhood Assistance Tax Credit Program	Authorizes state corporate income tax credits to private companies for investment in distressed areas, support of neighborhood revitalization planning, and development activities in designated Enterprise Zones.	PA DCED
On-Lot Septic System Program	Offers low-interest loans to limited income households to repair failing on-lot septic systems.	PennVest and PA Housing Finance Agency
Opportunity Grant Program (replaced Sunny Day Fund)	Offers grants to create or preserve very substantial numbers of jobs. May be used for job training, infrastructure, land and building improvements, machinery and equipment, working capital, or environmental assessment and cleanup.	Can only be applied for through the Governors Action Team
PA Industrial Development Authority Financing (PIDA)	Provides low interest loans for construction, renovation and site preparation of buildings for new employers. Primarily funds industrial projects.	PIDA and PA DCED
PEDFA Financing	Provides low-interest rate financing of business growth. Projects that can be funded with bonds that are exempt from Federal income tax have a lower interest rate than other types of projects. The lower rate financing is limited to activities such as site acquisition, building construction and rehabilitation and new equipment - for manufacturing and certain transportation and utility uses. The higher rate is available to a broader range of businesses and a much wider variety of expenditures.	PA Economic Financing Authority-- Applications are made through a local Industrial Development Corp. or Authority

Name of Program	General Description of Program	Administering Agency
PennCAP	Provides a guarantee of loans to businesses made by participating banks.	DCED Apply through a participating bank
PENNVEST	Offers low interest loans for construction and improvement of drinking water and wastewater systems. Outright grants may be available for highly distressed communities. Mainly intended for public systems, but some private systems may be approved. Water projects are funded through the Drinking Water Revolving Loan Fund. Sewage projects are funded through the Clean Water Revolving Fund. In addition, PennVest is authorized to provide loans for projects to control existing stormwater problems, such as separating stormwater from sanitary sewage. The "Advance Funding Program" provides low-interest loans for feasibility studies and engineering of systems if the utility cannot fund such work itself.	PA Infrastructure Investment Authority and PA DEP Bureau of Water Supply Management-- Involves both U.S. EPA and State funds
Recreational Trails Program	Projects such as maintenance and restoration of existing trails, development and rehabilitation of trailside and trailhead facilities and trail linkages, purchase and lease of recreational trail construction and maintenance equipment, construction of new recreational trails, and acquisition of easements or property for recreational trails or recreational trail corridors.	DCNR
Recycling Grants	Grants for up to 90% of municipal costs to develop and implement recycling programs, such as the purchase of recycling bins and composting equipment. Grants are also available to counties for a recycling coordinator, waste management plans and pollution prevention education.	PA DEP Bureau of Land Recycling and Waste Management (under Act 101 of 1988)
Recycling Market Development Loan Fund	Provides low-interest loans to businesses to purchase recycling source-separating equipment.	PA DEP Bureau of Land Recycling and Waste Management
SBA Financing	Offers low-interest financing for smaller businesses, including: - micro-loans and micro-enterprise grants - Section 7(a) Guaranteed Business Loans - Section 504 Loans to allow certified development organizations to make long-term loans for real estate and other fixed assets	U.S. Small Business Administration
Sewage Facility Planning Grants	Grants to pay up to 50% of the costs to prepare new sewage facilities plan or update an existing plan, under State Act 537 of 1966.	PA DEP
Shared Municipal Services	Provides modest-sized 50/50 matching grants to promote cooperation among municipalities, in order to increase the efficiency of public services. Two or more municipalities may apply, or a council of governments.	PA DCED

Name of Program	General Description of Program	Administering Agency
Small Business First	Provides low-interest loans for projects by businesses that generally have less than 100 employees. Generally, funding can be used for site acquisition, building construction, machinery, working capital, environmental compliance, defense-cutback impacts, recycling, technology, export and computer activities. This is also one of the few funding sources that can be used for restaurants, hotels and motels. The recipient must agree to create or preserve jobs.	PA DCED An application can be made through an "Area Loan Organization"
Small Business Incubator Program	Provides loans and grants for facilities in which a number of new businesses operate under one roof with affordable rents, sharing services and equipment and having equal access to a wide range of professional, technical, and financial programs.	PA DCED
Small Communities Planning Assistance Program (SCPAP)	Provides grants up to 100% of the costs to eligible municipalities to prepare comprehensive plans, development regulations and special strategies for development. Generally, 51% of the municipality's residents must be low or moderate income, according to the census or a survey.	Federal CDBG administered by PA DCED
Small Water System Regionalization Grants	Provides grants for feasibility studies concerning the merger of small drinking water systems.	PA DEP Bureau of Water Supply
Smart Growth Leadership Institute	Smart Growth Technical Assistance.	Leadership Institute
Solid Waste Facility Programs	Programs provide grants for municipalities to review proposed solid waste facilities within their borders. Programs also provide funding for municipal inspectors of facilities and for host fees from operators.	PA DEP Bureau Land Recycling and Waste Management
Stormwater Management Grants (Under State Act 167 of 1978)	Grants for cooperative efforts at the watershed level among municipalities for stormwater planning and ordinances. Grants are typically made to counties, but may be made to municipalities.	PA DEP Bureau of Watershed Conservation
Stream Improvement Program	Provides design and construction assistance to eliminate imminent threats to flooding and stream-bank erosion.	PA DEP Bureau of Waterways Engineering

Name of Program	General Description of Program	Administering Agency
TEA 21 Transportation Enhancements Program (Part of Federal Transportation Efficiency Act)	Provides grants for: facilities for pedestrians and bicycles, acquisition of scenic easements and scenic or historic sites, development of scenic or historic route programs, landscaping and other scenic beautification along highways, historic preservation, restoration of historic transportation facilities (such as canals), preservation of rail corridors (particularly for bicycle/walking routes), control and removal of outdoor advertising, archeological research, and mitigation of water pollution due to highway runoff. All projects must have a direct relationship to transportation.	U.S. DOT funds administered by PennDOT
The Environmental Challenge Fund	To support restoration, natural resource enhancement, and wildlife habitat improvement projects, that are concrete in nature and for which the planning has already been completed. Awards are made on the basis of direct environmental benefits; certain educational aspects and recreational features that are essential to the overall success of the project may also be considered for funding. If the proposed project will spawn new ideas/approaches or lead to additional activities or projects this information should also be reflected in your responses.	online information
Tire Pile Cleanup Grant	Grants to municipalities to provide reimbursement for costs of cleaning up large piles of used tires.	PA DEP Bureau of Land Recycling & Waste Management
TreeVitalize Program	Incentive grants are being offered to encourage municipalities to cross boundaries and work together to include tree cover in their planning and budgeting. Applications are welcomed from local governments or business improvement districts in the four counties listed above. Priority consideration will be given to applications supporting multi-municipal forestry management projects.	PA DCNR TreeVitalize
Urban Forestry Grants	Provides grants for tree planting projects. Is also a Federal "America the Beautiful" grant program for tree planting.	PA DCNR
Watershed Resources Educational Network (WREN)	Funds community based educational projects that protect and improve either the drinking water source waters for the community's public drinking water system or the community's watershed.	PA DEP
Wildlife Habitat Incentives Program (WHIP)	Provides both technical assistance and cost-share assistance to establish and improve fish and wildlife habitat. Projects may include riparian buffer restoration, stream fencing in agricultural areas, wetland enhancement, and fish habitat restoration.	USDA

Source: Publications and internet sites of various agencies, in addition to [Pennsylvanian](#) magazine. 

Key

PA DCED = Pennsylvania Department of Community and Economic Development

PA DCNR = Pennsylvania Department of Conservation and Natural Resources

PA DEP = Pennsylvania Department of Environmental Protection

PA HFA = Pennsylvania Housing Finance Agency

<u>www.inventpa.com</u>	The Governor's Center for Local Government Services oversees a range of financial and strategic support programs. Whether you need help in developing intergovernmental cooperation ventures or need assistance with financial recovery, the Center's local government experts can help. You can find out more about each of these programs on the Community Resource Directory.
<u>www.gpoaccess.gov/fr/</u>	The Federal Register is the official daily publication for Rules, Proposed Rules, and Notices of Federal agencies and organizations, as well as Executive Orders and other Presidential Documents.
<u>www.pueblo.gsa.gov/call/</u>	This site provides useful information about Federal programs and benefits. The Federal Citizen Information Center has gathered contact information and resources to help you get in touch with the appropriate official for each program.
<u>www.firstgov.gov</u>	FirstGov offers an extensive collection of online information, services and resources. You can link to web pages from federal and state government agencies.
<u>www.statelocalgov.net</u>	State and Local government on the Net is a frequently updated directory of links to government sponsored and controlled resources on the Internet.
<u>www.governmentguide.com</u>	Government Guide has federal, state and local resources personalized for you. Enter your location, then explore the features.
<u>www.fdncenter.org</u>	The Foundation Finder is a free look-up tool that provides basic profiles of 65,000 private and community foundations.

Source: Top 7 Grant Websites, January 2003
by Shannon Jankowski,, PSAB Grants/Research Analyst